



## **Scoping Summary Report**

### **Appendix A: Scoping Materials**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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## APPENDIX A: SCOPING MATERIALS

This appendix consists of all of the materials that were produced during the Scoping period to either notify the public and interested parties or to solicit feedback regarding the GA 400 Transit Initiative environmental review process. **Table A-1** below provides an outline of the items that are included within this appendix and which begin after page A-2.

**Table A-1: Overview of Appendices Included within Appendix A**

Appendix	Title	Description
A-1	Notice of Intent (NOI)	Excerpt from the Federal Register published on Tuesday, March 31, 2015
A-2	Meeting Advertisements	Excerpts from local newspapers that featured advertisements for the Public Scoping meetings
A-3	Media Release	Official press release that was developed by MARTA's Office of External Affairs to notify media outlets that the Scoping process had begun
A-4	Printed News Stories	Excerpts from stories that discussed the project and which were published either in-print or online during the Scoping period
A-5	Scoping Flyer	Flyer distributed on MARTA services during the Scoping period that advertised the Public Scoping meetings
A-6	Scoping Poster	Poster used in rail stations and bus shelters during the Scoping period that advertised the Public Scoping meetings
A-7	Scoping Meeting Handouts	Materials that were distributed as hand-outs at the Public Scoping meetings, including the following items (in order of presentation): <ul style="list-style-type: none"> <li>• Comment Card/Online Survey Form</li> <li>• Fact Sheet</li> <li>• Frequently Asked Questions (FAQs)</li> <li>• Scoping Booklet</li> </ul>
A-8	Scoping Meeting Boards	Information boards that were on display during the Scoping meetings
A-9	Public Scoping Meeting Presentation	Presentation delivered at each of the three Public Scoping meetings on April 14, 16, and 30, 2015
A-10	Agency Scoping Meeting Presentation	Presentation delivered at the Agency Scoping meeting on April 16, 2015
A-11	Expanded PSC Scoping Meeting Presentation	Presentation delivered at the Expanded PSC meeting on April 14, 2015



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## **Scoping Summary Report**

### **Appendix A-1: Notice of Intent (NOI)**

**June 2015**



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provides no evidence outlining such abuse. Moreover, it provides no evidence that the new \$75,000 bond requirement is not required to protect against such abuse of market power. Without any evidence, FMCSA will not exempt an entire industry from a clearly articulated congressional directive to raise the broker and freight forwarder financial responsibility requirements.

#### *National Transportation Policy (NTP)*

Finally, in its application, AIPBA argues that the \$75,000 bond requirement is contrary to the transportation policy of 49 U.S.C. 13101, because it violates the federal government's policy to "encourage fair competition, and reasonable rates for transportation by motor carriers of property" and to "allow a variety of quality and price options to meet changing market demands and the diverse requirements of the shipping and traveling public. . . ." 49 U.S.C. 13101(a)(2)(A), (D). AIPBA argues that the new broker bond amount "will likely result in a loss of tens of thousands of jobs and higher consumer prices as a matter of supply and demand." Further, according to AIPBA, "per Kevin Reid of the National Association for Minority Truckers, the anti-competitive effects of the new broker bond requirement will detrimentally affect the participation of minorities in the motor carrier system, which is another violation of the transportation policy."

In its docket comments in this proceeding, AIPBA argues that "a \$75,000 bond to protect carriers is not necessary to implement the national transportation policy because there is no shipper bond to protect carriers when they receive loads without the involvement of an intermediary." Further, AIPBA argues that "enforcement of the new financial security minimum is contrary to the national transportation policy of 49 U.S.C. 13101 because it restricts opportunity, competition and reasonable rates."

On the other hand, with regard to the National Transportation Policy (NTP), OOIDA argues that Congress's new \$75,000 requirement "burnished the national transportation goals of encouraging 'sound economic conditions in transportation, including sound economic conditions among carriers;' 49 U.S.C. 13101(a)(1)(C), and acted to promote efficient transportation and to enable efficient and well-managed carriers to . . . maintain fair wages and working conditions. Sections 13101(a)(2)(B)&(F)." OOIDA's point is well taken.

While AIPBA is correct that the NTP provides that the policy of the United States Government is to "encourage fair competition, and reasonable rates for transportation by motor carriers of property," "allow a variety of quality and price options to meet changing market demands and the diverse requirements of the shipping and traveling public", 49 U.S.C. 13101(a)(2)(A), (D), and "promote greater participation by minorities in the motor carrier system," 49 U.S.C. 3101(a)(2)(J), these are not the only elements of the NTP. Among other goals, the NTP provides that federal transportation policy includes "promot[ing] efficiency in the motor carrier transportation system . . .," 49 U.S.C. 13101(a)(2)(B), meeting the needs of shippers, 49 U.S.C. 13101(a)(2)(C), and "enabl[ing] efficient and well-managed carriers to earn adequate profits, attract capital, and maintain fair wages and working conditions. . . ." 49 U.S.C. 13101(a)(2)(F).

FMCSA finds that application of the \$75,000 broker and freight forwarder financial responsibility requirements under 49 U.S.C. 13906(b), (c) is "necessary to carry out the transportation policy of section 13101. . . ." 49 U.S.C. 13541(a)(1). First, Congress set that amount as the minimum requirement and in so doing, must be presumed to have acted in a manner consistent with the NTP. Second, as OOIDA, TIA and SFAA have shown, the previous \$10,000 bond was inadequate in the event of broker financial problems. In such instances, both shippers and motor carriers faced losses. Accordingly, applying the new \$75,000 bond amount is necessary to meet the "needs of shippers," 49 U.S.C. 13101(a)(2)(C), and to allow motor carriers to "earn adequate profits [and] attract capital," 49 U.S.C. 13101(a)(2)(F), as directed by the NTP.

Moreover, AIPBA has not shown why applying the new \$75,000 requirement is not necessary to carry out those provisions of the NTP. FMCSA does not believe that AIPBA has provided evidence that there has been a decrease in motor carrier competition or an increase in shipping rates due to the implementation of the \$75,000 bond requirement. Indeed at p. 5 of their docket comments, AIPBA admits that rates have actually decreased. Further, aside from an unsubstantiated projection, AIPBA makes no showing that the new \$75,000 requirement will undermine the NTP's goal of "promot[ing] greater participation by minorities in the motor carrier system. . . ." 49 U.S.C. 13101(a)(2)(J).

FMCSA does not find that the \$75,000 financial responsibility requirement for brokers/freight forwarders is "not necessary to carry out the transportation policy of section 13101. . . ." 49 U.S.C. 13541(a)(1). Nor does FMCSA find that continued regulation under section 13906(b), (c) "is not needed to protect shippers from the abuse of market power" or that the transaction or service at issue is of "limited scope. . . ." 49 U.S.C. 13541(a)(2). Finally, granting the exemption requested by AIPBA is not in the public interest. 49 U.S.C. 13541(a)(3). Accordingly, AIPBA's request is denied.

Issued on: March 25, 2015.

**T.F. Scott Darling, III,**  
*Chief Counsel.*

[FR Doc. 2015-07353 Filed 3-30-15; 8:45 am]

**BILLING CODE 4910-EX-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Transit Administration**

#### **Notice of Intent To Prepare an Environmental Impact Statement for the GA 400 Transit Initiative in Fulton County, Georgia**

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) and Section 4(f) Evaluation.

**SUMMARY:** The Federal Transit Administration (FTA) and the Metropolitan Atlanta Rapid Transit Authority (MARTA) issue this Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) and an evaluation per 49 U.S.C. 303 and 23 CFR 774 ("Section 4(f)") for the extension of high capacity, rapid transit in the Georgia (GA) 400 corridor in north Fulton County, GA from Dunwoody to Alpharetta. The EIS and Section 4(f) Evaluation will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA) and 40 CFR parts 1500 through 1508, Section 4(f), as well as FTA's regulations and guidance implementing NEPA (23 CFR 771).

The purpose of this NOI is to: (1) Advise the public and agencies that MARTA in coordination with the FTA is preparing an EIS for the proposed project; (2) provide information including previous planning studies and decision, purpose and need, and alternatives being considered; and, (3) invite public and agency participation in the EIS process, which includes a

review and written comments on the scope of the EIS.

**DATES: Scoping Meeting Dates:** Public Scoping meetings will be held on April 14, 16, and 30, 2015 at locations within the study area. The Scoping meeting locations are accessible by transit and to persons with disabilities. Confirmed times and locations will be published in local notices and on the project Web site at <http://www.itsmarta.com/north-line-400-corr.aspx>.

The dates, times, and locations of the Scoping meetings are:

- *Scoping Meeting 1:* Tuesday, April 14, 2015 at the North Fulton Government Service Center located at 7741 Roswell Road #104, Sandy Springs, GA 30350.
- *Scoping Meeting 2:* Thursday, April 16, 2015 at the Georgia State University Alpharetta Center located at 3775 Brookside Parkway, Alpharetta, GA 30022.
- *Scoping Meeting 3:* Thursday, April 30, 2015 at the East Roswell Park located at 9000 Fouts Road, Roswell, GA 30076.

All meetings will be held from 6:30 p.m. to 8:00 p.m. Directional signage will be posted at all meeting locations to inform participants of the meeting room number and location.

All meeting locations are considered private property. With the exception of on-duty law enforcement and/or security officials, weapons will not be allowed on the premises of any meeting locations under any circumstances. If there are questions concerning weapons policies for Scoping meeting locations or if translation, signing services, or other special accommodations are needed, please contact MARTA's Office of External Affairs, Toni Thornton at [tthornton@itsmarta.com](mailto:tthornton@itsmarta.com) or 404-848-5423 at least one week before the scoping meetings.

**Written Comments:** Written or electronic mail (email) comments should be sent to Mark Eatman, Project Manager, MARTA, 2424 Piedmont Road NE., Atlanta GA 30324-3330 or by email at [mreatman@itsmarta.com](mailto:mreatman@itsmarta.com). If submitting an email comment, please type "Scoping Meeting Comment for MARTA" in the subject line of the email. MARTA maintains a Facebook page for the GA 400 Corridor project and will notify Facebook followers, in conjunction with publication of this notice, to submit comments to the aforementioned email address as well. The address for the Facebook page is <https://www.facebook.com/Connect400>. Information on the project may also be found on the project Web site, <http://www.itsmarta.com/north-line-400-corr.aspx>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Stan Mitchell, Environmental Protection Specialist, FTA Region IV, 230 Peachtree Street NW., Suite 1400, Atlanta, GA 30303 or email: [stanley.a.mitchell@dot.gov](mailto:stanley.a.mitchell@dot.gov), telephone 404-865-5643.

#### SUPPLEMENTARY INFORMATION:

##### I. Scoping

FTA and MARTA will undertake a Scoping process that will allow the public and interested agencies to comment on the scope of the environmental review process. Scoping is the process of determining the scope, focus, and content of an EIS. NEPA Scoping has specific objectives, identifying issues that will be examined in detail during the EIS, while at the same time limiting consideration and development of issues that are not truly significant to the purpose and need for the project. FTA and MARTA invite all interested individuals, members of the public, Native American tribes, and Federal, State, and local agencies to review and comment on the scope of the Draft EIS.

To facilitate public and agency comment, a Scoping Information Packet will be prepared for review and will be available before each Scoping meeting and for handout at each Scoping meeting. This packet will include draft descriptions of the project purpose and need, the alternatives considered, impacts to be assessed, early alternatives that are currently not being considered, and the public outreach and agency coordination process.

##### II. Study Area Description

The project study area is located in Fulton County, Georgia, and includes small portions of the cities of Sandy Springs, Roswell, Milton, Dunwoody, Johns Creek and Alpharetta. The corridor study area extends approximately 12 miles along GA 400 from North Springs heavy rail station (the current northern terminus of the MARTA heavy rail service) northward to Windward Parkway near the Fulton/Forsyth county line.

##### III. Purpose and Need for the Proposed Project

MARTA invites comments on the following preliminary statement of the project's purpose and need:

The purpose of the GA 400 Corridor project is to provide high capacity transit (bus and/or rail) through the corridor study area, improve transit linkages and coverage to communities within the study area, and enhance mobility and accessibility to and within the study area by providing a more

robust transit network that offers an alternative to automobile travel.

The GA 400 Corridor is the transportation spine of northern Fulton County, one of the fastest growing sub-regions in the metro-Atlanta region. The corridor is home to many employment centers, including Perimeter Center in the southern portion of the corridor, one of the largest employment centers in the region. Transit service to and within the study area is provided primarily by MARTA heavy rail and bus. MARTA heavy rail service extends from Downtown Atlanta to major retail and employment centers, including the Medical Center and Perimeter Center in Dunwoody and Sandy Springs in the southern portion of the corridor. MARTA bus service in the corridor study area primarily functions as feeder service to the North Springs heavy rail station from areas to the north, including Roswell, Alpharetta and Milton. The Georgia Regional Transportation Authority (GRTA) also operates two express bus routes during peak hours that connect the southern portion of the GA 400 corridor to/from north and southeast destinations outside the GA 400 corridor.

The following needs for the proposed project stem from existing conditions and deficiencies in the corridor study area:

- Travel demand—Increased travel demand and traffic congestion;
- Transit mobility—There is inadequate transit connectivity within the northern Fulton County study area and between the study area and DeKalb, Gwinnett, and Cobb Counties and central Atlanta. In addition, east-west transit connectivity is inadequate. The limited routes across the Chattahoochee River reflect the inadequate transit connectivity;
- Transit travel times—Transit travel times are not competitive with auto travel times due to the lack of express service; this is true for north-south trips within the study area and for trips with origins and destinations outside the study area. Transit and auto travel times cannot be compared for east-west trips as there is no east-west transit service; and,
- Economic development—Traffic congestion caused by insufficient transportation system capacity affects both personal travel and goods movement, which constrains economic development opportunities.

##### IV. Alternatives Analysis and Results

In 2011, MARTA initiated the GA 400 Corridor Transit Initiative Alternatives Analysis (AA) to analyze the corridor based on current trends and conditions.

The AA study process identified ways to enhance transportation choices, improve transit service, and increase access to jobs and activity centers for commuters and residents in the GA 400 corridor. MARTA and corridor stakeholders examined a broad range of alternatives for high capacity, fixed route transit investments in the corridor. The AA study process reduced the number of potentially viable alternatives through a multilayered screening methodology and by engaging the public and stakeholders. The AA process concluded that the GA 400 right-of-way from the North Springs station to Windward Parkway near the Fulton/Forsyth County line is the preferred alignment. The transit technologies requiring further evaluation were identified as heavy rail transit (HRT), light rail transit (LRT), and bus rapid transit (BRT). Additional technical and public and stakeholder input received during Early Scoping (conducted in 2013 and 2014) established the basis for selecting a Locally Preferred Alternative (LPA) within the GA 400 Corridor.

The LPA is a HRT line that would cross to the west side of Georgia 400 north of North Springs Station but south of Spalding Dr. This alternative would have a second crossover back to the east side of GA 400 north of the Chattahoochee River. The HRT alternative received the strongest public support throughout the study process due to the higher level of transit service for corridor commuters and residents. In addition, two BRT alignments will be considered as lower-cost options as part of the DEIS. Stakeholder input received during Early Scoping, poor performance shown in technical study and preliminary analysis eliminated the LRT alternative. The MARTA Board of Directors adopted the HRT transit concept as the LPA for the GA 400 corridor along with consideration of the additional BRT alternatives on March 5, 2015.

The results of the AA study, Early Scoping, and the Preliminary Engineering and Environmental Analysis study are available at <http://www.itsmarta.com/north-line-400-corr.aspx>, under Documents.

## V. EIS Alternatives Considered

Based on the technical analysis and input received from the public and stakeholders regarding the GA 400 corridor, the following proposed alternatives, along with a brief description for each, will be evaluated during the EIS:

*No-Build Alternative:* The No-Build Alternative includes all transportation improvement projects within the GA

400 Corridor project area that are programmed in the Atlanta Regional Commission's Regional Transportation Plan (RTP) with the exception of the GA 400 Corridor project. The No-Build Alternative serves as a comparison baseline for the project build alternatives.

*Build Alternative 1:* Build Alternative 1 is an extension of MARTA's HRT Red line. It includes segments that are at-grade, tunnel and on aerial structure. From the North Springs station, the alignment for Build Alternative 1 would cross GA 400 south of Spalding Drive to run along the west side of GA 400, cross the Chattahoochee River, and then cross back over GA 400 to run along the east side of GA 400 to Windward Parkway. The Build Alternative 1 is the LPA for the study corridor.

*Build Alternative 2:* Build Alternative 2 is a new BRT exclusive guideway that includes segments that are at-grade and on aerial structure. The alignment would extend from the North Springs station, cross GA 400 south of Spalding Drive to run along the west side of GA 400, cross the Chattahoochee River and then cross over GA 400 to run along the east side of GA 400 to Windward Parkway.

*Build Alternative 3:* Build Alternative 3 is a new BRT line operating in a future Georgia Department of Transportation (GDOT) Managed Lanes project on GA 400 that includes segments that are at-grade and on aerial structure. Except when serving the station at Windward Parkway, this alternative would not cross over GA 400.

## VI. Potential Effects

FTA and MARTA will evaluate project-specific direct, indirect, and cumulative effects, including benefits, to the existing human and natural environmental setting in which the Build Alternatives could be located. The permanent or long-term effects to be investigated during this study include effects to public parks and recreation lands (Section 4(f) Evaluation), traffic and transportation, land use and socioeconomic, visual character and aesthetics, noise and vibration, historical and archaeological resources, community effects, and natural resources. Temporary effects during construction may include effects to transportation and traffic, air quality, water quality, noise and vibration, natural resources, and encounters with hazardous materials and contaminated soils.

The analysis will be undertaken in conformity with Federal environmental laws, regulations, and executive orders applicable to the proposed project

during the environmental review process. These requirements include but are not limited to NEPA, Council on Environmental Quality (CEQ) regulations, FTA guidance and relevant environmental planning guidelines, Section 106 of the National Historic Preservation Act (NHPA), Section 4(f) of the Department of Transportation Act, Executive Order 12898 regarding minority and low-income populations, Executive Order 11990 regarding the protection of wetlands, the Clean Water Act, the Endangered Species Act of 1973, and the Clean Air Act of 1970 along with other applicable Federal, state, and local laws and regulations. Opportunities for review and comment on the potential effects will be provided to the public and agencies. Comments received will be considered in the development of the final scope and content of the EIS. The final scope and content of the EIS will be documented in the Scoping Summary Report and the Annotated Outline for the EIS.

## VII. FTA's Public and Agency Involvement Procedures

The regulations implementing NEPA and FTA guidance call for public involvement in the EIS process. In accordance with these regulations and guidance, FTA and MARTA will: (1) Extend an invitation to other Federal and non-Federal (state and/or local) agencies and Native American Tribes that may have an interest in the proposed project to become participating agencies (any interested agency that does not receive an invitation can notify any of the contact persons listed earlier in this NOI); (2) provide opportunity for involvement by participating agencies and the public to help define the purpose and need for the proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process.

Input on a Public Involvement Plan will be solicited at Scoping meetings and on the project Web site. The documents will outline public and agency involvement for the project. Once completed, these documents will be available on the project Web site or through written request to the MARTA Project Manager.

## VIII. Paperwork Reduction Act

The Paperwork Reduction Act seeks, in part, to minimize the cost of the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with the principles of

economy and efficiency in government, it is FTA's policy to limit, insofar as possible, distribution of complete printed sets of NEPA documents. Accordingly, unless a specific request for a complete printed set is received before the document is printed, FTA and its grant applicants (including MARTA) will only distribute electronic copies of the NEPA document. A complete printed set of the environmental documents produced for this project will be available for review at the grant applicant's office (MARTA Headquarters office listed in **ADDRESSES** above) and in other possible locations within the project corridor. An electronic copy of the complete environmental documents will be available on the grant applicant's project Web site at <http://www.itsmarta.com/north-line-400-corr.aspx>.

### IX. Summary and Next Steps

With the publication of this NOI, the Scoping process and the public comment period for the project begins allowing the public to offer input on the scope of the EIS until May 11, 2015. In accordance with the Federal regulations, this date is at least 45 days following the publication of this NOI. Public comments will be received through those methods explained earlier in this NOI and will be incorporated into a Scoping Summary Report. The Scoping Summary Report will detail the scope of the EIS and the potential environmental effects that will be considered during the study period. After the completion of the Draft EIS, a public and agency review period will allow for input on the Draft EIS and these comments will be incorporated into the Final EIS for this project. In accordance with Section 1319 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Accelerated Decision-making in Environmental Reviews, FTA may consider the use of errata sheets attached to the DEIS in place of a traditional Final EIS and/or development a single environmental decision document that consists of a Final EIS and a Record of Decision (ROD), if certain conditions exist following the conclusion of the public and agency review period for the project's Draft EIS.

**Yvette G. Taylor,**

*Regional Administrator, Federal Transit Administration, Atlanta, GA.*

[FR Doc. 2015-07287 Filed 3-30-15; 8:45 am]

**BILLING CODE 4910-57-P**

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

**AGENCY:** Department of the Treasury.

**ACTION:** Notice.

The Department of the Treasury will submit the following information collection requests to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, Public Law 104-13, on or after the date of publication of this notice.

**DATES:** Comments should be received on or before April 30, 2015 to be assured of consideration.

**ADDRESSES:** Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestions for reducing the burden, to (1) Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for Treasury, New Executive Office Building, Room 10235, Washington, DC 20503, or email at [OIRA\\_Submission@OMB.EOP.gov](mailto:OIRA_Submission@OMB.EOP.gov) and (2) Treasury PRA Clearance Officer, 1750 Pennsylvania Ave. NW., Suite 8140, Washington, DC 20220, or email at [PRA@treasury.gov](mailto:PRA@treasury.gov).

**FOR FURTHER INFORMATION CONTACT:** Copies of the submission(s) may be obtained by calling (202) 927-5331, email at [PRA@treasury.gov](mailto:PRA@treasury.gov), or the entire information collection request may be found at [www.reginfo.gov](http://www.reginfo.gov).

### SUPPLEMENTARY INFORMATION:

#### Internal Revenue Service

*OMB Number:* 1545-1661.

*Type of Review:* Extension without change of a currently approved collection.

*Title:* REG-106010-98 (Final)

Qualified Lessee Construction Allowance for Short-Term Leases.

*Abstract:* The regulations provide guidance with respect to Sec. 110, which provides a safe harbor whereby it will be assumed that a construction allowance provided by a lessor to a lessee is used to construct or improve lessor property when long-term property is constructed or improved and used pursuant to a short-term lease. The regulations also provide a reporting requirement that ensures that both the lessee and lessor consistently treat the property subject to the construction allowance as nonresidential real property owned by the lessor.

*Affected Public:* Private Sector: Businesses or other for-profits.

*Estimated Annual Burden Hours:* 10,000.

*OMB Number:* 1545-1791.

*Type of Review:* Extension without change of a currently approved collection.

*Title:* Membership Applications for IRPAC, IRSAC, and ETACC (IRS Committee's), IRS Advisory Council, and Tax Check Waiver.

*Form:* 12339, 12339-B, 12339-C, 13775.

*Abstract:* The Federal Advisory Committee Act (FACA) requires that committee membership be fairly balanced in terms of points of view represented and the functions to be performed. As a result, members of specific committees often have both the expertise and professional skills that parallel the program responsibilities of their sponsoring agencies.

In order to apply to be a member of the Internal Revenue Service Advisory Council (IRSAC), the Information Reporting Program Advisory Committee (IRPAC), Advisory Committee on Tax Exempt and Government Entities, or the Electronic Tax Administration Advisory Committee (ETAAC), applicants must submit a Membership Application. Selection of committee members is made based on the FACA's requirements and the potential member's background and qualifications. Therefore, an application is needed to ascertain the desired skills set for membership. The information will also be used to perform Federal Income Tax, FBI, and practitioner checks as required of all members and applicants to the Committees or Council.

The tax check waiver permits the Internal Revenue Service (IRS) to release information about the applicant which would otherwise be confidential. This information will be used in connection with my application for appointment to membership in one of the IRS Advisory Committee/Council. It is necessary for the purpose of ensuring that all panel members are tax compliant. Information provided will be used to qualify or disqualify individuals to serve as panel members. The information will be used as appropriate by the Taxpayer Advocate service staff, and other appropriate IRS personnel.

*Affected Public:* Individual or Household.

*Estimated Annual Burden Hours:* 492.

*OMB Number:* 1545-1941.

*Type of Review:* Extension without change of a currently approved collection.

*Title:* Consumer Cooperative Exemption Application.

*Form:* 3491.

*Abstract:* A cooperative uses Form 3491 to apply for exemption from filing information returns (Forms 1099-PATR)





## **Scoping Summary Report**

### **Appendix A-2: Meeting Advertisements**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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# Alpharetta man charged in Ole Miss noose case

Cambridge student indicted for hate crimes

By JONATHAN COPSEY

[jonathan@appenmediagroup.com](mailto:jonathan@appenmediagroup.com)

ALPHARETTA, Ga. – A former football and lacrosse player for Cambridge High School is facing civil rights charges from the Department of Justice after allegedly hanging a noose and Confederate flag around a statue of a black man Feb. 16, 2014.

Graeme Phillip Harris, who played as quarterback and safety in Cambridge's first football team as No. 7 and as a midfielder in the school's lacrosse team, was attending the University of Mississippi ("Ole Miss") until last year. He was at the school for the 2012-13 school year, his senior year and the first year the school was open.

Harris was indicted March 27, 2015 by a federal grand jury on one count of conspiracy to violate civil rights and one count of using a threat of force to intimidate African American students because of their race or color.

Prosecutors say Harris, a freshman at the time, conspired with two others to hang a rope and an outdated version of the Georgia state flag, which prominently depicts the Confederate battle flag, around the neck of the James Meredith statue on the campus of the University of Mississippi, with the intent to threaten and intimidate African American students and employees at the university. The statue honors Meredith's role as the university's first African American student after its contentious



FACEBOOK

**Graeme Harris**, a former Ole Miss student, has been charged with the desecration of James Meredith's statue on the campus of the University of Mississippi.

1962 integration.

"This shameful and ignorant act is an insult to all Americans and a violation of our most strongly held values," said U.S. Attorney General Eric Holder. "No one should ever be made to feel threatened or intimidated because of what they look like or who they are. By taking appropriate action to hold wrongdoers accountable, the Department of Justice is sending a clear message that flagrant infringements of our historic civil rights will not go unnoticed or unpunished."

Ole Miss Vice Chancellor for Student Affairs Brandi Hepner LaBanc expressed regret at the incident, both for the community and Harris.

"I can't help but feel the pain of the student and the parents who will now feel the full weight of our justice system, but also feel the pain of our campus community and the entire Ole Miss family, which suffered greatly from the terrible act committed a year ago," said LaBanc. "We're hopeful that this indictment will begin to bring closure and the next step in healing for our university."



ROBYN GUY/WWW.ROBYNGUY.COM

Former Cambridge High School football player **Graeme Harris**, No. 7, faces federal charges related to race-related hate crimes after allegedly placing a noose around the neck of a statue of James Meredith, the first African American student at the University of Mississippi.

## MARTA Needs Your Input!

**M**ARTA's GA 400 Transit Initiative is moving forward! Come to a public meeting to learn more about the environmental process, comment on the locally preferred alternative, and discuss how the project fits into your community.

You have a choice of three meeting dates and locations! The materials presented at each meeting will be the same. Choose the one(s) that's convenient for YOU and JOIN US for this important discussion!

**Tuesday, April 14, 2015**

**6:30 pm to 8:00 pm**

North Fulton Service Center -- Community Room  
7741 Roswell Road, #104 Sandy Springs, 30350

**Thursday, April 16, 2015**

**6:30 pm to 8:00 pm**

Georgia State University  
Alpharetta Center  
3775 Brookside Pkwy, Alpharetta, 30022

**Thursday, April 30, 2015**

**6:30 pm to 8:00 pm**

East Roswell Park  
9000 Fouts Road, Roswell, 30076

**Contact:** Mark Eatman, MARTA Project Manager

404-848-4494

[www.itsmarta.com/north-line-400-corr.aspx](http://www.itsmarta.com/north-line-400-corr.aspx)

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

[facebook.com/Connect400](https://facebook.com/Connect400)

**marta**

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY



**DrDee** Nutrition  
HOLISTIC SOLUTIONS

Denise Pickett-Bernard PhD, RDN, LDN  
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# What the spring plant sale, flowers and vegetables

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**MARTA Needs Your Input!**

**MARTA's GA 400 Transit Initiative** is moving forward! Come to a public meeting to learn more about the environmental process, comment on the locally preferred alternative, and discuss how the project fits into your community.

You have a choice of three meeting dates and locations. The materials presented at each meeting will be the same. Choose the one(s) that's convenient for you and JOIN US for this important discussion!

**Thursday, April 14, 2016**  
6:30 am to 8:00 am  
North Fulton Service Center - Community Room  
7741 Roswell Road, #104, Georgia Springs, 30350

**Thursday, April 16, 2016**  
6:30 pm to 8:00 pm  
Georgia State University  
Alaqua Center  
6775 Brookside Pkwy, Alpharetta, 30022

**Thursday, April 21, 2016**  
6:30 am to 8:00 am  
East Roswell Plaza  
8000 Peach Road, Roswell, 30076

**Contact:** Mark Eshman, MARTA Project Manager  
404-248-4434  
www.marta.com/forth-his-400-con.asp  
Connect400@marta.com  
facebook.com/Connect400

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Metropolitan Atlanta Rapid Transit Authority

## COMMUNITY

### Food Truck Thursdays return to Brook Run this month

Food Truck Thursdays return this month and will continue weekly through Oct. 29, according to the Dunwoody Homeowners Association. The 2015 food truck gatherings were scheduled to begin April 2. The trucks are to assemble at Brook Run Park from 5 p.m. until dusk on Thursday evenings through the spring and summer.

BRIEFS

### Former Dunwoody detective pleads guilty to running fraudulent warrant checks

A former Dunwoody police detective has pleaded guilty to defiling sensitive law enforcement information in exchange for receiving kickbacks for him and his family. Robert Tsoupile-Bontingian, 46, of Woodstock, Georgia, pleaded guilty to computer fraud for accessing information in the GCSIS database for its improper purpose. Sentencing is scheduled for June 1 before United States District Judge Leigh Martin May.

### Previous city attorney elected to DeKalb GOP

Former Dunwoody City Attorney Bruce Anderson has been elected chairman of the DeKalb Republican Party. Elected leaders include Pam Vire Chairman (Membership), Travis Suggs, Second Vice Chairman (Political Development), Will Finkler Third Vice Chairman (Events), Alexander "Alex" Glusman, Treasurer, Bobbie Francis and Secretary Clint Steen.



### Gated communities required to install devices to allow emergency access

City Council on March 23 required all 39 gated communities in Dunwoody to pay for the installation and maintenance of an SOS/Trigger System at each gate to allow emergency and police vehicles access.

Police Chief Billy Grogan made the ordinance request in response to City Councilman Tony Nally's request to find a solution for problems associated with emergency access to gated communities.

Because codes on the keypad entry systems change frequently, keeping track of the current gate code has been difficult and could cause an unnecessary delay for first responders, Grogan said in a memo.

The council voted 6-1 to adopt the requirement, with City Councilman Drury Skelton opposed.

Each device costs \$599, and an additional cost of \$20 is anticipated for the RFID tags on emergency response vehicles, which the city of Dunwoody will pay.

Dunwoody's total cost should not exceed \$15,000. The gated communities will be responsible for paying about \$400 for installation. They have 62 months to comply.



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## **Scoping Summary Report**

### **Appendix A-3: Media Release**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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## NEWS & EVENTS

FOR IMMEDIATE RELEASE  
March 31, 2015

CONTACT: Lyle V. Harris  
404.395.4938

### MARTA Seeks Public Input As Red Line Expansion Moves Forward

MARTA will hold three public meetings in April for Connect 400, a major transit expansion project that is advancing to the next phase of planning under the federal environmental review process.

Community stakeholders along the Ga. 400 corridor are invited to provide feedback on the Locally Preferred Alternative (LPA), which is a heavy-rail transit extension of MARTA's Red Line.

A formal Notice of Intent to prepare an Environmental Impact Statement (EIS) has been filed as required by the Federal Transportation Administration and U.S. Department of Transportation. The project is ready to proceed to the next steps in project scoping – finalizing the EIS and project evaluation.

Once open, this high-capacity transit expansion will help relieve traffic congestion and reduce travel times in one of the fastest growing and most congested corridors in metro Atlanta. The proposed line would continue north from North Springs station, crossing to the west side of Ga. 400 south of Spalding Drive and crossing back to the east side of Ga. 400 north of the Chattahoochee River, terminating at Windward Parkway.

MARTA has held over 40 meetings, received more than 300 written and verbal comments and conducted two public opinion surveys to identify an alignment that is preferred by the community.

#### Public Meeting Schedule:

All meetings will be held from 6:30 pm to 8:00 pm and identical information will be provided to attendees. MARTA will receive public comments on the purpose and need for the project and the project alternatives until May 11, 2015. Comments should be sent to the GA 400 Transit Initiative Team at [connect400@itsmarta.com](mailto:connect400@itsmarta.com). If language translations, signing services or other accommodations are needed, please contact Toni Thornton in MARTA's Office of External Affairs at 404-848-5423 or [tthornton@itsmarta.com](mailto:tthornton@itsmarta.com).

Tuesday, April 14, 2015  
North Fulton Service Center  
7741 Roswell Road, #104,  
Sandy Springs, Ga. 30350

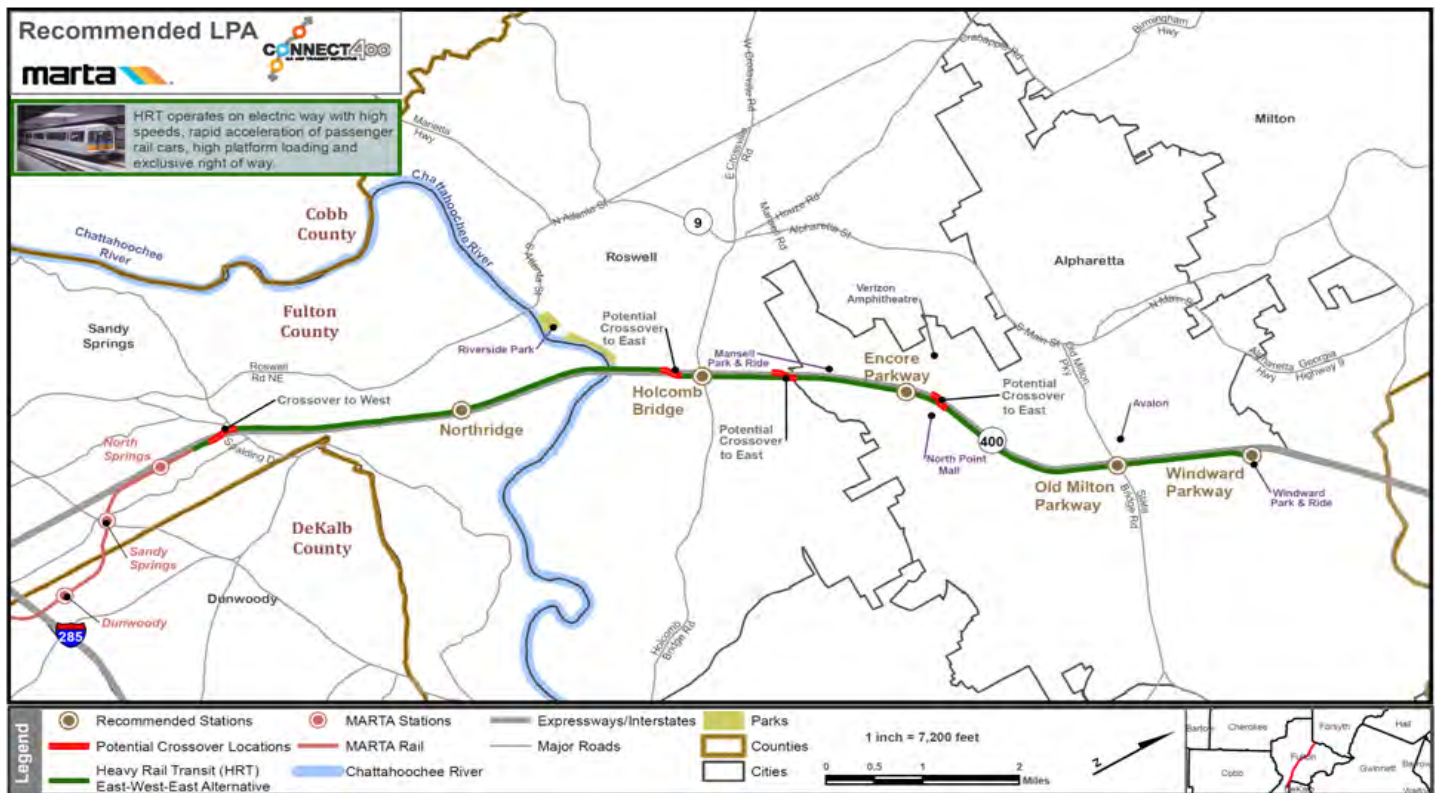
Thursday, April 16, 2015  
Ga. State University Alpharetta  
3775 Brookside Pkwy  
Alpharetta, Ga. 30022

Thursday, April 30, 2015  
East Roswell Park  
9000 Fouts Rd.  
Roswell, Ga. 30076

#### Project Status:



#### Recommended LPA Map:



[click here](#) to view an enlarged version



## **Scoping Summary Report**

### **Appendix A-4: Printed News Stories**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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# Are Georgia Republicans Learning to Love the MARTA Train?

BY **RACHEL DOVEY** | APRIL 17, 2015

**W**e've **said it before**: On the national level, Republicans tend to have a complex and chilly relationship with public transit. But in city and even **state** bodies, the freeway-loving attitudes of yore are starting to give way, and one fascinating example of this shift — along with its constraints — comes from Sandy Springs, north of Atlanta.

According to census data, the city houses about 94,000 people. But that's only at night.

"We double in size during the day," says Rusty Paul, Sandy Springs' mayor.

The suburb is quickly becoming a corporate mecca: Cox Communications, Rubbermaid, UPS and First Data have all set up shop there. In February, Mercedes Benz USA **announced plans** to do the same.

Paul attributes the area's draw partly to the MARTA train, which extends from **the very northern tip of Clayton County** through the city and up into Sandy Springs. Likely, he's right. In February, Mercedes USA CEO Steve Cannon **told** the *Atlanta Journal Constitution* that the HQ would "help the company tap into the millennial talent who want to live in town, while also being close to executive-level housing in Buckhead and the northern Atlanta suburbs."

Which is why Paul, a Republican, former Georgia state senator and previous chairman of the Georgia Republican Party is also **something of a transit advocate**. Currently, he's supporting MARTA's **proposed expansion** to the northern end of Fulton County. That project, which could take rail or BRT form, is still in **the early stages of environmental review**, with several meetings taking place this month. But should an extension go forward, it would send MARTA north for the first time since 2000.

The transit authority is considering [several other expansions](#) as well.

If you've followed red-leaning, transit-forward leaders in Arizona, Utah and Massachusetts, Paul's pro-train stance might not surprise you. But this is Georgia, where the suburb/city, right/left, road/transit battles of the last 30 years have been very clear cut. As I covered more thoroughly [here](#), MARTA's expansion has long been stymied by a toxic combination of white flight, racial fear, failed suburban tax proposals and bright red legislative sessions that favor freeways over rail.

But that could be starting to change — and not just in Sandy Springs. Although Fulton County is already a tax-paying member of MARTA, expanding north of the train's final stop hasn't always seemed like a possibility. It's low density, fed by SR 400. And the northern region is far redder than Atlanta, to the south. Janide Sidifall, a MARTA project planner, says that before the line to Sandy Springs began running, forecasts for ridership farther north didn't justify an expansion.

"Now north Fulton is one of the biggest employment centers in the region," says Mark Eatman, also an agency project planner. "Shortly after the opening of the North Springs station, we began to see a lot more support."

And Paul says that even as high up as the legislature, he's seeing his party's transportation priorities shift. He points to the state's last session, when right-leaning officials [voiced transit-funding goals](#).

"That is a shift in thinking and I applaud it," he says. "I was maybe the first Republican to say it out loud, but many of us have been thinking it for a while. Roads and cars, in and of themselves, cannot move the enormous number of people who have to be moved, so how do we do it efficiently so we can continue to grow economically?"

Still, Brionte McCorkle, a spokesperson for the Atlanta area's Sierra Club, says that although those voiced commitments are important, she doesn't yet see funding strategies to match. And the north Fulton expansion could suffer as a result, she says.

"We're always in support of regional transit expansion — it's great, but when is it going to happen?" she asks.

She points to [House Bill 170](#).

"We really think it could have had a lot more in it for transit," she says, adding that the Sierra Club spent last session [advocating a constitutional amendment](#) that would allow state roadway funds to finance transit. So far, they haven't been successful, and McCorkle says that as is, dedicated transit funds need to serve 128 systems statewide.

"All of them splitting that money is not ideal," she says.

But Paul doesn't seem to share her concerns, and he's optimistic about a MARTA expansion.

“I’m a refugee from the legislature,” he says. “I say give me all you can and give me the flexibility to innovate, and I’ll just keep on slicing off the salami until we get there.”

*The Works is made possible with the support of the [Surdna Foundation](#).*

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Rachel Dovey is an award-winning freelance writer and former USC Annenberg fellow living at the northern tip of California’s Bay Area. She writes about infrastructure, water and climate change and has been published by *Bust*, *Wired*, *Paste*, *SF Weekly*, the *East Bay Express* and the *North Bay Bohemian*.

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## At Issue: Can a city councilmember serve on opposing entities?

Posted: 12:09 p.m. Friday, May 22, 2015

By Monroe Roark - For the AJC



The letter went on to cite another section of the charter that provides for her removal from office if the council finds that she committed any of the charges.

Buschman disputed the charges vigorously and called them purely political.

The May 11 hearing lasted five hours with no resolution, and since then the state Attorney General's office has opined that the city council may have violated Open Meetings law relating to one of the DDA meetings in question.

But as for the possibility of her removal from office by her peers, what do you think? It is in the charter of more than one city in Georgia, but should a governing body be able to kick out one of its own who was duly elected by the voters of that municipality? Or is the city council justified in its interpretation of the city charter.

We want to hear from you. Send comments to [communitynews@ajc.com](mailto:communitynews@ajc.com).

---

### **Last week: How should MARTA expand into North Fulton?**

MARTA is taking steps to expand mass transit through North Fulton, from the present heavy rail terminus at the North Springs station to Windward Parkway. The drivers include the need to take cars off of often-slammed Ga. 400 and other roads and utilizing transit as a catalyst for economic development.

The MARTA board voted on what's dubbed "a locally preferred alternative," expanding heavy rail from North Springs northward. But as environmental planning work gets underway, two different bus rapid transit possibilities following roughly the same route remain alive.

When we asked what you think, a majority of respondents said they prefer heavy rail as a better, more seamless way to move a larger volume of passengers. But it's clear that bus rapid transit has its adherents as well, with supporters contending it would be cheaper and more environmentally gentle.

### **Here are excerpts from several responses:**

Getting from point A to point B should be, if at all possible, seamless. Boarding a bus at Windward Parkway, possibly sitting in traffic to travel to the North Springs MARTA station and getting off to take the train would make this option less desirable. My vote is to extend heavy rail . – **Joe Saurini**

I understand the need to carry as many people as possible, however I would still rather see bus service (because) the massive destruction of our green space is out of control. – **Sally Matteson**

I think there would be many long-term advantages to extending the train line northward, not the least of which would be speed, cleaner air and less traffic congestion. I have always found MARTA's train service to be safe, easy and reliable. – **Teresa Stryker**

The new managed lanes on I-75 will prove that express buses are difficult to beat. – **David Welden**

Unfortunately, while the managed lane corridor(one of the two BRT proposals) provides a short-term patch, it's not a permanent solution for North Fulton's transportation challenges for many reasons. Designated lanes for buses take lanes from cars. I have to believe that from an environmental standpoint that buses pollute more than trains. And time is money. Significant time is lost in bus stops and the bus/train transfer process. – **John Mulholland**

Most bus rapid transit projects cost less than rail, but by that same token, they usually carry fewer passengers because people don't like to ride the bus. – **Jock Ellis**

## In this Section

[Atlanta alumni: High principal turnover rate is hurting kids](#)

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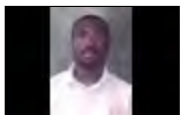
### [Q&A on the News](#)

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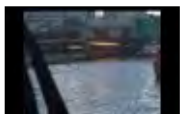
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Mark Woolsey  
 For the AJC

# At Issue: How should MARTA best expand into North Fulton County?

© 12:56 p.m. Friday, May 15, 2015 | Filed in: Local News



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Nobody will argue that transit is one of, if not the, most important issue facing metro Atlantans. And with expansion going northward, the ability to get folks from A to B with the least amount of stress is becoming more difficult to do.

Economic development experts have long touted the need for better mass transit in this area. As we get closer to critical mass, more and more people who were initially opposed to leaving their personal vehicles at home are now "getting on the bus" so to speak.

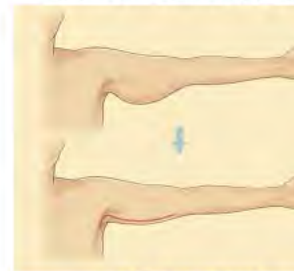
After a series of public meetings, the MARTA's board has settled on a so-called "locally preferred alternative" under which heavy rail would run north from its current termination at North Springs and parallel Ga. 400, running first east of the highway, crossing to the west and then arcing back east before terminating at Windward Parkway.

But that's not a done deal, said planners. Two bus rapid transit options also remain on the table. One of them could follow the planned heavy-rail alignment, with the other in a "managed lane corridor." This idea will most likely center in the median along 400.

While heavy rail could cost as much as \$2.4 billion, bus rapid transit could be done for as little as \$500 million, said a transit agency planner. Proponents of BRT argue for it because of that cost differential and say that buses could be established sooner, while heavy rail backers say it can move more riders more quickly and without the need for riders to transfer from rail to bus at the North Springs station.

What do you think? Which plan is best for the future of the corridor? Or is there another viable solution? We want to hear from you. Send comments to

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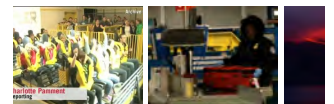
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CURTIS COMPTON / AJC FILE

A MARTA train at North Springs station on Georgia 400, the northernmost stop on the system's Red Line. There are plans in the works to extend the transit authority's footprint northward.

More videos:



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### LAST WEEK: WHAT SHOULD DEKALB DO ABOUT ITS SUPERINTENDENT SITUATION?

What a difference a few days make. Earlier this month the DeKalb County school board fired the search firm it had selected to help it find a new superintendent. Visions of bad hires began to dance in the minds of those who recalled the failed relationship with former Superintendent Cheryl Atkinson.

She had come from a low-performing school district and ended up leaving DeKalb before her contract expired. Enter Michael Thurmond. The former state labor commissioner appeared to make headway and move the district toward regaining full accreditation that it had lost under Atkins' watch.

But Thurmond is not an educator. He's a lawyer by trade and is looking to get back to his practice. His contract ends in June. So the board powered ahead and this week named a sole finalist for the position.

Last week we asked you if DeKalb should step back and reassess the search process, keeping Thurmond on longer or do exactly what they just did.

Here are some of your responses:

Something in between or stay with Thurmond, but do NOT rush the process. — Jean Wynn

I would like to share my support of the Board's decision to move forward and not delay the search. I am a parent of two DeKalb Elementary School children. I am the Co-Vice Chair of Dunwoody Chamblee Parent Council and a founding member of Parent Councils United. The search is far enough along in the process and has identified many qualified candidates. I think DeKalb County needs to move forward. The issues that PROACT is facing in Chicago did not impact this search and DeKalb is ready and poised for a new talented superintendent. The Board of Education took some early suggestions and engaged parents and community members in the search process and also appointed a community group to pre-screen the top candidates. All of these were positive steps in building community support. We need to stand by the Board and support them as they do the final steps of this search. We are in need of new leadership. Michael Thurmond did what he was appointed to do, but it is time to move past this phase and have fresh eyes on our school system. I am confident that the Board will get this done in the designated time frame and I thank them for pushing through this despite the mixed messages received in the media. — MaryLea Boatwright Quinn

I personally think the Board should "go full steam ahead and get someone new by deadline."

It isn't fair at all to the candidates to toss out the entire search, due to the behavior of the search firm's leader. Starting over may not produce the same level of qualified candidates and will paint DeKalb as unstable. There has been a process in place that included a community liaison group that help vet these candidates. Michael Thurmond has helped make the transition from the crisis brought on by

## MARTA competing nationally for rail expansion dollars

Over the next ten years, the MARTA Red Line is on track to extend by 12 busy miles along Georgia 400, adding five new stations along the way. WXIA

Jeremy Campbell, WXIA 5:28 a.m. EDT May 8, 2015

MARTA has 18 months to secure \$2.2 billion in funding to expand its Red Line.



(Photo: Pete Smith)

ATLANTA (WXIA) -- Over the next 10 years, the MARTA Red Line is on track to extend by 12 busy miles along Georgia 400, adding five new stations along the way.

The planners behind the project are confident it will drive forward if it wins a battle for funding among a variety of transportation projects.

"As part of our work, we look at what congestion looks like now and what it will look like in 2040. If we don't do something about it, we will be in even more traffic," said MARTA project planner Janide Sidifall.

"Hopefully we'll get some cars off the road, and we can provide a solid means for people to get from point A to point B. I think that there will be a strong investment in any ridership that's put in that corridor," said project planner Mark Eatman.

It will be an investment of more than \$2.2 billion to ease traffic, but not solve the jam along 400.

"Transit is not going to be the magic bullet for the corridor," Sidifall said.

With ridership at 25,000 a day and surveys showing a public demand, MARTA is convinced the expansion is wanted and needed. A previous expansion project fell apart in 2002.

"A lot has changed in the corridor. The demographics have changed. The corridor is one of the largest employment centers in the Atlanta region. You have a lot more community support now," Sidifall said.

For this rail to grow during the next 10 years, community support is needed. MARTA is competing with transit systems in New York and Boston for federal funding, and the competition is thick regionally as well.

"MARTA is sponsoring three projects. There are other projects, the BeltLine for example, that are also being looked at. All of us are going after the same funding source," Sidifall said.

11Alive is committed to holding the powerful accountable day in and day out, but on this story there are a lot of stakeholders, including federal funding, local governments and even public support. If it dwindles, regional funding may go elsewhere.

However, MARTA is pushing ahead and plans to secure the money within 18 months.

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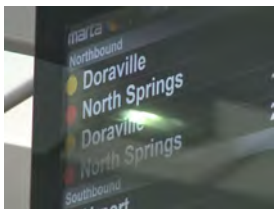


## MARTA officials decide on route for northbound expansion

MARTA has officially decided on the route for its northbound expansion into Alpharetta. But there's still a long way before that route becomes reality. WXIA

Matthew Pearl, WXIA 7:27 p.m. EDT April 24, 2015

But there's still a long way before that route becomes reality.



(Photo: Matthew Pearl / WXIA)

ATLANTA -- MARTA has officially decided on the route for its northbound expansion into Alpharetta. But there's still a long way before that route becomes reality.

"It's a big milestone for us," said project planner Mark Eatman.

It's big because MARTA officials can now say exactly how a rail expansion northbound would look. It includes five new stops, alongside Georgia 400 to Alpharetta's Windward Parkway.

Said Eatman, "It helps solidify some of the public opinion that we've heard throughout the process."

It also sets the table for the next steps in the process -- a process that shows how this step is still quite small.

"From here to when the project would operate, we're looking at about a decade or so -- about 10-12 years."

Planners will begin environmental study this year, end it in 2017, and hope to open the new line by 2025. But there's one deadline coming very soon: 2016, when officials must have a plan for funding.

"Our east-west-east heavy rail alternative is between 2.2-2.4 billion, so it's a heavy investment," Eatman said.

Federal funds would cover half if MARTA can find local funds for the other half -- roughly a billion dollars. Officials are banking on the surrounding areas and community improvement districts, or CIDs, for financial support. The North Fulton CID submitted a resolution in 2014 supporting the effort.

If MARTA officials can raise a billion years in one year, that will be the biggest step of all.



Here's MARTA official route for its proposed northbound expansion. (Photo: MARTA)

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# MARTA Seeks Public Input as Red Line Expansion Moves Forward

SOURCE: METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA) APR 1, 2015

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MARTA will hold three public meetings in April for Connect 400, a major transit expansion project that is advancing to the next phase of planning under the federal environmental review process.

Community stakeholders along the Ga. 400 corridor are invited to provide feedback on the Locally Preferred Alternative (LPA), which is a heavy rail transit extension of MARTA's Red Line.

A formal Notice of Intent to prepare an environmental impact statement (EIS) has been filed as required by the Federal Transportation Administration and U.S. Department of Transportation. The project is ready to proceed to the next steps in project scoping – finalizing the EIS and project evaluation.

Once open, this high-capacity transit expansion will help relieve traffic congestion and reduce travel times in one of the fastest growing and most congested corridors in metro Atlanta. The proposed line would continue north from North Springs station, crossing to the west side of Ga. 400 south of Spalding Drive and crossing back to the east side of Ga. 400 north of the Chattahoochee River, terminating at Windward Parkway.

MARTA held more than 40 meetings, received more than 300 written and verbal comments and conducted two public opinion surveys to identify an alignment that is preferred by the community.



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Wednesday, April 01, 2015

## MARTA seeks public input on major transit expansion project

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**Metropolitan Atlanta Rapid Transit Authority (MARTA)** will hold three public meetings in April for Connect 400, a major transit expansion project that is advancing to the next phase of planning under the federal environmental review process.

Community stakeholders along the Ga. 400 corridor are invited to provide feedback on the Locally Preferred Alternative, which is a transit extension of MARTA's Red Line.

A formal Notice of Intent to prepare an Environmental Impact Statement (EIS) has been filed. The project is ready to proceed to the next steps in project scoping – finalizing the EIS and project evaluation.

Once open, this high-capacity transit expansion will help relieve traffic congestion and reduce travel times in one of the fastest growing and most congested corridors in metro Atlanta. The proposed line would continue north from North Springs station, crossing to the west side of Ga. 400 south of Spalding Drive and crossing back to the east side of Ga. 400 north of the Chattahoochee River, terminating at Windward Parkway.

MARTA will receive public comments on the purpose and need for the project and the project alternatives until May 11, 2015. The meetings will be held at various locations on April 14, 16 and 30.

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Mark Woolsey

# MARTA to hold transit feedback sessions

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2:02 p.m. Thursday, April 9, 2015 | Filed in: Local News

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MARTA will hold three northside public meetings this month as part of its Connect 400 transit initiative, which is heading to the next phase of planning under the federal environmental review process. The transit agency will be working on finalizing its environmental impact statement and project evaluation.

The agency wants feedback on its so-called Locally Preferred Alternative, a heavy-rail northward expansion of its Red Line that now terminates at the North Springs station. The line would cross to the west side of Ga. 400 south of Spalding Drive, back to the east side north of the Chattahoochee River, and terminate at Windward Parkway.

All three meetings will last from 6:30-8 p.m. and will be held: Tuesday at the North Fulton Service Center, 7741 Roswell Road #104 Sandy Springs; Thursday (April 16) at Georgia State University, Alpharetta, 3775 Brookside Parkway; and April 30 at East Roswell Park, 9000 Fouts Road, Roswell.

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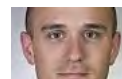
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## North Fulton residents weigh in on MARTA's Ga. 400 plan

by James Swift

jswift@neighbornewspapers.com

May 06, 2015 12:31 PM | 1592 views | 0 | 19 |

Opinions are mixed on a \$2 billion-plus heavy rail expansion proposal. While some locals consider the plan necessary for economic competitiveness, others are decrying it as wasteful spending.

Last week, MARTA representatives met with north Fulton residents in Roswell for a presentation on the Connect 400 initiative. The project — which, at the earliest, would go online a decade from now — would add 12 miles of mass transit rail line in north Fulton.

Under the current plan, the MARTA line would extend from the North Springs station to Windward Parkway, with potential new stations placed at Holcomb Bridge Road, Encore Parkway and Old Milton Parkway.

Fulton County Commissioner Liz Hausmann said the initiative has its pros and cons. Although she said the proposal could increase business retention and draw more millennials to north Fulton, she also said she is concerned by the project's price tag.

Furthermore, she said she is not sure the "change in culture" is something many north Fulton residents will support.

"A lot of people up here may never go to Atlanta," she said. "MARTA has a lot of work to do in order to put a plan in place for something the residents are going to want to use."

Roswell resident Scott Long said he supports moving the MARTA line northward.

Beyond providing more transportation options, he said the project could also increase property values along the Holcomb Bridge Road corridor.

"Those apartments would instantly become more valuable and desirable," he said. "They would be more attractive to professionals who want to work downtown but live by the river."

However, he said he is not sure if he would support increased taxes to finance the project.

"I'd like to stick with the MARTA tax we're already paying and see how that goes first," he said.

Roswellian Ayls Beck said she supports an alternative Ga. 400 expansion plan, which would increase east-west bus rapid transportation services.

"We live nearby where they would put in the heavy rail and we already get the traffic from Ga. 400," she said. "If you put the buses in, there is not as much noise as if you put in the heavy rail ... that will echo down through the Chatahoochee River corridor much further than the traffic already does."

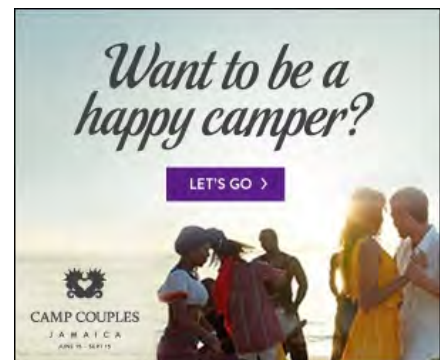
The mass transit proposal, she said, will make it easier for employees to commute to and from Atlanta and better connect north Fulton with the rest of the metro Atlanta community.

She said she is OK with increased taxes, but only if the money went directly into the Ga. 400 expansion plan.

"A lot of times, these initiatives are always bundled in with other projects," she said.

Alpharetta Fred Carpentieri, however, said he is adamantly opposed to the project, stating the proposal would do little to increase ridership in north Fulton.


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"Buses and rails services are going to do nothing to alleviate traffic," he said. "All it's going to do is cost the taxpayers of Atlanta more money for something that's just not feasible."

A better plan, he said, is changing the existing highway infrastructure to include more lanes.


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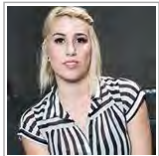
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Tuesday, June 02, 2015

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## Sen. Brandon Beach rallies for north Fulton MARTA expansion

by James Swift

jswift@neighbornewspapers.com

April 22, 2015 06:19 AM | 4784 views | 1 | 46 | |



From left, MARTA's Mark Eatman, Janide Sidifall and District 21 State Sen. Brandon Beach, R-Alpharetta.

District 21 State Sen. Brandon Beach, R-Alpharetta, said Mercedes-Benz was at one point eyeing a piece of property along Haynes Bridge Road. Without a MARTA line connection, however, he said the \$98 billion a year brand instead sought Sandy Springs for its U.S. headquarters relocation.

If north Fulton does not invest in mass transportation, he said at a public MARTA meeting in Alpharetta last week, even more opportunities may be lost in the future.

"If you're going to be competitive in economic development, you're going to have to look at transit as a component of your overall strategy," Beach said.

The lack of local transportation options, Beach said, was also one of the reasons why Athenahealth left Alpharetta for Atlanta's PonceCity Market.

"The CEOs live up here," he said, "but the talent was down there and they didn't have a way to get here."

Beach said he is a strong supporter of MARTA's Connect 400 transit initiative. It will expand the existing MARTA line 12 miles north from the North Springs station to Windward Parkway, with new stations planned at Holcomb Bridge Road, Encore Parkway and Old Milton Parkway along the way.

MARTA representative Mark Eatman said a locally preferred alternative for the project has been identified. The existing heavy rail line, he said, would extend along the west side of Ga. 400, cross the Chattahoochee River, and then switch back over to the east side of Ga. 400 before terminating at exit 11.

For the next two years, Eatman said MARTA will put together an environmental impact study, which will help decide the project's final alignment plan.

The estimated costs of the Connect 400 initiative range from about \$500 million for a managed-lanes bus rapid transit alternative to more than \$2 billion for the heavy rail transit concept.

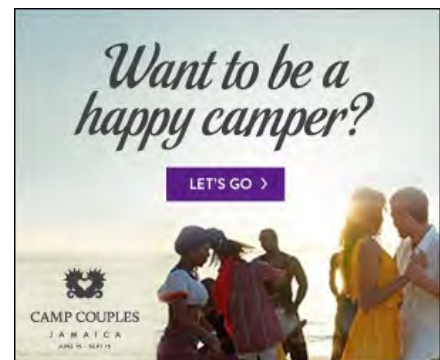
"We're actively exploring our potential to get a Federal Transit Administration grant, which is under the New Starts program," Eatman said. "That could potentially fund up to 50 percent, but the remaining 50 percent, and potentially more, would have to come from local sources."

MARTA senior project manager Janide Sidifall said the project could be financed by state funding, hotel taxes and even private investments.

"If the counties or the cities decide to do a property tax or a sales tax, those could be potential sources," she said. "We're having discussions with all of our stakeholders to see what they would be willing to support."

While she said many north Fulton officials are in favor of line expansion, she also said MARTA is still waiting for local leaders to come forward with their own funding plans.

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"They have been active participants in the process, and we have had a lot of discussions with the North Fulton CID," she said, "but nobody has come to the table and said 'here's a check.'"

Eatman said MARTA will work on a financing plan throughout the year. If a funding strategy comes together, he said he anticipates the Ga. 400 line becoming operational in the mid-2020s at the earliest.

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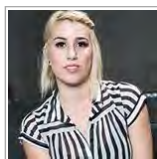
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How is this supposed to fix the traffic situation in the city when Marta has not alleviated congestion in downtown and other areas where it already exists ? What exactly do residents of North Fulton gain from this, except higher taxes , crime and a 2 billion dollar public transit system that nobody will ride. Why do citizens have to pay again for something that does not provide benefits for them? When is this state going to propose real solutions to fix traffic in this city without emptying people's pockets?!

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# Plans for MARTA Rail to Alpharetta are Taking Shape

Monday, April 27, 2015, by [Michael Kahn](#)



[Ga. Highway 400 from the North Springs MARTA station. Image: Google Maps]

It's official: MARTA is northward-bound... maybe. The transit agency has released a new alignment for the proposed expansion of the red line, which would shoot north from its current terminus at North Springs to Windward Parkway, near the southern border of Forsyth County. As part of the long-awaited [Connect 400](#) <http://atlanta.curbed.com/archives/2014/12/09/north-fulton-wants-all-aboard-for-marta-1.php> plan, the \$2.2 billion to \$2.4 billion dollar proposal would be the first extension of rail service for the system since the red line was last brought north to North Springs station almost 15 years ago. Service would run through Sandy Springs, across the Chattahoochee River into Roswell and terminate in Alpharetta, bringing five new stations along the 12-mile corridor paralleling — and criss-crossing — Ga. Highway 400.

- ALPHARETTA
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- NORTH SPRINGS
- NORTHRIDGE
- OLD MILTON PARKWAY
- TOP
- TRANSIT TALK
- WINDWARD PARKWAY





[What the new MARTA map could look like, with stations placed to roughly represent distance. Base image via [MARTA](http://www.itsmarta.com/) <<http://www.itsmarta.com/>> ]

It's been quite a ride to get to this latest proposed alignment, which has the rail line jumping Georgia Highway 400 from the east to west just north of its current end, and then returning back to the eastern side of the highway somewhere around Holcomb Bridge Road or Encore Parkway. Originally, MARTA had planned to extend the rail line along the eastern edge of the highway, but after neighborhood resistance to the proposal, MARTA made the final adjustments with two crossings of the road along the way. Overall, the crossings make sense, as it brings rail service to the western side of the highway, too, closer to the commercial corridor of Roswell Road in northern Sandy Springs.

Pending environmental impact study results, MARTA hopes to have the Federal Transit Administration sign off on the project in 2017. But no dirt will move until a funding source is found, which could take time, of course. Although with [bipartisan support](http://nextcity.org/daily/entry/atlanta-marta-expansion-funding-public-transit-Georgia) <<http://nextcity.org/daily/entry/atlanta-marta-expansion-funding-public-transit-Georgia>> and public demand, it could be all-aboard for Woodward station in the not-too-extremely-distant future.

· [MARTA chooses route for North Line extension](http://www.bizjournals.com/atlanta/print-edition/2015/04/24/marta-chooses-route-for-north-line-extension.html)  
 <<http://www.bizjournals.com/atlanta/print-edition/2015/04/24/marta-chooses-route-for-north-line-extension.html>> [Atlanta Business Chronicle]

· [Are Georgia Republicans Learning to Love the MARTA Train?](#)  
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73	MARTA is going to reach Chicago before we have decent connection to the Highlands.	#1. 04/27/15 12:21 PM
eRosewater	And real estate agents will still say it's "just outside" the city.	
298	Better late than never. This is huge.	#2. 04/27/15 12:34 PM
MietAtl		
6	It's huge, but better connectivity in the city is vital!	#3. 04/27/15 12:51 PM
Rosalie Guy		
323	Connectivity of every neighborhood in Atlanta is not really MARTA's main job or purpose, though. It's for the whole county(s) that pays for it. It's for Metropolitan Atlanta. It's a suburban commuter rail/ hybrid subway system. Already Atlanta has more than half of the existing stations, while Alpharetta, where half the jobs are and most of the tech jobs are, who also pays for MARTA the same, and which suffers from terrible traffic, has 0 stations. That's why this is needed and why it's great, and it is completely fair. Also excited about the similar plan for DeKalb, which goes out to Stonecrest mall, and the Emory corridor light rail, and the Clayton commuter rail. All those plans together = great.	#4. 04/27/15 01:11 PM
technician	The streetcar should be for the purpose for connecting everywhere in-town, smaller scale. They need to make it go everywhere in the city, in its own, dedicated, traffic-free lanes, with tons of stops. And better headway/ more vehicles/ other small improvements to it. That would completely fix ITP transit, and perfectly complement MARTA rail.	

136		Lol that map looks utterly ridiculous.	#5. 04/27/15 01:11 PM
NewUrbanist	54	@NewUrbanist: Hopefully when expanding rail in a meaningful way, which this is, they didn't focus so much on the aesthetics of the map. Would better connectivity intown be nice? Of course but like has been mentioned North Fulton has paid for MARTA for 40 years. Would look considerably less ridiculous if Cobb and Gwinnett would get their sh*t together.	#6. 04/27/15 01:17 PM
J_ATL	54	Have they ever thought about the money that could be saved eliminating the pointless Green Line and using the saved operating funds towards expansion?	#7. 04/27/15 01:18 PM
J_ATL	209	The map looks ridiculous alright, but this is certainly very positive for the city.	#8. 04/27/15 01:20 PM
midtowner		The suburbs are beginning to realize, at long last, that they are actually suburbs. That is they exist in the periphery of something, as opposed to nothing, and so they need to maintain a robust connection to the center if they want to thrive, now that jobs and young smart talent is moving back into the city.	
	62	Since the infrastructure is already there, I'd rather see the Green Line expanded and turned into a more meaningful line than the stub it currently is.	#9. 04/27/15 01:23 PM
UrbanConquista	62	Since the infrastructure is already in place, I'd rather see the Green Line expanded into a more meaningful/useful line, rather than the stub we have now.	#10. 04/27/15 01:25 PM
UrbanConquista	59	@technician: I like what you say, but, I think the streetcar is no solution to anything other than being able to say we have an electric bus. One of MARTA's problems is the bus service. Buses replaced the former streetcar, they are fully adequate in their form to facilitate inner city movement. The problem is they are terribly marketed and that is an issue MARTA needs to solve.	#11. 04/27/15 01:25 PM
GrantOwl		End the Streetcar Stiffey, buses or bust..	
	62	Sorry for the double post....my didn't comment didn't post right away for some reason...	#12. 04/27/15 01:25 PM
UrbanConquista	54	Busses are such a great and easy solution for Atlanta. Just add more dedicated bus lanes along densely populated under served areas like ponce and north avenue. Throw up some nice covered stops and boom a very cheap alternative to a streetcar and it can be built in half the time.	#13. 04/27/15 01:34 PM
J_ATL	323		
technician			

As for the Connect 400 project, I think they chose the 5 general station locations perfectly. Here's my suggestions (I wasn't able to attend the meeting but I emailed them) and what I hope it ends up looking like:

#14. 04/27/15 01:34 PM

**Northridge station:** Put it at the NW corner, where Northridge Pkwy hits Dunwoody Pl. Probably underground. No parking, just a local station, which is perfect since you already have North Springs. Just put TOD all around it. There already is a lot of apartments and jobs and a university right there.

**Roswell station:** Probably on the west side of 400, underground, south of Holcomb Br, along Dogwood or Old Dogwood Rd, and integrated via tunnel or bridge with that new proposed Riverwalk Village project. That would be perfect. You could have walkability to that, plus MARTA parking decks on both sides of the highway. People could take Old Alabama to get to it. This would take some of the stress off Holcomb. Don't put it right at Holcomb, that would not help the traffic bottleneck.

**North Point station:** On the NW corner of Encore, at Fanfare way, there's a perfect spot for it, with perfect TOD around it. Just need to make Encore better walking/sidewalks. This station would also cover north Roswell, and it's almost in Roswell city limits.

**Alpharetta station:** SE corner of Old Milton looks good, with a pedestrian bridge system over 400, to get to the new Gwinnett Tech campus, and then across Old Milton to connect it with Avalon.

**Windward station:** Simply convert the existing P&R to the station. Has perfect opportunity for new TOD projects right around there, as there's tons of undeveloped land.

1231

@J\_ATL: Why would you say the Green line is pointless? Or that getting rid of it would save any money? For the most part it supplements the blue line but it also serves the important function of being the only transit access in NW Atlanta. The Bankhead Station is going to be an easy walk to Bellwood Park too. It's also the only hope of ever getting transit on the Westside near Huff/Howell Mill.

#15. 04/27/15 01:43 PM

Antilon

291

2.4 billion? LOL

#16. 04/27/15 01:49 PM

kirby

190

@Antilon: I've always thought they should essentially create an arc from Bankhead to Lindbergh (Stops in Westside, near Atlantic Station, and Collier Road). The arc could then close with the proposed Clifton Road Corridor. This would give that line some serious ridership IMO. It would also give them the capacity to have a commuter spur that runs through vinings, cumberland pkwy, Braves stadium, Marietta Square to Kennesaw perhaps. I still think we need to start looking at a serious revamp of our regional/inner-city bus system to really get things going. Then you can use streetcars to kind of close everything out.

#17. 04/27/15 01:50 PM

ITgiraffe

1

@J\_ATL and @Antilon

#18. 04/27/15 01:53 PM

Morningside

Just imagine if the green line looped around to Cumberland up back down to the Art Center. It would open up that entire NW section of the city, while still not crossing into Cobb Co (because if they don't want it then screw them).

323

technician

BTW, that map is totally visually ugly, but it's not official. I hope they design the real one better. It doesn't have to be to scale (the rest of the rail map isn't). Just put the 5 new red line stations in one compact straight line.

Also I like my station names better. I don't think "Parkway" should be in the name, it should emphasize connecting an area/city, rather than a road.

#19. 04/27/15 02:02 PM

1231

@kirby : Oh goody... we get to play "is Kirby for transit or not" again. This isn't getting old at all.

#20. 04/27/15 02:04 PM

Antilon

166

@Morningside: Cumberland is in Cobb

#21. 04/27/15 02:11 PM

Evin

291

@Antilon:

#22. 04/27/15 02:13 PM

kirby

I am certainly not for spending 2.4 billion on transit into the suburbs which will get little use but hey I guess we can all sit back and enjoy seeing the empty trains ride round and brag about how we have new transit.

How about spending 25% of that ridiculous amount INSIDE the city to fix the current crappy transit that we have and people will actually use?

166

@midtownner: It applies much less so in the city of Atlanta though. They are multiple business pockets that are larger and command higher rents than the city center.

#23. 04/27/15 02:13 PM

Evin

166

@kirby : Exactly.

#24. 04/27/15 02:14 PM

Evin

323

@kirby :

#25. 04/27/15 02:23 PM

technician

So what are you even suggesting? 190 posts and you still haven't said a thing. Other than the word "fix", over and over. And how, somehow, the suburban stations will have empty trains. Even though N Springs and Doraville are actually among the most popular and crowded stations. (As opposed to some of the existing in-town stations that almost nobody ever goes to.)

You don't want to spend billions. But you want to tunnel and build out an underground heavy rail subway system under developed neighborhoods? Extending the lines out further into the suburbs is by far the cheapest form of heavy rail. What I presume you are suggesting would be a complete boondoggle that would cost 30+ billion and take 30 years just to build.

And then the very thing that you most hate and villify- the streetcar- is about the one viable thing that would actually accomplish what you want to do, which I also want to do. Fixing transit inside the city.

190

ITgiraffe

@kirby : While I understand your sentiment on the money portion of this, I don't understand your confidence in people not riding this line. This line does more than run to suburban residential areas, it connect job centers. Young talent in the city will undoubtedly use this to get to all the IT jobs in Alpharetta, and people will use it to get from Alpharetta to ATL. Before you start on the sprawl argument for Alpharetta, I imagine that many companies will provide shuttles service to and from the station.....same for that new Avilon thing. I'm not a fan of the line to Gwinnett, but I do think this line has some serious potential.

#26. 04/27/15 02:24 PM

291

@ITgiraffe:

#27. 04/27/15 02:30 PM

kirby

Young talent live and work in the city. They don't live in Atlanta and work in Alpharetta. I will agree the sprawl in Alpharetta isn't as bad as Gwinnett but nobody in Alpharetta is going to give up their precious car and take it all the way into the city for work. The few crybabies on here that live in the city work way out there will use it but those people are a very small minority and certainly do not justify spending 2.4 billion on.

291

@technician:

#28. 04/27/15 02:32 PM

kirby

Don't presume things please. Not once have I ever suggesting a 'tunnel' for anything.

323

#29. 04/27/15 02:37 PM

technician

Yeah, let's spend 50 billion and bankrupt the state of Georgia to "fix" the system, because kirby's too lazy to walk or bike or ride or drive a few f'ing blocks to the nearest station. And let's meanwhile leave entire regions of the constituent MARTA counties completely bone dry of any trains for miles and miles. Good plan, boss.

323

#30. 04/27/15 02:42 PM

technician

Atlanta is never going to be New York, and it doesn't need to be. It needs to be Atlanta. A better vision of Atlanta. With surface-based, light rail type system, complementing the subway heavy rail stations in Midtown. A kind of hybrid/halfway point between New York/Chicago style transit, and Seattle/Portland style transit.

54

#31. 04/27/15 02:42 PM

J\_ATL

@Morningside: That would be pretty nice. A station just across the Chattahoochee from Cumberland with shuttle bus service is the only hope for transit to Suntrust Park. With that and the westside development you'd think Green Line would be more of a priority.

190

#32. 04/27/15 02:51 PM

ITgiraffe

@kirby : There's a good amount of young talent staying in the city, but I think you are seriously turning a blind eye towards all of the jobs in Alpharetta. I graduated from GaTech not too long ago and know a lot of people that went to work in at places like EY, Coke, McKesson, and AT&T in Alpharetta. There are a ton of satellite offices out there.

291

#33. 04/27/15 02:51 PM

kirby

@J\_ATL:

You aren't getting transit to SunTrust Park. They don't even have direct transit to the Ted. There is a reason they moved to Cobb. The majority of their season ticket holders live in that hell hole and they like to drive to the games. Why would there be transit to a suburban stadium when the one in the city doesn't even have a direct stop?

54

J\_ATL

I've only ever lived in Midtown and Buckhead going back to childhood but as an adult both of my jobs have been at Cumberland. It's a reality of Atlanta you can't just say "work closer to where you live" when you have an actual career in a specific industry. Yes Kirby you are lucky there are so many conveniently located McDonalds for you to work at.

#34. 04/27/15 02:53 PM

54

J\_ATL

@kirby : The one in the city didnt get a direct stop at construction because there would be very limited non stadium demand for the station especially in 1996. Cumberland is a major regional employment center that also has pretty substantial convention business.

#35. 04/27/15 02:55 PM

291

kirby

@ITgiraffe:

First I would like to congratulate you for graduating from Ga Tech it is a prestigious institution. Secondly, I am aware of the IT jobs in Alpharetta because once upon a time from 2004 to 2006ish I worked in Alpharetta off Windward before taking a job much closer to the city. EY, Coke, and McKesson have jobs intown now as well as Coke moved a ton of jobs back into the city then laid off several of them (not sure how I would feel about that as you know many of those people lived out in Cobb by that office)

For it to work though and to reap the benefit of the 2.4 billion it would have to be used both ways not just by people who live in the city and work in Alpharetta while the train coming the other way is 90% empty. Those that like Alpharetta enough to work there for sure can move there also. Or, they can look for one of the thousands of high paying IT jobs that are already in the city. The market is excellent right now.

#36. 04/27/15 02:57 PM

291

kirby

@J\_ATL:

There are thousands of high paying jobs across several industries in the city. Those that say they can't change jobs are just lazy or pathetic or both. To act like there isn't one job in all of downtown, midtown, or even Buckhead that is worthy of your presence is absolutely laughable and delusional.

#37. 04/27/15 03:01 PM

183

DirtRoad

What's with the map critique? It's just MARTA's current map with the red line extended as proposed. Important, that is not.

The important thing is funding for the project - which there currently is none. If the North Fulton folks want this project, they're going to have to find around \$1.2 billion between the couch seats.

#38. 04/27/15 03:03 PM

291

kirby

@technician:

Um I actually live and work in the city so I am walking A LOT. I don't even use my car on the weekends because I am able to walk to just about anywhere. The people on here that are lazy are the ones that live in the city and drive 30 miles in a car everyday to their job out in the suburbs. That is idiotic and lazy.

#39. 04/27/15 03:05 PM

54

J\_ATL

@kirby : Thats what is important when building a career not how good the company but the fact that getting there isn't too much of a burden. commute 10 miles for a better opportunity? No I'll take this lesser job so I can make fun of people on the internet who have to drive to work.

#40. 04/27/15 03:06 PM

190

ITgiraffe

@kirby : Thanks, it was certainly a long and arduous road getting out of there. I do think this line would be used both ways though, particularly for it's access to the airport. I also think the areas where the proposed stops are located could produce more urban city centers (there's already a historic/downtown Roswell, and Alpharetta is certainly trying to create a city center). The 400 corridor is nowhere near as bad as Gwinnett or Cobb County when it comes to sprawl. Like I said, I understand the investment needed and have concerns, but I do think this line could produce a reasonable ROI over the course of 20-30 years. I'd prefer they complete the arc, that I mentioned in a previous post, first, but I don't think this line is unreasonable.

#41. 04/27/15 03:08 PM

54 @kirby : Go take a Metro North train OUT of Grand Central towards White Plains at 8AM. Or the PATH or a bus to Jersey City/ Hoboken at 8AM. Reverse commutes are not just an Atlanta thing.

J\_ATL

#42. 04/27/15 03:11 PM

54 In fact Jersey City now has more finance jobs than Lower Manhattan. Do you think those people are living in Jersey? Doubtful.

J\_ATL

#43. 04/27/15 03:15 PM

66 @Morningside: <a Wait, what? - I'm Morningside! - Hey Curbed, do you allow duplicate account names now? Are you mad because I moved to Midtown and didn't tell you? How will I know which posts are mine and which are the imposters? What if I say something I don't agree with? Is nothing sacred Curbed?

Morningside

#44. 04/27/15 03:23 PM

291 @ITgiraffe:  
I would be all for the arc you mentioned as it would tie in a big portion of the city that currently doesn't have anything.

kirby

#45. 04/27/15 03:30 PM

44 Peachtree Street and GA 400 combine to form the commercial spine of the Metro area. Building MARTA along that entire stretch makes sense now. As Perimeter, Buckhead and Alpharetta continue to add more and more people and business this addition will only make more sense in the future.

DurdyBird

#46. 04/27/15 03:32 PM

1231 @kirby : "There are thousands of high paying jobs across several industries in the city. Those that say they can't change jobs are just lazy or pathetic or both."

Antlion

#47. 04/27/15 03:38 PM

If you honestly think it's that easy you're either a simpleton (my money is on this) or in the service industry. In my industry, highly qualified people are having to spend a year with the services of a recruiter to land jobs that are a good fit.

323

technician



@ITgiraffe:

#48. 04/27/15 03:43 PM

Even if/when Gwinnett ever joins MARTA, I still agree with you, it's a totally different animal than North Fulton, and transit plan/design should be handled differently. Alpharetta has some residence but is mainly a commercial and corporate center, and its population swells up majorly during the business day. Gwinnett is the exact opposite, an almost entirely residential, low-density, very sprawled out, with some jobs but where people primarily commute to jobs in the city (and Alpharetta).

I guess they could spend the big money to extend the Gold HRT line out along I-85, and could connect a few things and do some new TOD development. But it seems like to me there's so much more bang for buck potential with things like express buses, and/or overhead powered commuter rail on standard tracks along their 2 existing freight corridors, similar to whatever the plan is for Clayton.

Nothing wrong with Gwinnett not having a lot of the big job centers. They should embrace that, and be what they've always been. A family-oriented, schools-oriented, somewhat quieter suburban county. Except with a lot better transit connectivity to Atlanta's job centers, and better local bus service to every day locations so you at least don't necessarily have to rely on a car if you don't want to.

1231

@DirtRoad: " If the North Fulton folks want this project, they're going to have to find around \$1.2 billion between the couch seats."

#49. 04/27/15 03:50 PM

Antilon

They've been paying for it since the system's inception. I think it's only fair that they finally get access to rail.

323

The one area that's outside of current MARTA territory, but absolutely at some point needs some kind of MARTA rapid transit rail (at the very least a fixed, branded BRT line), is Cumberland/Vinings. But the rest of Cobb is just like Gwinnett, and doesn't really need an urban rail system. Needs commuter rail and/or commuter express bus.

#50. 04/27/15 03:54 PM

technician

That's why IMO Atlanta needs to annex the Atlanta 30339 zip code. That would get around the MARTA/Cobb problem nicely, since the city pays for MARTA. And it would also technically keep the Braves in Atlanta. /\$.02

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1

2

Next »



(<http://northfulton.com/>)



(<http://appen.ads.communityq.com/www/delivery/ck.php?>

[oaparams=2\\_\\_bannerid=141\\_\\_zoneid=28\\_\\_cb=95f5fe840f\\_\\_oadest=http%3A%2F%2Fwww.airpluscompany.com](http://appen.ads.communityq.com/www/delivery/ck.php?oaparams=2__bannerid=141__zoneid=28__cb=95f5fe840f__oadest=http%3A%2F%2Fwww.airpluscompany.com))

# Rail, buses proposed for northern MARTA expansion

## Public transit plan open for comments

(/uploads/original/1429725346\_5b44.jpg)



Posted Monday, April 20, 2015 11:31 am

Jonathan Copsey (<mailto:jonathan@appenmediagroup.com>)

COMMENT

NORTH FULTON, Ga. – MARTA is pushing ahead with extending services north of the Chattahoochee River, clear up Ga. 400 to Windward Parkway.

Plans call for five stations to dot the 12-mile distance from North Springs to Windward – Northridge Road, Holcomb Bridge Road, Encore Parkway/North Point Mall, Old Milton Parkway and Windward Parkway.

These locations are generic – no specific sites have been chosen yet. Instead, these are vague locations of where stations are preferred to go.

Linking these stations could be either heavy rail or heavy bus routes.

“There is a lot of travel demand from the population here,” said Mark Eatman, the project manager of the study, “and there will be more from the population coming in the future.”

Population projections call for a steady influx of new residents in the north metro area. Milton, for instance, will double in population in the next 10 years.

Last month, the MARTA Board of Directors approved the “Locally Preferred Alternative” – the choice from public meetings – which is the heavy rail option, similar to what dead-ends at North Springs station today.

Another possibility is using heavy buses, which would be more like the trains but on wheels.

There are positives and negatives, said Eatman. Heavy rail is already installed at North Springs. However the construction costs are high, more than \$2 billion. In comparison, bus rapid transit could use Ga. 400 to travel or could use new, dedicated lanes. The cost to implement this would be closer to \$600 million. Rail would take more than a decade to build. Buses could take less than eight years.

Sen. Brandon Beach (R-Alpharetta) is a known proponent of public transportation, seeing it as a means to solve many of the traffic problems plaguing metro Atlanta. He said a MARTA expansion north of the river was needed.

"If transit gets you where you want to go and it is clean and safe, it will get people off Ga. 400," he said.

He pointed out that the younger generation, especially those in the technology fields, prefer public transit, eschewing homeownership and cars. Several large, new corporate relocations to the metro area chose locations because of their access to public transportation.

The current step in the process is to collect feedback on the alternatives. After that, by spring of 2016, there will be a draft document for more feedback.

"We need mass transit," said resident Gloria Scarabelli, who attended an April 16 meeting in Alpharetta. "Ga. 400 is impossible during rush hour. I'm a huge fan of the idea."

Crime and safety as well as density are still issues around any expansion. Eatman said these will be addressed before the project is complete.

There is still a long way to go, said Eatman.

Another public meeting will be April 30. Public comments will be accepted until May 11.

02-22-15

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## Comments

NO COMMENTS ON THIS STORY | PLEASE LOG IN TO COMMENT BY CLICKING HERE (/LOGIN.HTML)

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## **Scoping Summary Report**

### **Appendix A-5: Scoping Flyer**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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# We Need Your Input!

The MARTA GA 400 Transit Initiative is moving forward! Come to an upcoming public meeting to learn more about the environmental process, comment on the locally preferred alternative, and discuss how the project fits into the community.

## SCOPING MEETING DATES AND LOCATIONS

You have a choice of three meeting dates and locations!

The materials presented at each meeting will be the same.

Choose the one that's convenient for YOU and JOIN US for this important discussion!

**Tuesday, April 14, 2015 – 6:30 PM to 8:00 PM**

**North Fulton Service Center – Community Room**

7741 Roswell Road, #104  
Sandy Springs, GA 30350

**Thursday, April 16, 2015 – 6:30 PM to 8:00 PM**

**Georgia State University - Alpharetta Center**

3775 Brookside Parkway  
Alpharetta, GA 30022

**Thursday, April 30, 2015 – 6:30 PM to 8:00 PM**

**East Roswell Recreation Center**

9000 Fouts Road  
Roswell, GA 30076



**Contact:** Mark Eatman, *MARTA Project Manager*

**marta**



**Call us!**

404-848-4494



**Email us!**

Connect400@itsmarta.com



**Instant updates on Twitter!**

<https://twitter.com/MARTAcconnect400>



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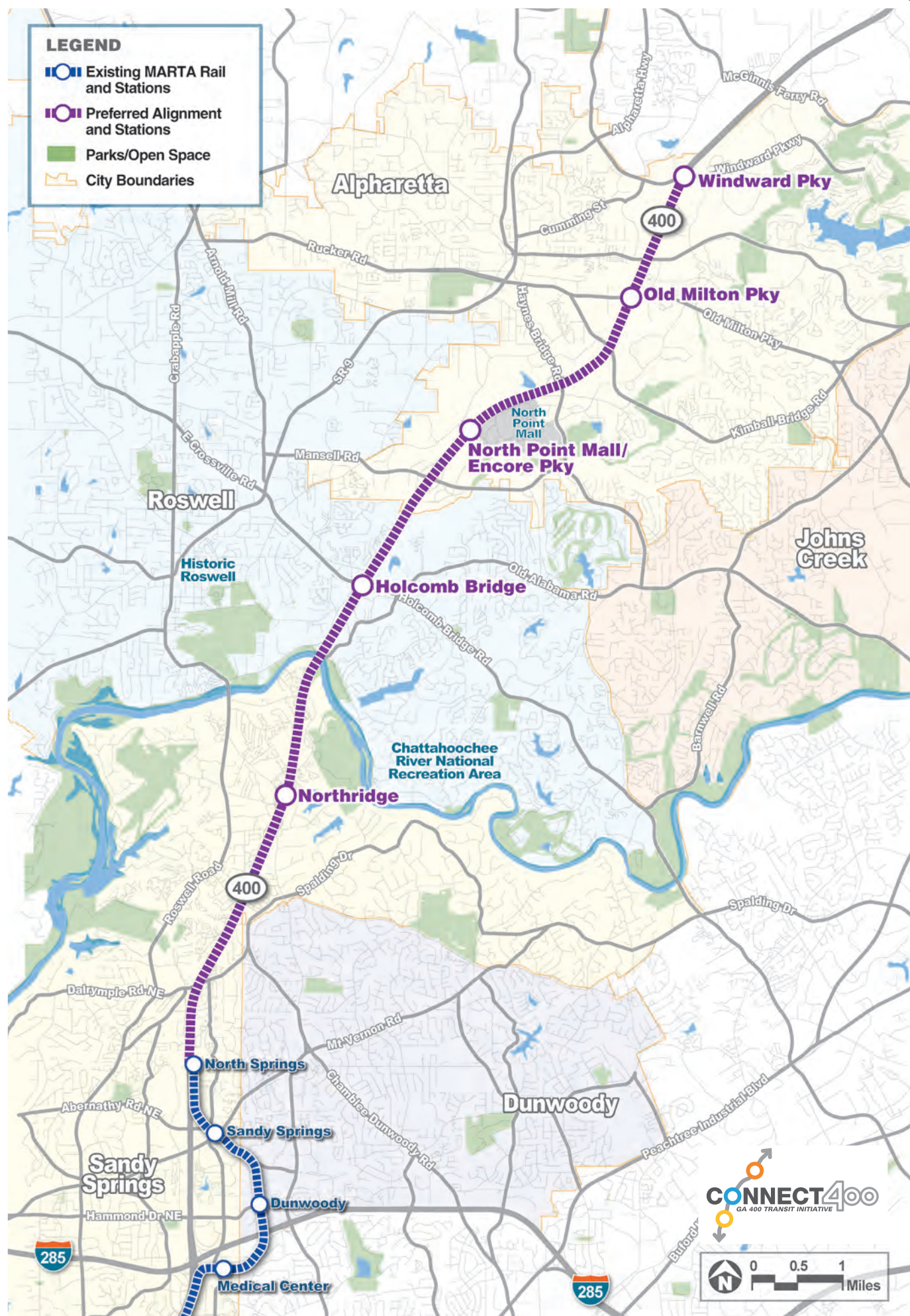
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\*The study area is depicted on the reverse side of this flyer.









## **Scoping Summary Report**

### **Appendix A-6: Scoping Poster**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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**East Roswell Recreation Center**  
9000 Fouts Road  
Roswell, GA 30076



**Contact:** Mark Eatman, MARTA Project Manager

**marta** 



**Call us!**  
404-848-4494



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



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Roswell, GA 30076



**Contact:** Mark Eatman, *MARTA Project Manager*

**marta** 



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## **Scoping Summary Report**

### **Appendix A-7: Scoping Meeting Handouts**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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This appendix provides a complete compilation of all the handouts that were distributed during the Scoping meetings. These materials were also made available on the MARTA project website throughout the Scoping period. The list below provides an outline of the documents presented in this appendix in order of appearance.

- Comment Card/Online Survey Form
- Fact Sheet
- Frequently Asked Questions (FAQs)
- Scoping Booklet

## **COMMENT CARD / ONLINE SURVEY FORM**



# 2015 Environmental Scoping – Comment/Online Survey Form

*Please take a moment to share your views on the GA 400 Transit Initiative with us.  
We want and need your input! Thank you!*

Your Name: \_\_\_\_\_

Email Address: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Would you like to receive notices of upcoming meetings? \_\_\_\_\_

1. Do you agree with MARTA's proposal to extend high capacity transit service up the GA 400 Corridor to the Forsyth County line? Why?

☐

Agree

☐

Disagree

---

---

---

2. The Locally Preferred Alternative (LPA) approved by the MARTA Board consists of heavy rail transit (HRT) that would be constructed on fixed guideway extending from North Springs Station, crossing to the west side of GA 400 north of North Springs Station and south of Spalding Drive, and crossing back to the east north of the Chattahoochee River. This is referred to as the East-West-East HRT alternative. (A map of potential station locations is included on the reverse side of this form).

MARTA is also considering two lower cost alternatives — bus rapid transit (BRT) in exclusive lanes along the same alignment as the East-West-East HRT alignment, and BRT in future GA 400 Managed Lanes.

Please indicate which of these three options you believe will best improve the commuting experience in north Fulton County?

☐

HRT

☐

East-West-East BRT

☐

BRT in Managed Lanes

Please explain why you think one of the alternatives is better than the others?

---

---

---

---

3. The environmental review will include findings from a detailed analysis of impacts that project implementation will have along the corridor. MARTA is also seeking input from stakeholders in the corridor on any issues or opportunities we need to be aware of as we continue planning. Please list any issues or opportunities that you would want us to be aware of before finalizing the project.



# 2015 Environmental Scoping – Comment/Online Survey Form

4. Please take a moment to share any additional comments about the GA 400 Corridor.

*Please return your completed comment form  
before leaving this public meeting or mail it by  
**May 11, 2015** to:*

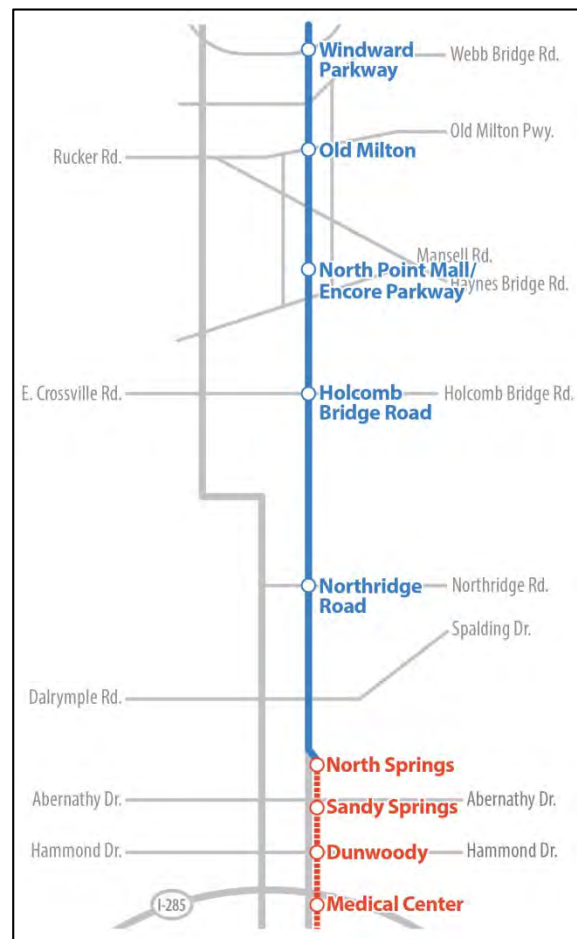
*Mark Eatman  
MARTA - Office of Transit Systems Planning  
2424 Piedmont Road, NE  
Atlanta, GA 30324-3311*

*For more information or to submit comments  
online:*

- *Contact Mark Eatman,  
MARTA Project Manager at  
(404) 848-4494,*
- *E-mail the project team at  
[Connect400@itsmarta.com](mailto:Connect400@itsmarta.com), or*
- *Visit: <http://www.itsmarta.com/north-line-400-corr.aspx>,*



**Map of Proposed Station Locations**



## **FACT SHEET**

### PROJECT DESCRIPTION

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has undertaken the Georgia 400 Transit Initiative to identify potential and feasible transit alternatives in the Georgia State Route 400 (GA 400) corridor. The project study area is located in northern Fulton County, Georgia, and includes small portions of the cities of:

- Sandy Springs
- Dunwoody
- Johns Creek
- Roswell
- Milton
- Alpharetta

The corridor study area extends approximately 12 miles along GA 400 from the existing MARTA North Springs station (Exit 5C) in Sandy Springs, which currently serves as the northern terminus of the MARTA Red Line, northward to Windward Parkway (Exit 11) in Alpharetta near the Fulton/Forsyth county line.

### PROJECT IMPLEMENTATION

In 2011, MARTA initiated the GA 400 Transit Initiative Alternatives Analysis (AA) to analyze the corridor based on current trends and conditions. The AA process involved a multilayered screening process to evaluate and reduce a set of potentially viable alternatives. At the conclusion of the AA, the GA 400 right-of-way (ROW) from the North Springs station to Windward Parkway emerged as the preferred alignment, a distance of about 12 miles. The transit technologies evaluated included:

- Heavy Rail Transit (HRT)
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)

Additional technical and public and stakeholder input received during Early Scoping conducted in 2013 and 2014 established the basis for the selection of the Locally Preferred Alternative (LPA) for the GA 400 Corridor.

The LPA was adopted by the MARTA Board of Directors in March 2015 and consists of rail extension of the existing MARTA Red Line that would cross to the west side of GA 400 north of the North Springs Station and south of Spalding Drive; the alternative would cross back to the east side of GA 400 north of the Chattahoochee River. Five new transit stations are proposed at each of the following interchanges along GA 400:

- Northridge Road
- Holcomb Bridge Road
- North Point Mall/Encore Parkway
- Old Milton Parkway
- Windward Parkway

The general alignment of the LPA is depicted on the back of this page. Two lower cost BRT alternatives are also under consideration and will be studied in the Draft Environmental Impact Statement (DEIS). LRT was eliminated from further consideration as a result of stakeholder input, poor performance during technical studies, and its limited potential to secure Federal funding through Federal Transit Administration's (FTA) New Starts capital grant program.

MARTA is initiating NEPA Scoping, as required by the National Environmental Policy Act of 1969 (NEPA), and will begin performing environmental analysis of the project in Spring 2015. The schedule for upcoming project milestones and completion of the environmental and planning efforts for the project is presented below. MARTA will work with the FTA to explore the possibility of obtaining 50% of the capital costs of the project through its Capital Investment Grant program. MARTA will also explore alternative funding strategies, including the potential for public-private partnerships and alternative project delivery methods.

### PROJECT STATUS

The timeline below depicts the major milestones moving forward in the environmental process, including its status at present.



**Contact:** Mark Eatman, *MARTA Project Manager*



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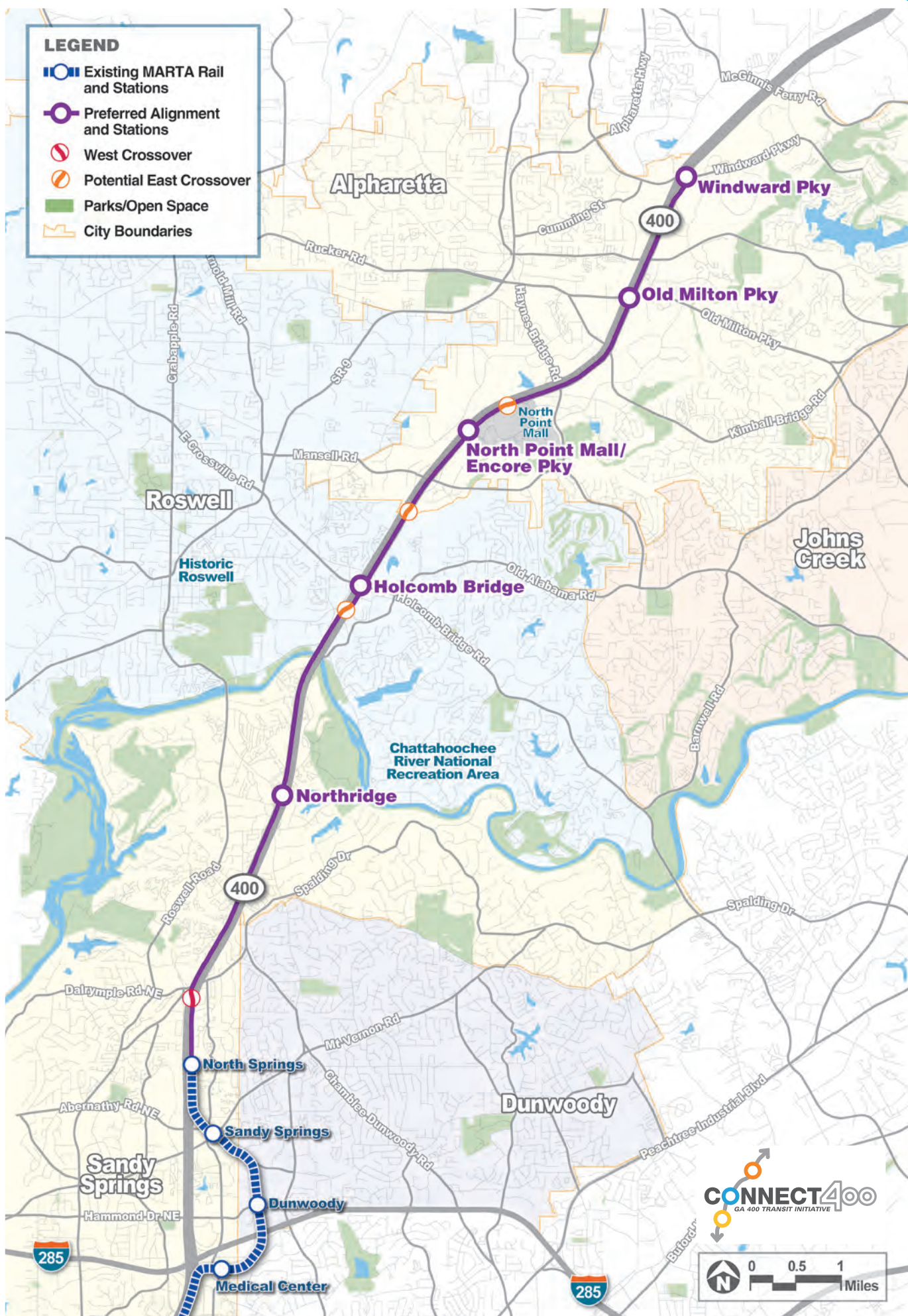
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## **FREQUENTLY ASKED QUESTIONS (FAQs)**



**Q: What is happening with the GA 400 Transit Initiative?**

**A:** On March 5, 2015, the MARTA Board approved a resolution considering three high-capacity rapid transit alternatives, including Heavy Rail Transit (HRT) and two lower cost Bus Rapid Transit (BRT) alternatives.

The project is currently in the Scoping phase, which serves as the first step in the federal environmental review process.

A formal Notice of Intent to prepare an Environmental Impact Statement (EIS) has been filed as required by the Federal Transportation Administration and U.S. Department of Transportation. The project is ready to proceed to the next steps— finalizing the EIS and project evaluation.

**Q: What is the Locally Preferred Alternative (LPA)?**

**A:** MARTA's Planning staff has held dozens of public and stakeholder meetings to identify an expansion plan that will receive community buy-in.

Of the three extensions under consideration, extending rail from North Springs station has received the strongest public support throughout the process (this is the LPA). Five new transit stations will be studied at each of the following interchanges along GA 400:

- Northridge Road
- Holcomb Bridge Road
- North Point Mall/Encore Parkway
- Old Milton Parkway, and
- Windward Parkway

In addition, two BRT alignments will be studied as lower cost options. One BRT alternative uses the same alignment as the LPA. Another BRT alternative operates within future Georgia Department of Transportation (GDOT) managed lanes along GA 400 and shares Right of Way with other vehicles.

**PROJECT TIMELINE**







**Q: What is BRT? Why are two BRT alternatives being studied?**

**A:** BRT is a high-capacity, reliable, and safe public transit service that uses modern buses on roadways or dedicated lanes to quickly and efficiently transport passengers to their destinations. BRT combines the reliability, comfort, and amenities of rail transit with the flexibility and comparatively lower cost of bus service.

**Q: What happened to the LRT alternative?**

**A:** The light rail alternative was eliminated from further consideration as a result of stakeholder input, poor performance during technical studies, and its limited potential to secure federal funding.

**Q: What are the next steps in advancing the project?**

**A:** MARTA is now conducting public and stakeholder scoping meetings to present findings of recent studies, review the environmental process and gather public input for issues that should be studied during the environmental impact process.

Following the conclusion of the Scoping process, the LPA and the two lower-cost BRT alternatives will be assessed in an environmental evaluation, sponsored by MARTA in partnership with the FTA. An Environmental Impact Statement (EIS) is being prepared for the project and should be ready for public comment in Spring 2016.

The federal government requires transit projects of this size to consider potential natural, cultural, physical and socio-economic impacts.

**Q: How will this project be funded? When will it be constructed?**

**A:** MARTA intends to seek funding for up to 50 percent of the capital costs of the project through FTA's Capital Investment Grant program. MARTA is also exploring additional revenue sources, including local sources (such as sales tax or bond revenues), private sources (such as public-private partnerships), or other alternative finance and project delivery methods. With future funding secured, the project would start operating in approximately 10 to 12 years from now.

**Q: How can I provide input or learn more about the project?**

**A:** Attend the Scoping meetings or provide your comments via the website, email or mail.

**Tuesday, April 14, 2015**

North Fulton Service Center  
7741 Roswell Road, #104  
Sandy Springs, GA. 30350

**Thursday, April 16, 2015**

GA State University  
3775 Brookside Pkwy  
Alpharetta, GA. 30022

**Thursday, April 30, 2015**

East Roswell Park  
9000 Fouts Rd.  
Roswell, GA 30076

Mail comments to:

Mark Eatman, Office of Transit Systems Planning  
MARTA  
2424 Piedmont Road NE  
Atlanta, GA. 30324

Connect with us online:

Website: <http://bit.ly/Connect400>

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

## **SCOPING BOOKLET**



# GA 400 Transit Initiative Scoping Booklet

## Environmental Impact Statement

APRIL 2015



## What is the Purpose of this Booklet?

**Y**ou are invited to take part in one of metro Atlanta's most exciting transit expansion projects – the Georgia (GA) 400 Transit Initiative! This Scoping Booklet has been prepared to provide an overview of the project, explain the environmental review process and schedule, and outline ways you can become more involved in the development of transit along Georgia State Route 400 (GA 400). This is your chance to tell decision-makers what is important to your community and what you think should be assessed within the upcoming Environmental Impact Statement (EIS). There will be many opportunities for input in the future, but now is the time to help set the direction for the project. We hope to hear from you!

The Federal Transit Administration (FTA) and Metropolitan Atlanta Rapid Transit Authority (MARTA) have initiated the environmental review process for the GA 400 Transit Initiative. Since the GA 400 Transit Initiative will seek Federal funding for the construction of this project, FTA and MARTA must undertake an environmental review process in compliance with the National Environmental Policy Act of 1969 (NEPA). The FTA and MARTA have determined that this project has the potential to result in significant environmental impacts. Therefore, an EIS is being prepared to satisfy the Federal requirements. The development of this Scoping Booklet is one of the first steps in the process.

Within this booklet you will find information on what "Scoping" is and why it is important to the GA 400 Transit Initiative. The Scoping Booklet provides an overview of the project and the required environmental review process, as well as detailed information related to Scoping and the Draft EIS (DEIS). Additionally, the booklet details how you can become more involved with the project's environmental review process. You will have the opportunity to review the Scoping information and offer your comments either in person at any of the three public Scoping Meetings or in writing throughout the public comment period.

### FOR MORE INFORMATION:

**Visit:** <http://www.itsmarta.com/north-line-400-corr.aspx>

**Email:** [connect400@itsmarta.com](mailto:connect400@itsmarta.com)

**Facebook:** <http://www.facebook.com/Connect400>

**Twitter:** <http://twitter.com/MARTAconnect400>

### PLEASE JOIN US AT A PUBLIC SCOPING MEETING:

#### Scoping Meeting #1:

Tuesday, April 14, 2015 from 6:30-8:00 PM  
North Fulton Government Service Center - Community Room  
7741 Roswell Road #104, Sandy Springs, GA 30350

#### Scoping Meeting #2:

Thursday, April 16, 2015 from 6:30-8:00 PM  
Georgia State University - Alpharetta Center  
3775 Brookside Parkway, Alpharetta, GA 30022

#### Scoping Meeting #3:

Thursday, April 30, 2015 from 6:30-8:00 PM  
East Roswell Park - Recreation Center  
9000 Fouts Road, Roswell, GA 30076


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# List of Acronyms



<b>AA</b>	– Alternatives Analysis
<b>ARC</b>	– Atlanta Regional Commission
<b>BRT</b>	– Bus Rapid Transit
<b>CIG</b>	– Capital Investment Grant
<b>DEIS</b>	– Draft Environmental Impact Statement
<b>EIS</b>	– Environmental Impact Statement
<b>FEIS/ROD</b>	– Final Environmental Impact Statement/Record of Decision
<b>FTA</b>	– Federal Transit Administration
<b>GA</b>	– Georgia
<b>GA 400</b>	– Georgia State Route 400
<b>GDOT</b>	– Georgia Department of Transportation
<b>GRTA</b>	– Georgia Regional Transportation Authority
<b>HRT</b>	– Heavy Rail Transit
<b>LPA</b>	– Locally Preferred Alternative
<b>LRT</b>	– Light Rail Transit
<b>MARTA</b>	– Metropolitan Atlanta Rapid Transit Authority
<b>NEPA</b>	– National Environmental Policy Act of 1969
<b>NOA</b>	– Notice of Availability
<b>NOI</b>	– Notice of Intent
<b>PSC</b>	– Project Steering Committee
<b>PIP</b>	– Public Involvement Plan
<b>ROW</b>	– Right-of-way
<b>TSP</b>	– Transit Signal Priority

# Introduction

## What is the Georgia 400 Transit Initiative?

The GA 400 Transit Initiative is a planned transit expansion that extends northward from the North Springs station to Woodward Parkway in northern Fulton County. The study area for the GA 400 Transit Initiative generally runs parallel to GA 400, connecting Sandy Springs to Alpharetta. Five potential transit stations are located at each of the following interchanges along GA 400: Northridge Road, Holcomb Bridge Road, Encore Parkway, Old Milton Parkway, and Woodward Parkway (see Figure 1).

The transit technologies currently under consideration are Heavy Rail Transit (HRT) and Bus Rapid Transit (BRT). Three Build Alternatives will be evaluated in the DEIS – one HRT alternative and two BRT alternatives. The HRT alternative, which is the Locally Preferred Alternative (LPA), operates in an exclusive guideway on either side of the GA 400 right-of-way (ROW); the alignment starts at the North Springs Station on the east side of GA 400, crosses to the west side south of Spalding Drive, then crosses back to the east side of GA 400 north of the Chattahoochee River, where it runs to Woodward Parkway. The location of the crossover north of the Chattahoochee River will be determined during the environmental review process. One BRT alternative uses the same alignment as the HRT alternative. Another BRT alternative operates within future Georgia Department of Transportation (GDOT) managed lanes along GA 400 and shares the ROW with other vehicles. An overview of the general alignment is illustrated in Figure 2 on the next page.

## Where is this project located?

The project study area is located in northern Fulton County, Georgia, and includes small portions of the cities of Sandy Springs, Dunwoody, Roswell, Johns Creek, Milton, and Alpharetta. The corridor study area extends approximately 12 miles along GA 400 from the existing MARTA North Springs station (Exit 5C) in Sandy Springs, which currently serves as the northern terminus of the MARTA Red Line, northward to Woodward Parkway (Exit 11) in Alpharetta near the Fulton/Forsyth county line.

Figure 1: Project Overview

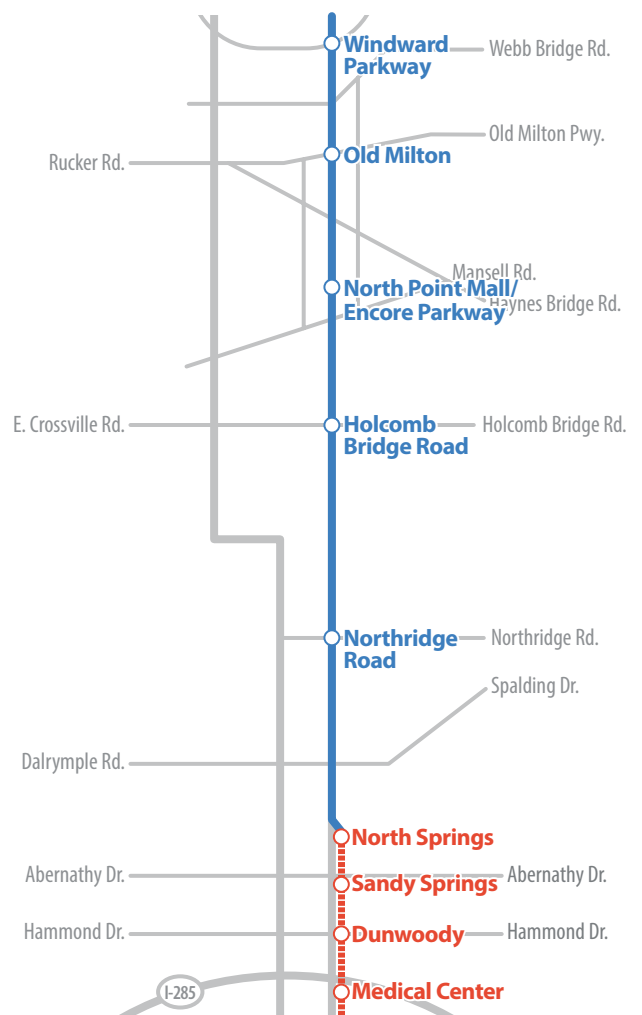
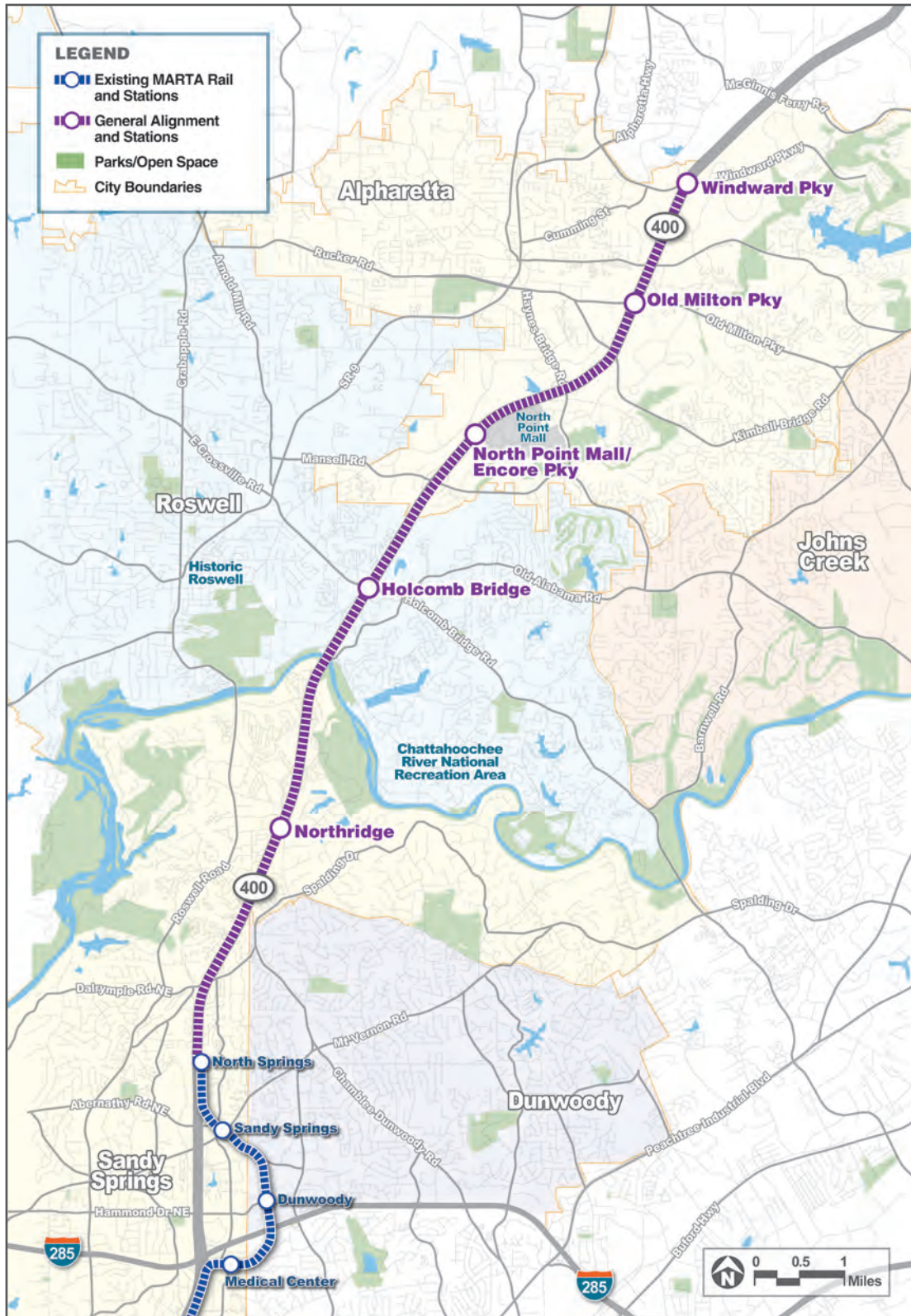




Figure 2: GA 400 Transit Initiative Project Location Map





## What is Heavy Rail Transit?

Heavy Rail Transit is rapid, fixed-rail transit that operates in exclusive, grade-separated ROW powered by an electrified third rail. HRT can serve areas or periods of high ridership, as it operates in trains of approximately six or eight cars, with up to 60-120 people per car. Because HRT operates in its own ROW, away from vehicular traffic, it provides fast and reliable travel times between locations by avoiding unnecessary stopping or slowing. HRT trains generally operate at speeds ranging from 30 to 70 mph.

MARTA currently operates HRT service along its Red, Gold, Blue, and Green Lines, as seen in Figure 3 to the right. HRT allows for electronic fare collection and seamless entry and exit at planned station areas. HRT offers high capacity, high speed transit service but also has high implementation costs and cannot be altered without additional capital investment.

Figure 3: Existing MARTA HRT Service



## What is Bus Rapid Transit?

Bus Rapid Transit utilizes buses that operate rapid fixed-route service in either exclusive or shared ROW and serve dedicated stops or stations. BRT service can operate in its own dedicated guideway or in restricted facilities (e.g., managed lanes) to avoid the slowing caused by operating in vehicular traffic. However, BRT buses can also be routed onto surface streets when necessary – allowing for more flexible operations. Relative to traditional bus service, BRT service features reduced headways (i.e., more buses per hour/less wait time at stations) and uses longer vehicles to carry more passengers (one articulated bus can hold 60-120 people), thereby allowing the service to mimic the rapid performance of HRT without incurring its significant capital costs. Additionally, BRT service can also utilize complementary features, such as off-board fare collection, extended hours of operation, level boarding, and transit signal priority (TSP), all of which can result in additional travel time savings relative to existing MARTA bus service. As opposed to traditional MARTA bus stops, BRT stations provide ample, covered waiting areas that feature amenities such as benches, lighting, real-time arrival information, system maps, wayfinding signage, and ticket vending machines.

MARTA's Route 221 (Q Limited) incorporates some aspects of a modern BRT system, like TSP and enhanced bus shelters, but is not considered a BRT service. BRT currently operates in major cities throughout the United States, including Los Angeles (as seen in Figure 4 to the right), Boston, and Cleveland. While BRT is a lower capacity transit service than HRT, it can be substantially less expensive to implement and, depending on the type of guideway used, can provide additional flexibility to respond to shifts in travel patterns and changes in market trends.

Figure 4: BRT Station on the Los Angeles Metro's Orange Line BRT Service



## Project Background and History

In 2011, MARTA initiated the GA 400 Corridor Transit Initiative Alternatives Analysis (AA) to analyze the corridor based on current trends and conditions. The AA study process identified the following needs: enhance transportation choices, improve transit service, and increase access to jobs and activity centers for commuters and residents in the GA 400 corridor. MARTA and corridor stakeholders examined a broad range of alternatives for high capacity, fixed-route transit investments in the corridor. Over the course of the AA, a set of potentially viable alternatives was reduced through a multi-layered screening process that was steadily informed by public and stakeholder engagement. At the conclusion of the AA process, the GA 400 ROW from the existing North Springs rail station to Windward Parkway near the Fulton/Forsyth county line emerged as the preferred alignment. The transit technologies to be evaluated further were identified as HRT, Light Rail Transit (LRT), and BRT.

MARTA began Early Scoping in 2013 and concluded the process in late 2014. During this period, MARTA performed additional technical analysis and gathered further input from members of the public and study area stakeholders. This analysis and feedback was then used as the basis for the selection of the LPA for the GA 400 corridor that allowed the GA 400 Transit Initiative to seek entry into the next phase of the Federal project development process (i.e., NEPA). The LPA was identified as an HRT extension that would cross to the west side of GA 400 north of North Springs Station and south of Spalding Drive. This alternative would have a second crossover back to the east side of GA 400 north of the Chattahoochee River (to be determined in the environmental study). The HRT alternative received the strongest public support throughout the study process. In addition, two BRT alignments will be studied as lower cost options in the DEIS. The LRT alternative was eliminated from further consideration as a result of stakeholder input, poor performance during technical studies, and its limited potential to secure Federal funding through FTA's New Starts Capital Investment Grant (CIG) program.

On March 5, 2015 the MARTA Board of Directors adopted the HRT alternative as the LPA for the GA 400 corridor, along with consideration of the additional BRT alternatives.

## Why build the GA 400 Transit Initiative? What benefits will it provide? (Purpose and Need)

The purpose of the GA 400 Transit Initiative is multi-faceted and includes the following elements:

- Provide high capacity transit (BRT and/or HRT) within the study area;
- Improve transit linkages and coverage to communities within the study area; and
- Enhance mobility and accessibility to and within the study area by providing a more robust transit network that offers an alternative to automobile travel.

The GA 400 corridor is the transportation spine of northern Fulton County, one of the fastest growing sub-regions in metro Atlanta. The corridor is home to many employment centers, including Perimeter Center at the southern end of the corridor, one of the largest employment centers in the region. Given that northern Fulton County is projected to experience significant growth in employment opportunities and population, traffic congestion is anticipated to intensify in the study area through 2040 and beyond. This trend is expected to have a negative impact on the quality of life for commuters and



residents and will likely hinder economic development opportunities, unless improved transportation services are provided. As currently planned, the corridor's transportation network will be unable to accommodate the future travel demands, even with the development of future GDOT managed lanes within the GA 400 corridor. Given that GDOT is close to exhausting its remaining ROW in the corridor, the problem cannot be addressed through highway projects alone. Furthermore, capital funding at all levels of government is increasingly limited. Thus, any remedy for these challenges must provide a cost-effective solution to congestion that balances the desire for additional transportation capacity with the need to conserve scarce fiscal resources.

## Increased Travel Demand and Congestion

According to the most recent forecasts from the Atlanta Regional Commission (ARC), displayed in Table 1, substantial growth in both employment and population is anticipated within a half-mile of the GA 400 corridor between 2015 and 2040. This employment and population growth will lead to increases in access needs and travel demand along the GA 400 corridor, which will in turn result in additional congestion within the study area.

### FOUR FACTORS CONTRIBUTE TO THE NEED FOR THE GA 400 TRANSIT INITIATIVE

- Increased travel demand and resulting congestion generated by employment and population growth
- Limited existing transit mobility within northern Fulton County and inadequate connectivity to other major activity centers
- Transit travel times are not competitive with automobile travel times
- Economic development opportunities impacted by congestion

Table 1: Study Area Forecast Employment and Population Growth

	2015	2040	Absolute Growth 2015-2040	Percent Growth 2015-2040
<b>Population</b>	<b>34,000</b>	<b>38,000</b>	<b>4,000</b>	<b>12%</b>
<b>Employment</b>	<b>46,700</b>	<b>65,500</b>	<b>18,800</b>	<b>40%</b>

Source: ARC Forecasts

## Limited Transit Mobility

Transit connectivity is inadequate both within northern Fulton County and to points outside of the study area (e.g., Downtown Atlanta and the counties of Gwinnett, DeKalb, and Cobb). Currently only five MARTA bus routes service the study area and all of these are oriented towards north-south travel to feed into the existing North Springs rail station. East-west transit connectivity is limited within the study area. While the Georgia Regional Transportation Authority (GRTA) operates two regional express bus routes between the study area and major employment centers to the south, these routes only provide service during weekday peak periods. Finally, the limited transit routes crossing the Chattahoochee River reflect the inadequate transit connectivity within the study area.

## Transit Travel Times

Transit travel times are not competitive with automobile travel times regardless of travel pattern. For north-south trips the transit times fail to compete with automobiles due to the lack of express service to points south of the study area. Given that east-west transit service within the study area is limited, transit and auto travel times cannot be compared for east-west trips.

## Economic Development

In addition to moderate population growth, significant growth in employment is anticipated within the study area between 2015 and 2040. The existing and planned roadway capacity simply cannot accommodate the increase in travel demand that will be generated by this growth. The resulting congestion can impact future economic development opportunities within the study area.

## Project Goals and Objectives

The goals and objectives of the GA 400 Transit Initiative address the challenges noted above and are listed in Table 2 on the next page. While the goals are general and reflect principles that the chosen alternative should meet, the objectives are more specific and are used to gauge how effectively an alternative addresses a given goal. The goals and objectives listed in the table will serve as the basis for developing both quantitative and qualitative performance measures that will then be used to evaluate the environmental impacts of the No-Build and Build Alternatives within the DEIS.





Table 2: GA 400 Transit Initiative Challenges, Goals, and Objectives

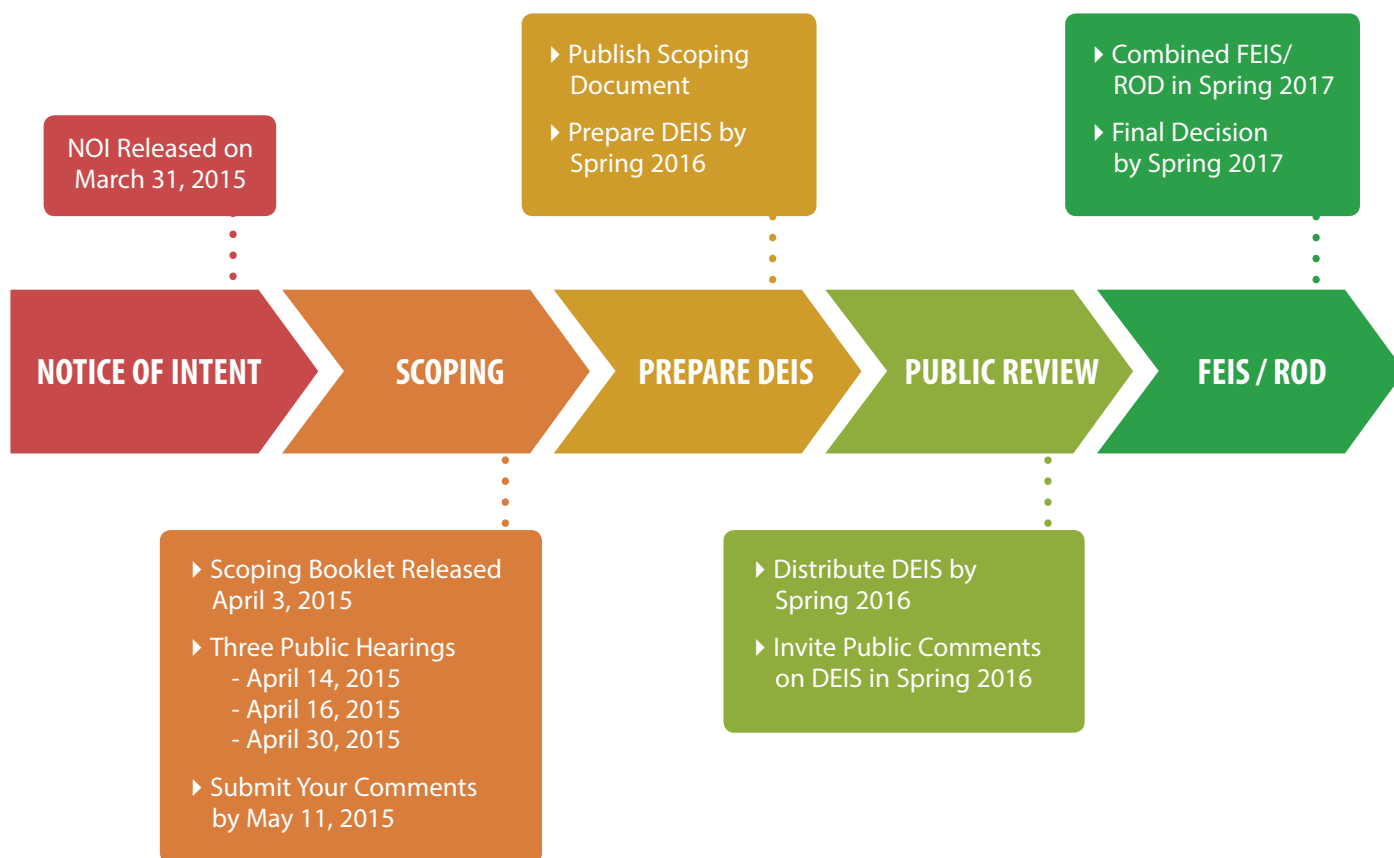
GOAL 1: IMPROVE MOBILITY AND ACCESS	
Challenges	Objectives
Limited transit mobility options	Improve access and connectivity to transit services within the study area and throughout the region
	Improve connections and access to existing transit systems
Increased travel demand and congestion	Increase transit ridership and capacity
Transit travel times	Improve transit travel times and reliability
GOAL 2: SUPPORT LAND USE AND ECONOMIC DEVELOPMENT PLANNING	
Challenge	Objectives
Economic development impacted by congestion	Complement local land use plans
	Support economic development opportunities
	Allow for compact development that supports transit ridership
GOAL 3: PROVIDE COST-EFFECTIVE TRANSIT SERVICE	
Challenge	Objectives
Limited funding available for congestion relief projects	Maximize operating cost-efficiency <sup>1</sup>
	Match the investment to the area's level of travel demand
	Provide a cost-effective transit system
GOAL 4: MINIMIZE ENVIRONMENTAL IMPACTS	
Challenge	Objectives
Increased vehicular congestion will negatively affect the study area's environment	Avoid, minimize, and mitigate negative impacts to cultural, historic, and environmentally sensitive areas
	Avoid, minimize, and mitigate negative impacts on the surrounding communities, including schools and parks

Note: 1 – “Maximize” refers to the optimization of operations and maintenance costs.

## Environmental Review Process

N EPA requires the full consideration of the natural, cultural, physical, and socio-economic impacts of a project or action for all projects that receive Federal funding. While the HRT and BRT alternatives represent substantially different transit investments and modes, a preliminary assessment of alternatives showed similar levels of impact. To better understand the extent of impacts associated with each of the alternatives, an EIS will be prepared to support the GA 400 Transit Initiative. A general outline of the Federal environmental review process is provided in Figure 5 and a discussion of the major components of the process follows the figure. It should be noted that the schedule shown below is subject to change.

Figure 5: Schedule for the Federal Environmental Review Process







## What is an Environmental Impact Statement?

NEPA requires that an EIS be prepared for all projects that have the potential to have significant adverse impacts on the environment. An EIS is required by the FTA for those projects that result in the construction or extension of any of the following types of projects: fixed-rail transit facilities (e.g., HRT), separate roadways for buses, or high occupancy vehicle lanes that are not located within an existing highway. The purpose of an EIS is to conduct a comprehensive evaluation of potential environmental issues associated with a set of project alternatives. The EIS is then used to inform decision-makers and the public of reasonable alternatives that could avoid or minimize negative environmental impacts while still addressing the project's Purpose and Need.

## What is Scoping? How does it affect the Draft Environmental Impact Statement?

FTA and MARTA have initiated a Scoping process that allows the public and any interested agencies to comment on the scope of the environmental review process. Scoping serves as the first step towards preparing an EIS. Scoping is the process of determining the scope, focus, and content of an EIS by soliciting feedback from the public and interested parties. Scoping is an opportunity to:

- Confirm the Purpose and Need for the project
- Identify suitable alternatives that address the needs
- Identify significant issues that deserve further study in the EIS
- Eliminate issues that are not deemed significant or have already been adequately addressed as part of earlier studies

FTA and MARTA invite all interested members of the public, including individuals, non-profit and other organizations, as well as Federal, State, and local governmental agencies and representatives from Native American tribes that may be affected by the project, to participate in the Scoping process that will support the GA 400 Transit Initiative DEIS.


## Draft Environmental Impact Statement

After Scoping is complete, a DEIS will be prepared. The purpose of the DEIS is to evaluate existing conditions and assess the range of potential effects, both positive and negative, that the No-Build and Build Alternatives would have on the natural, cultural, social, and physical environment along the GA 400 corridor. During the development of the DEIS, FTA will coordinate with relevant Federal, State, and local resource agencies (e.g., US National Parks Service, US Army Corps of Engineers, Georgia Department of Natural Resources, etc.) to review the impacts analyses and ensure that the technical methodologies used to assess the effects are appropriate. Once FTA approves the DEIS, a Notice of Availability (NOA) will be published in the Federal Register and in local papers. The NOA signals the start of the public and agency review period for the DEIS. MARTA will provide an electronic copy of the DEIS for public review and will send hard copies to agencies and, upon request, to other interested parties.

## Public and Agency Review Period

Once the DEIS has been approved by FTA and circulated, members of the public and agencies will have an opportunity to comment on the document during the 45-day public and agency review period. During the review period MARTA will hold three public Scoping meetings in which





interested parties can voice their concerns and also suggest potential ways to avoid, minimize or mitigate the impacts identified within the DEIS. In addition to the in-person meetings, interested parties will also be able to submit their comments in writing via email or in a letter throughout the 45-day period.

## Final Environmental Impact Statement/Record of Decision

At the conclusion of the public comment period, MARTA will begin preparing a combined Final EIS (FEIS)/Record of Decision (ROD) based on the public and resource agency input on the DEIS. Depending on the extent of impacts identified within the DEIS and the feedback received during the comment period, MARTA may alter the design of one or more of the Build Alternatives to avoid or minimize the environmental impacts that were identified within the DEIS. In situations where impacts of a given alternative

are both significant and unavoidable, the FEIS/ROD will disclose these impacts and provide a discussion of mitigation strategies that will be used to reduce the intensity of effects caused by the alternative. The final document will describe the preferred alternative for the GA 400 corridor, the environmental effects associated with that alternative, and the mitigation, environmental commitments, and permits that will be required to implement the project.

Once the second round of environmental impact analysis is completed, MARTA will finalize the FEIS/ROD that will then be published by FTA. An electronic version of the FEIS/ROD will be made available on the MARTA website. Hard copies of the document will be sent to resource agencies and will be made available for review by the public. The combined FEIS/ROD will serve as the conclusion of the Federal environmental review process.



## Alternatives under Consideration

Based on the technical analyses and input received from the public and stakeholders during the AA and Early Scoping, each of the proposed Build Alternatives would provide high capacity, premium transit service to serve new stations at the following five interchanges along the GA 400 corridor:

- Northridge Road
- Holcomb Bridge Road
- North Point Mall/Encore Parkway
- Old Milton Parkway
- Windward Parkway

The proposed alternatives that will be evaluated in the DEIS are outlined below. Figure 6 on page 12 presents the alignment and station locations for Build Alternatives 1 and 2 and Figure 7 on page 13 illustrates Build Alternative 3.

### No-Build Alternative

The No-Build Alternative includes all transportation improvement projects within the GA 400 corridor that are programmed in the ARC's Regional Transportation Plan (Plan 2040), with the exception of the GA 400 Transit Initiative. The No-Build Alternative serves as a baseline for comparing the anticipated impacts of the three Build Alternatives.

### Build Alternative 1 (Locally Preferred Alternative)

Build Alternative 1 is an extension of MARTA's Red Line. Traveling north from the existing HRT station at North Springs, the HRT alignment would cross GA 400 south of Spalding Drive to run along the west side of GA 400, cross the Chattahoochee River, and then cross back over GA 400 to run along the east side of GA 400, finally terminating at Windward Parkway in northern Fulton County. During the Early Scoping period the majority of the stakeholders and the public identified Build Alternative 1 as the preferred alternative for the GA 400 corridor based on the information developed for the AA and other analyses. The MARTA Board passed a resolution in support of adopting Build Alternative 1 as the LPA on March 5, 2015.

### Build Alternative 2

Build Alternative 2 is a new BRT exclusive guideway that would utilize the same general alignment as Build Alternative 1.

### Build Alternative 3

Build Alternative 3 contemplates BRT operations in future GDOT managed lanes constructed along GA 400. Unlike BRT in Build Alternative 2, which operates in exclusive guideway (i.e., dedicated lane), BRT would operate alongside automobile traffic in the managed lanes. Implementation of Build Alternative 3 would require that MARTA reach an agreement with GDOT to operate BRT in any future GDOT managed lanes developed within the GA 400 corridor.

Figure 6: Map of Build Alternative 1 & Build Alternative 2

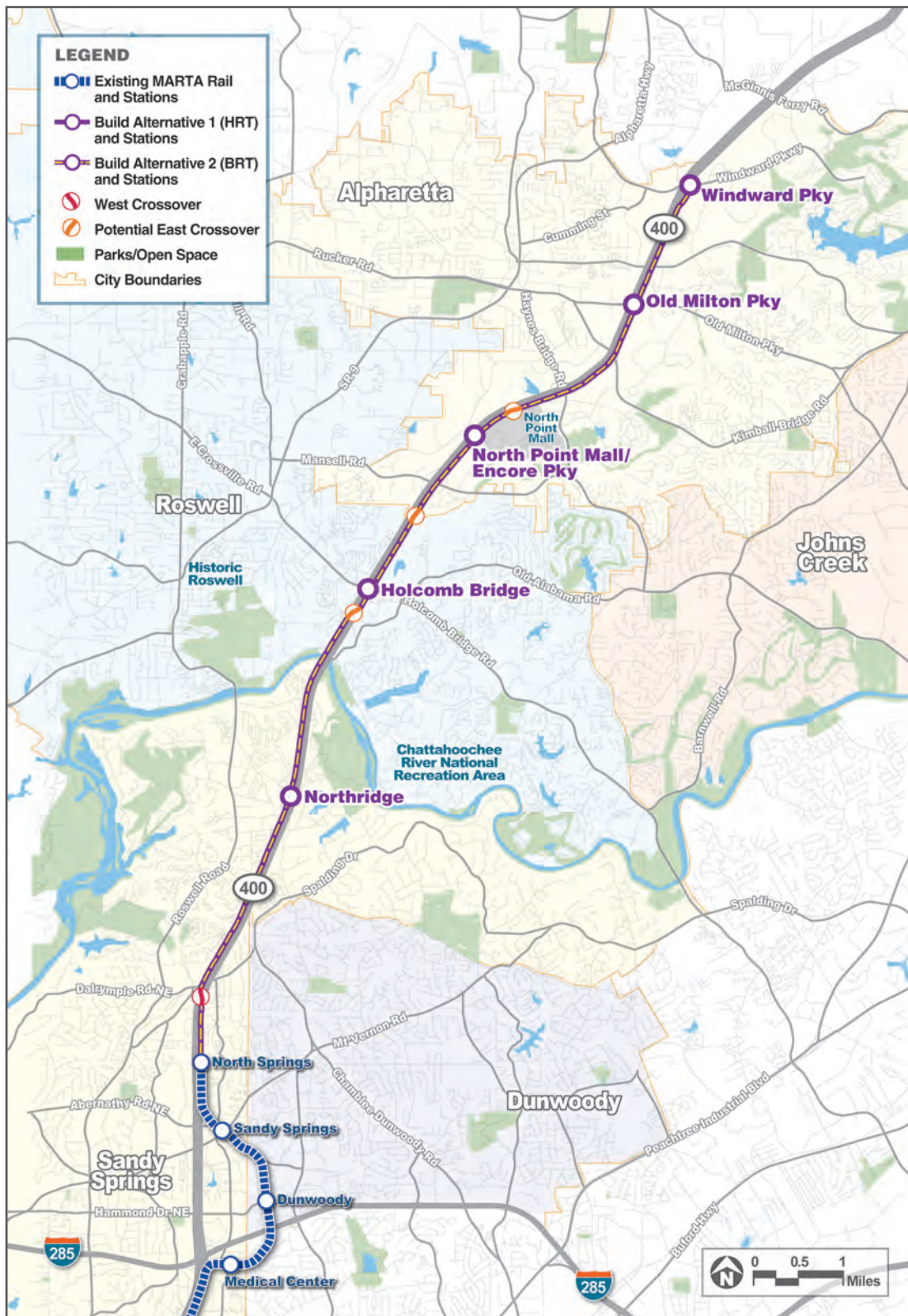
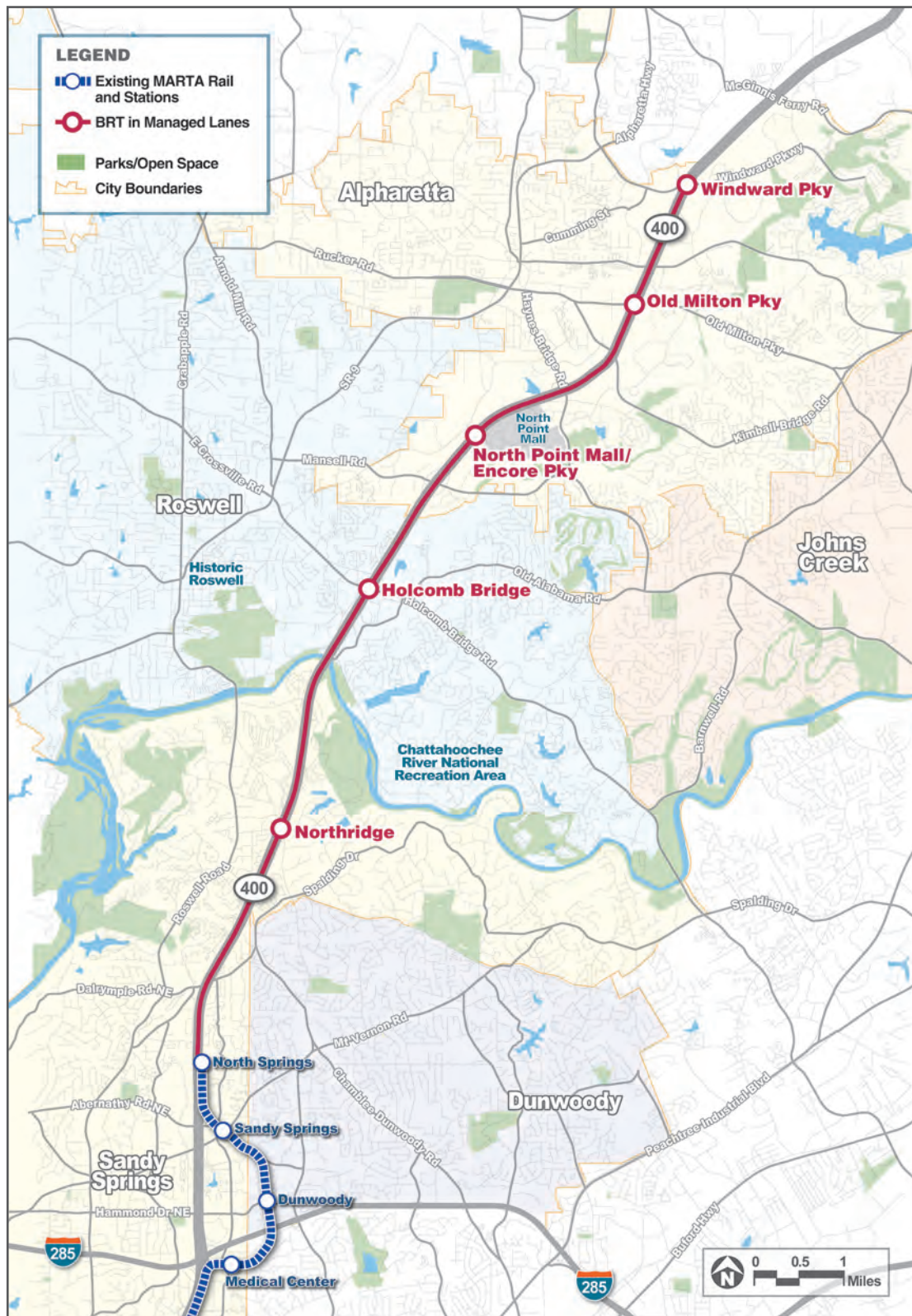




Figure 7: Map of Build Alternative 3



# Environmental Resources to Be Studied in the Draft Environmental Impact Statement

The DEIS will include an assessment of the potential impacts of each alternative to the natural, cultural, physical, and socio-economic environment along the GA 400 corridor.

## What types of resources will be considered for impacts?

The DEIS will evaluate the direct impacts that would likely result from the construction and operation of each of the alternatives, as well as the indirect and cumulative impacts that could be generated. An overview of the environmental resources that will be assessed within the DEIS is provided in Table 3.

Table 3: Resource Areas to Be Studied in the Draft Environmental Impact Statement

RESOURCE AREA	EFFECTS TO BE STUDIED
Transportation	Effects on transit ridership, accessibility and connectivity, regional travel patterns, local traffic near station areas, travel times, pedestrian and bicycle facilities, and parking facilities adjacent to station areas
Land Use and Zoning	Effects on land uses along the alignment and surrounding stations areas, including consistency with existing zoning and planned land uses, land use conversions, and required permits
Neighborhoods and Community Facilities	Effects on neighborhoods, including changes in access to community resources such as schools, libraries, colleges, community centers, emergency management facilities, and places of worship
Acquisitions and Displacements	Effects on developed parcels and the relocation of residents and businesses occupying these properties
Environmental Justice	Effects on minority and low-income populations and communities
Economics	Effects on local property values and (re)development opportunities near station areas, including changes in households, population, employment, and local tax base
Visual and Aesthetics	Effects on visually sensitive areas and resources, including tree removal and the introduction of new concrete structures
Cultural Resources (Section 106)	Effects on historic and archaeological properties, including districts, buildings, structures, and other sites included in, or eligible for inclusion in, the National Register of Historic Places
Parks and Recreation Areas (Section 4(f) and 6(f))	Effects on publicly owned parks, recreation areas, and wildlife and waterfowl refuges; or public and private historical sites; including the Chattahoochee River National Recreation Area
Air Quality	Effects on regional air quality characteristics and attainment status





Table 3: Resource Areas to Be Studied in the Draft Environmental Impact Statement (cont.)

RESOURCE AREA	EFFECTS TO BE STUDIED
Noise and Vibration	Effects of noise and vibration on sensitive properties, including medical facilities, residential areas, and schools
Natural Environmental Resources	Effects on ecosystems, including Federal and State protected plant and animal species and their habitats
Water Resources	Effects on Federal and State regulated water bodies, including rivers, streams, channels, wetland areas, and open waters
Floodplains	Effects on floodplain areas, including the loss of flood storage potential and any potential flood hazards
Water Quality	Effects on surface and groundwater resources, including the addition of impervious surfaces and/or the disturbance of soils
Soils and Geology	Effects on soils and geology, including change in geologic hazards such as slope instability, soft soils, and erosion
Farmland	Effects on farmland, including direct impacts to prime farmlands and lands of statewide importance
Hazardous Materials and Contamination	Effects on soil, groundwater, and facilities adjacent to the project caused by the disturbance of hazardous waste sites
Energy	Effects on transportation-related energy use, including the change in regional annual vehicle miles traveled by vehicle type, change in total energy consumed, and energy required for construction
Utilities	Effects on utilities, including change in demand for utility service, short-term and long-term impacts to utility lines and infrastructure, and the need for additional facilities
Safety and Security	Effects on the human environment, including potential areas of concern for residents and transit patrons
Construction Impacts	Short-term or temporary impacts during the construction of the project on resources in the study area

## Environmental Impact Mitigation Measures

Potential mitigation measures for each alternative will be identified based on the environmental resources that are likely to be adversely affected. While MARTA will make efforts to avoid or minimize the adverse environmental impacts generated by an alternative during preliminary engineering and design, it is possible that some effects will be unavoidable. In these instances, MARTA will identify appropriate mitigation strategies that will be used to reduce some of the adverse effects caused by an alternative. The DEIS will consider potential mitigation measures and a finalized list of committed mitigation measures and plans will be incorporated into the combined FEIS/ROD.

## Public Participation in the Scoping Process

The goal of the GA 400 Transit Initiative Scoping process is to proactively engage government agencies, affected stakeholders, and the general public to help determine the scope of issues that will need to be addressed within the DEIS. As part of Scoping, MARTA is soliciting input and feedback regarding the following elements of the project:

- Project Purpose and Need
- Alternatives to be Studied
- Environmental Issues

Through early and open coordination MARTA will use the Scoping process to identify all environmental resources that could be affected by the No-Build and Build Alternatives. The Scoping process will set the course for the remainder of the study.

### Who is involved in this process?

In addition to MARTA, members of the public, the Project Steering Committee (PSC), Federal and State resource agencies, and the FTA will also be involved in the Scoping process. The FTA will be engaged after completion of specific milestones in the Federal environmental review process. Specifically, FTA will review major documents, such as scope of work, definition of agency roles, and identification of specific issues and concerns during the study.

### Public Involvement and Agency Coordination

Public involvement and agency coordination have provided critical input into the development of the technical studies to date and will continue to play key roles. Within the development of the DEIS the previous coordination and outreach efforts will form the foundation for future involvement activities that are identified in the GA 400 Transit Initiative Public Involvement Plan (PIP) and Agency Coordination Plan.

### Public Scoping Meetings

In addition to ongoing public and stakeholder coordination, a series of three public Scoping meetings will serve as an opportunity for the public to learn more about the alternatives that will be studied for the GA 400 corridor. The meetings also provide a way for interested parties to submit their comments on the potential environmental impacts of the alternatives. Public Scoping meetings will be held from 6:30 PM to 8:00 PM on April 14, 16, and 30, 2015 at three different locations throughout the study area which are listed on the next page.



**Scoping Meeting 1:** Tuesday, April 14, 2015, 6:30-8:00 PM,  
North Fulton Government Service Center - Community Room  
7741 Roswell Road #104, Sandy Springs, GA 30350

**Scoping Meeting 2:** Thursday, April 16, 2015, 6:30-8:00 PM,  
Georgia State University Alpharetta Center  
3775 Brookside Parkway, Alpharetta, GA 30022

**Scoping Meeting 3:** Thursday, April 30, 2015, 6:30-8:00 PM,  
East Roswell Park - Recreation Center  
9000 Fouts Road, Roswell, GA 30076

The locations of the public Scoping meetings are accessible by transit and to persons with disabilities. Directional signage will be posted at all meeting locations to inform participants of the meeting room number and location. This Scoping Booklet will be made available one week prior to the first meeting on the project website at <http://www.itsmarta.com/north-line-400-corr.aspx>. Copies will also be available at the public Scoping meetings.

## How can I learn more about the project?

Information on the project, including previous technical studies, presentation slides, and outreach materials, can be found on the project website, <http://www.itsmarta.com/north-line-400-corr.aspx>. This website will be updated on a regular basis and will serve as the official clearinghouse for environmental documentation related to the GA 400 Transit Initiative.

MARTA also maintains Facebook and Twitter accounts for the GA 400 Transit Initiative to facilitate continuous and open communication with the public.

Like us on Facebook: <http://www.facebook.com/Connect400>

Follow us on Twitter: <http://twitter.com/MARTAconnect400>

## How can I voice my opinion in the process?

### How can I submit comments?

You can submit written comments on the scope of the EIS to MARTA via letter or email.

**The public comment period closes on Monday, May 11, 2015.** Additionally, you can complete a Comment Form at one of the three public Scoping meetings. Written or electronic mail (email) comments should be sent to the Project Manager, Mark Eatman, at the address listed below or via email to [connect400@itsmarta.com](mailto:connect400@itsmarta.com). If submitting an email comment, please type "Scoping Meeting Comment for MARTA" in the subject line of the email.

#### Mr. Mark Eatman

MARTA Headquarters  
2424 Piedmont Road NE  
Atlanta, GA 30324-3330

## How will my comments be used? Will they make a difference?

Your comments will make a difference! Comments received during the Scoping period will be used to finalize the GA 400 Transit Initiative's Purpose and Need, refine the proposed alternatives, and identify environmental topic areas to be analyzed in the DEIS. Once the public comment period closes, MARTA will begin preparing the DEIS for the GA 400 Transit Initiative based on feedback received during Scoping. The DEIS will provide an overview of the Scoping process, the comments received, and how all Scoping comments were addressed in the DEIS. Once completed and approved by FTA, the DEIS will be made available to the public and all interested agencies.

## MARTA and FTA Contacts

The designated contacts for the GA 400 Transit Initiative are Mark Eatman (MARTA Project Manager) and Stan Mitchell (FTA Environmental Specialist) and their contact information is provided below.

### **Mr. Mark Eatman, Project Manager**

MARTA  
2424 Piedmont Road NE  
Atlanta, GA 30324-3330  
connect400@itsmarta.com  
404-848-4494

### **Mr. Stan Mitchell, Environmental Protection Specialist**

FTA Region IV  
230 Peachtree Street NW, Suite 800  
Atlanta, GA 30303  
stanley.a.mitchell@dot.gov  
404-865-5643

## What happens after Scoping? Can I still be involved?

Although the Scoping process is the first step of the EIS process, it will not be the last opportunity to express your opinions and concerns related to the GA 400 Transit Initiative. After the completion of the DEIS, a public and agency review period will allow for feedback regarding the DEIS and this input will be incorporated into the combined FEIS/ROD.

## Next Steps

While the Federal environmental process is expected to conclude in 2017, this does not mean that construction will begin immediately after the combined FEIS/ROD is issued. After the publication of the combined FEIS/ROD, MARTA will continue to develop a detailed design and refine the operating characteristics of the proposed alternative. Construction of the project will not begin until the design is finalized and a detailed financial plan has been developed.

MARTA anticipates that up to 50% of the capital costs related to the GA 400 Transit Initiative will be provided by FTA through its New Starts CIG program. To fund the remaining capital costs MARTA will continue to engage stakeholders along the GA 400 corridor to identify potential sources of funding. MARTA will investigate both local (sales tax and/or bond revenues) and private sources of funding (Community Improvement Districts, private investment, concessions and station development) that could be used to match the Federal capital grant.



2424 Piedmont Road, NE  
Atlanta, GA 30324-3311  
<http://www.itsmarta.com/>



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## **Scoping Summary Report**

### **Appendix A-8: Scoping Meeting Boards**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



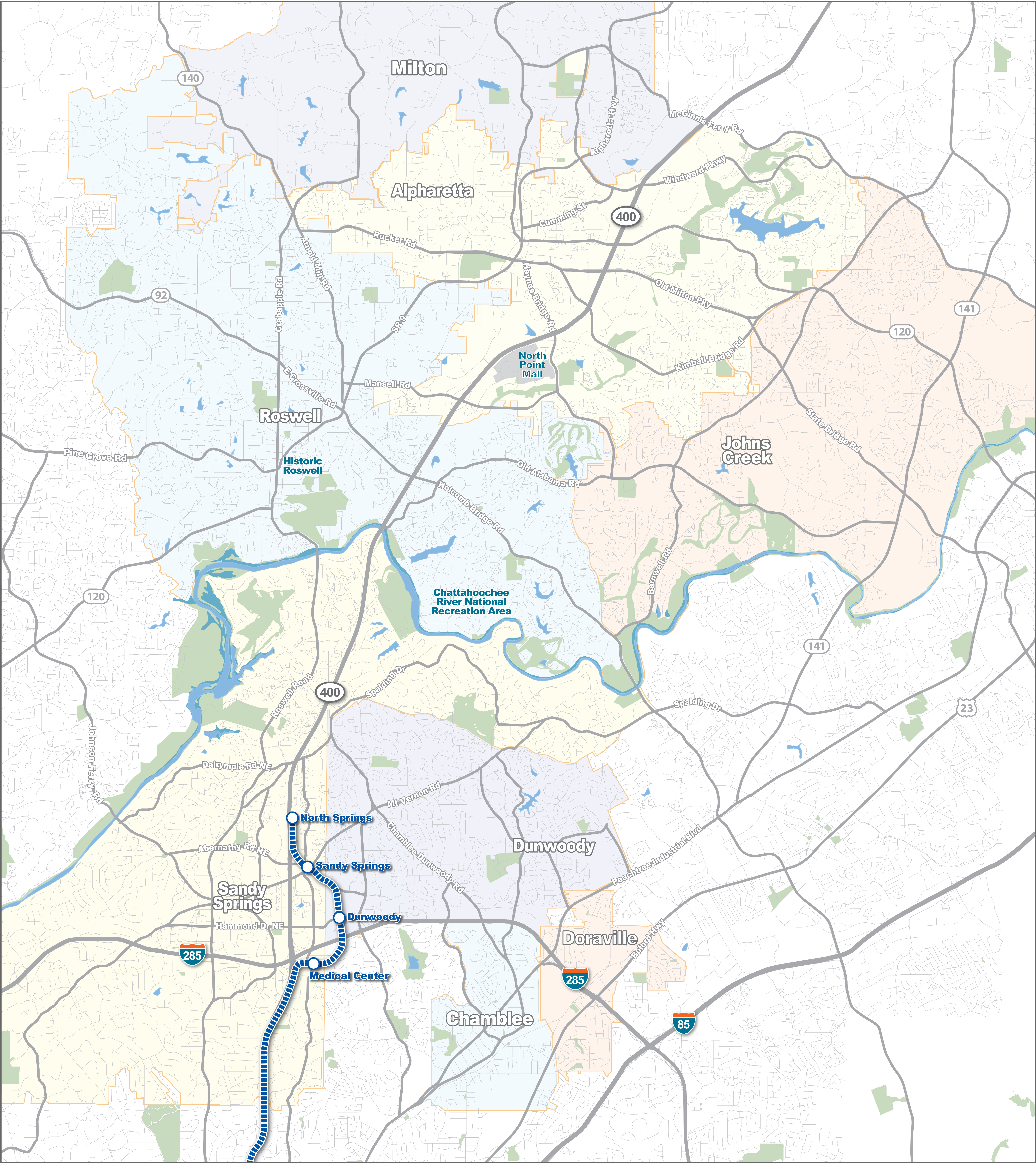
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**WELCOME**  
to the  
**Georgia 400**  
**Scoping**  
**Public Meeting**

— | **6:30PM – 8:00PM** | —



# WHERE DO YOU LIVE AND WORK?

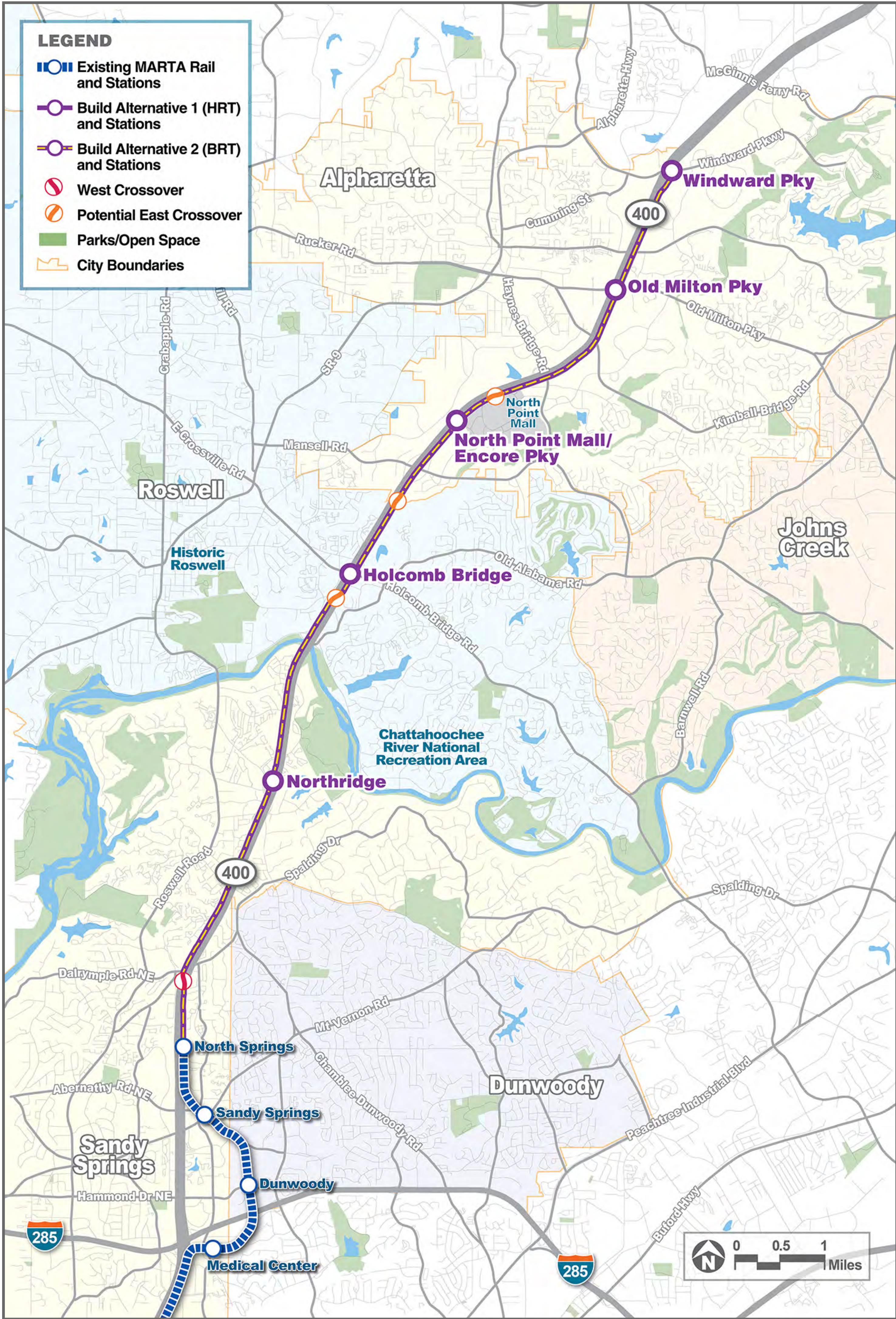




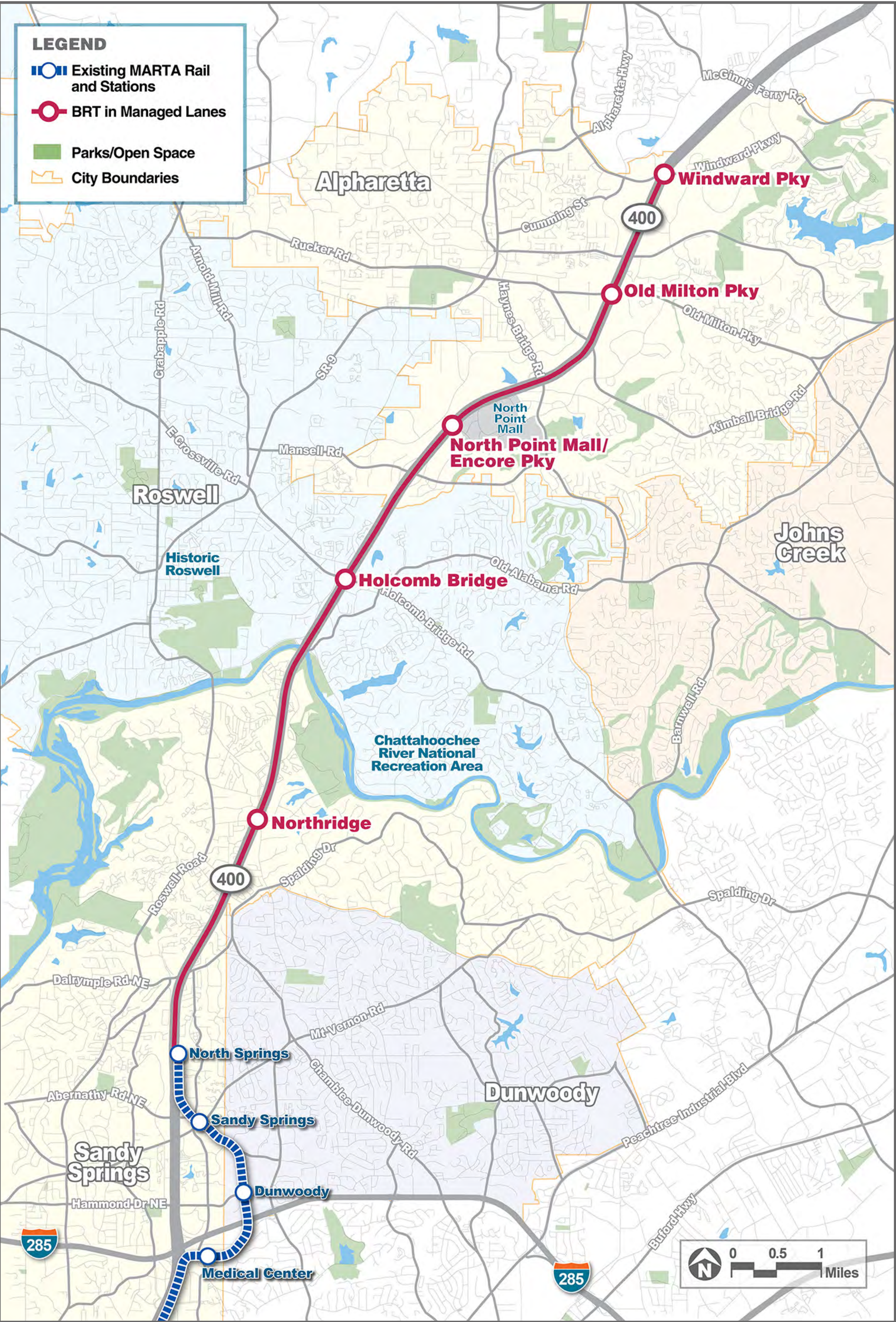
# ALTERNATIVES BOARD



Build Alternative 1: Heavy Rail Transit (HRT)  
or Build Alternative 2: Bus Rapid Transit (BRT)\*



Build Alternative 3:  
Bus Rapid Transit (BRT) in Managed Lanes



\* Build Alternatives 1 and 2 share the same alignment










# TECHNOLOGY CONSIDERATIONS

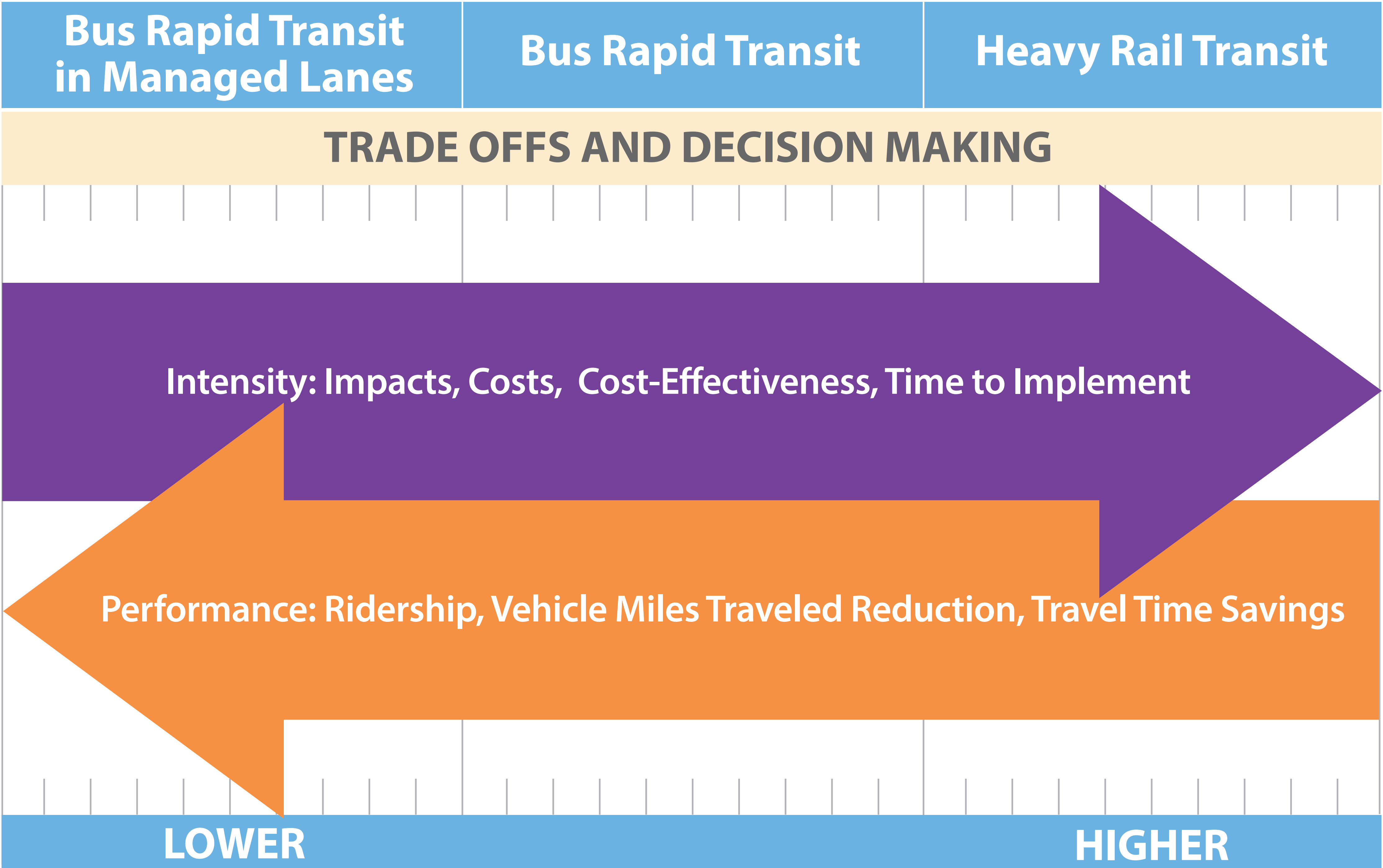


	Bus Rapid Transit in Managed Lanes	Bus Rapid Transit	Heavy Rail Transit
			
RIGHT-OF-WAY	Shared	Exclusive	Exclusive
STATIONS	In Median of GA 400	Beside GA 400	Beside GA 400
CAPITAL COST*	Low (\$500-600 M)	Medium (\$0.9-1.1 B)	High (\$2.2-2.4 B)
TIME TO IMPLEMENT	5 - 8 years	5 - 8+ years	8 - 15 years
PHASING POTENTIAL	Implementation Only	Technology** and Implementation***	Implementation Only

\* Funding opportunities will be identified during the environmental process

\*\* Technology (potential to upgrade from BRT to HRT)

\*\*\* Implementation (implement project in segments, i.e. North Springs to Holcomb Bridge, Holcomb Bridge to North Point, North Point to Windward)





## What Is an Environmental Impact Statement (EIS)?

### An Environmental Impact Statement (EIS) is:

- Required by the National Environmental Policy Act (NEPA) for all Federal actions that significantly affect the quality of the natural and built environment.
- Includes at least one alternative action that may be selected to address the transportation needs identified in the corridor.
- Decision-making tool that details the positive and negative environmental impacts of each alternative.
- Identifies mitigation strategies that will reduce the severity or duration of anticipated impacts associated with each alternative.

#### List of NEPA Resource Areas

- **Social Environment**

*Community Impacts*  
*Economic Impacts*  
*Environmental Justice*

- **Cultural Environment**

*Historic Resources*  
*Archaeological Resources*

- **Natural Environment**

*Streams, Wetlands and Open Water*  
*Water Quality*  
*Protected Species*

- **Physical Environment**

*Noise and Vibration*  
*Air Quality*  
*Energy*  
*Visual and Aesthetics*  
*Construction Impacts/Utilities*  
*Hazardous Materials and Contamination*

- **Indirect and Cumulative Impacts**

*Induced Growth and Development*

- **Mitigation**

- **Other Resources**



TIMELINE



ALTERNATIVES  
ANALYSIS

2011



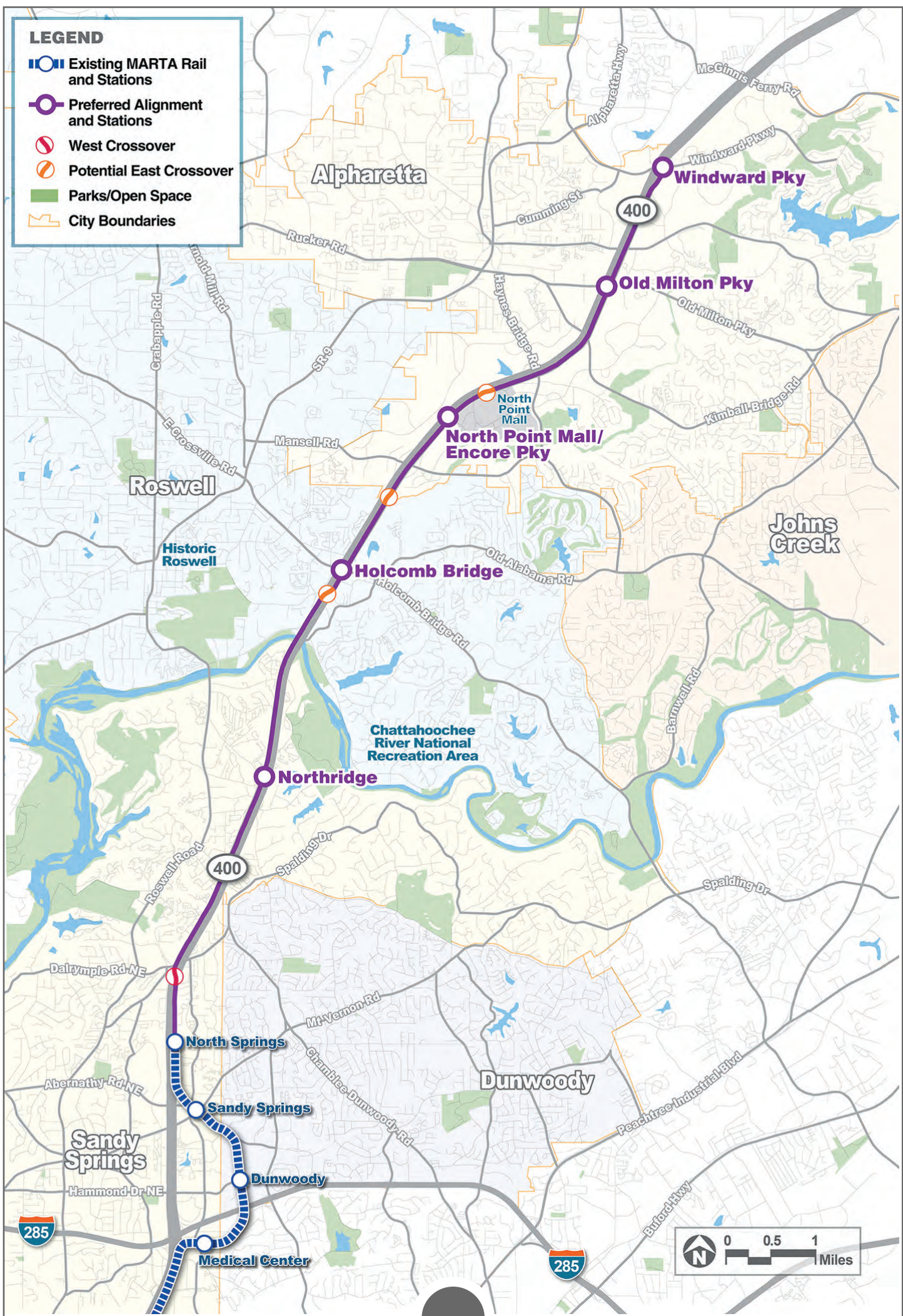
EARLY SCOPING  
PHASE I

2013



EARLY SCOPING  
PHASE II

2014

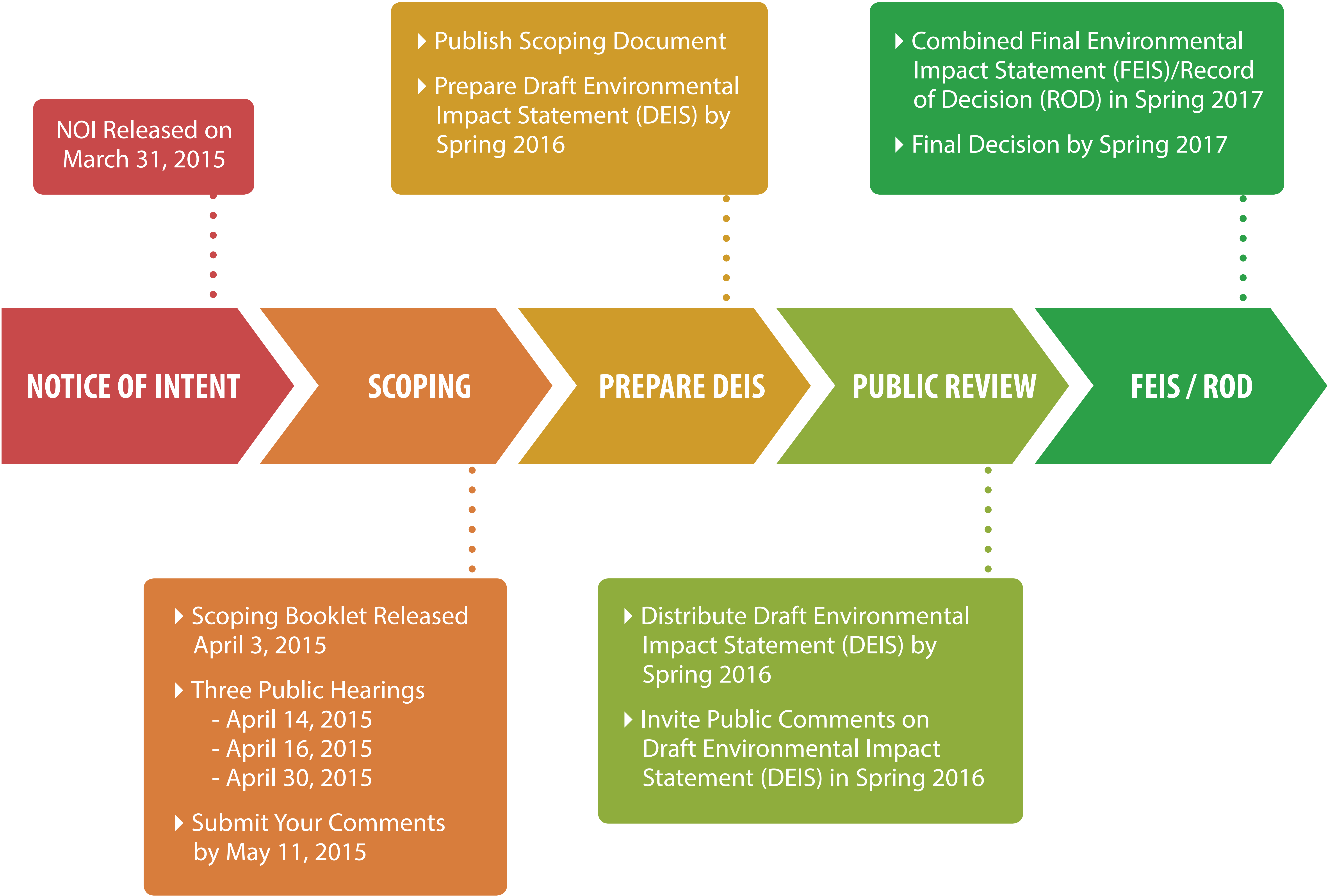


LPA  
ADOPTED

2015



# SCHEDULE / PROCESS



## Need and Purpose Drive the Selection of an Alternative

### The Draft **Needs** of the Project are Based on:

- Increased Travel Demand and Congestion
- Limited Transit Mobility
- Transit Travel Times not Competitive with Auto Travel
- Congestion May Impact Future Economic Development Opportunities

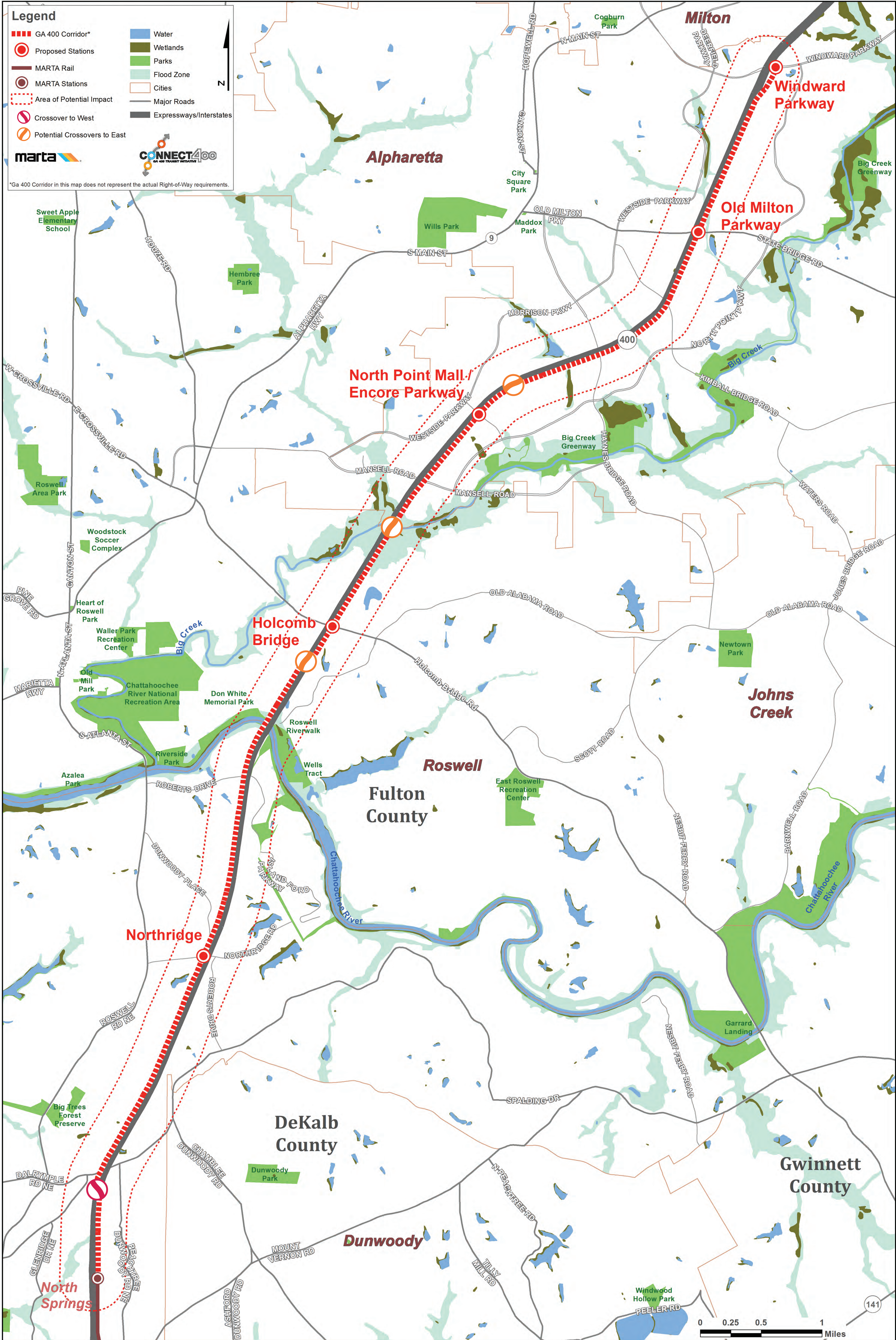


### The Proposed Project **Purpose** is to:

- Provide High Capacity Transit
- Expand Transit Coverage
- Improve Transit Connectivity
- Enhance Transit Accessibility
- Provide a Reliable Alternative to Automobile Travel



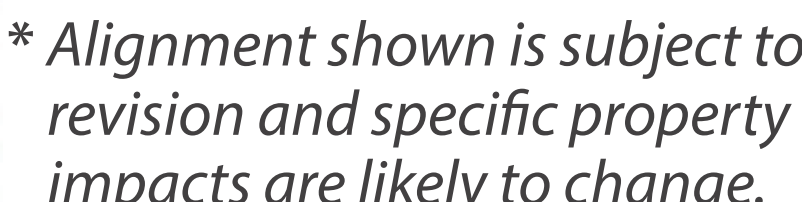
# IDENTIFIED ENVIRONMENTAL RESOURCES



\* Alignment shown is subject to revision and specific property impacts are likely to change.



## The logo features the word "CONNECT" in white, bold, sans-serif capital letters, followed by a large "4" and two "0"s. The "4" and the first "0" are white, while the second "0" is gray. A stylized path of arrows and circles is overlaid on the text. The path starts with a yellow circle at the bottom left, moves up and right to an orange circle, then continues up and right to a gray circle, and finally ends with a gray arrow pointing up and right. The path is composed of dashed lines. Below the word "CONNECT" is the text "GA 400 TRANSIT INITIATIVE" in a smaller, white, sans-serif font.







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## **Scoping Summary Report**

### **Appendix A-9: Public Scoping Meeting Presentation**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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Public Scoping Meetings  
April 14, 16, & 30 2015



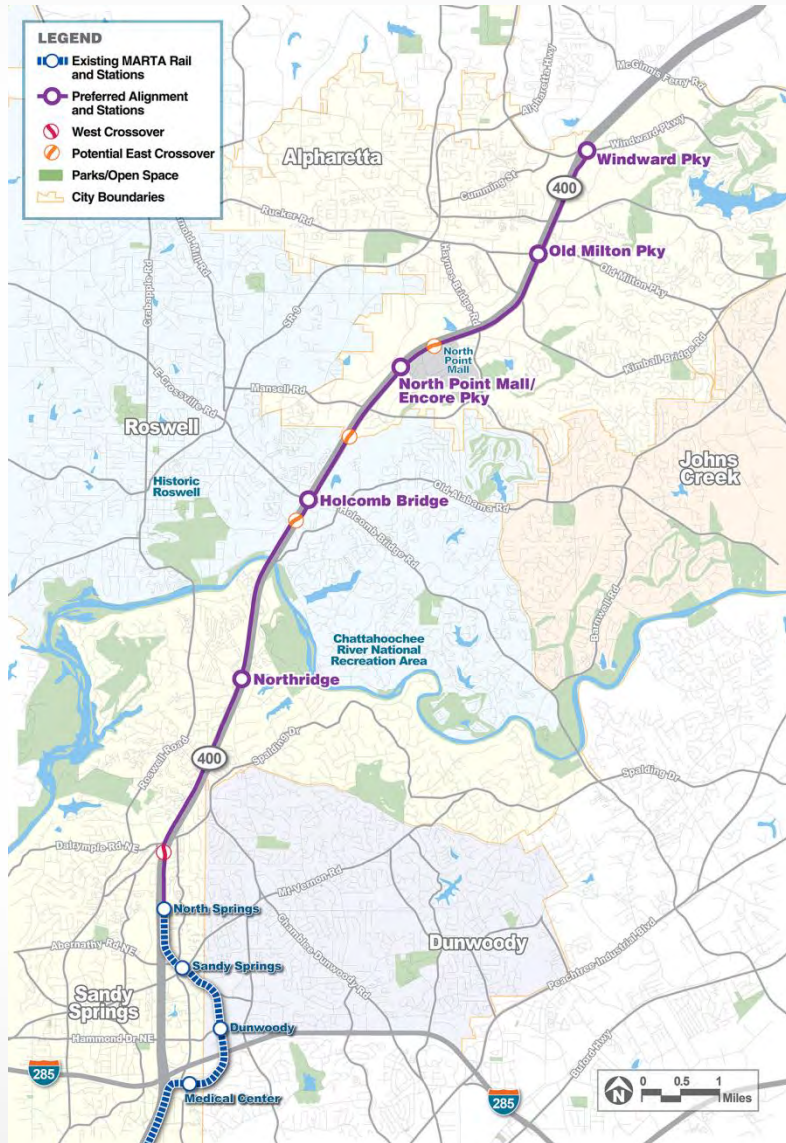
# Agenda

- Project Background and Schedule
- Purpose of Scoping
- Project Need and Purpose
- Alternatives Under Consideration
- Resources
- Stakeholder and Public Involvement
- Next Steps





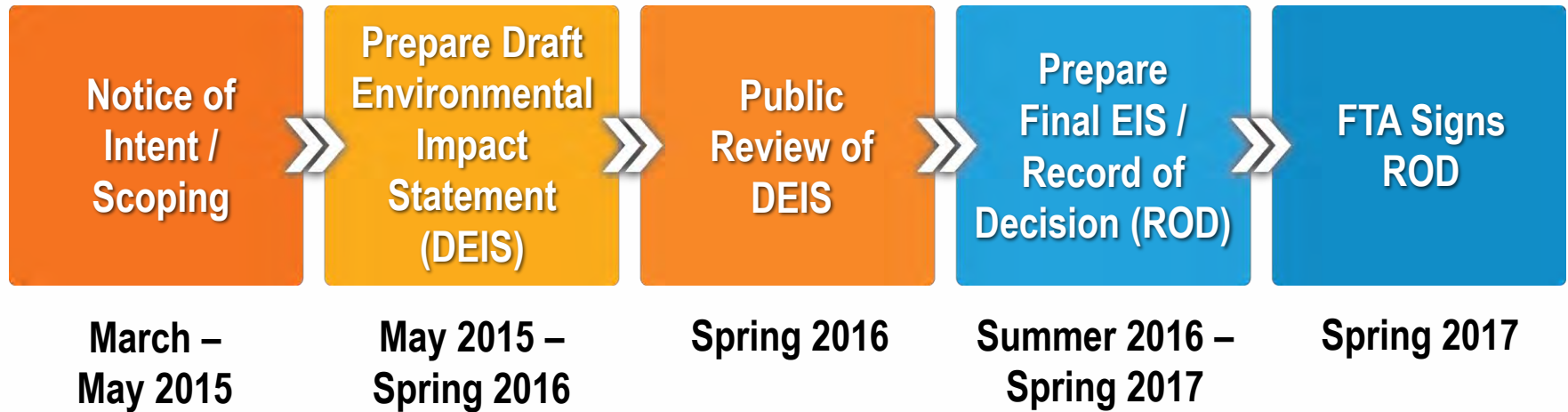
# Project Location and Background



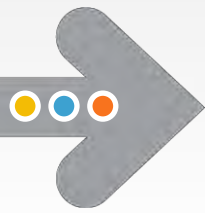
- Study Initiated in 2011
- 12 miles along GA 400
- Locally Preferred Alternative:
  - Heavy Rail Extension
  - East-West-East Alignment
  - 5 stations
    - Northridge Rd
    - Holcomb Bridge Rd
    - Encore Pkwy
    - Old Milton Pkwy
    - Windward Pkwy



# Environmental Schedule

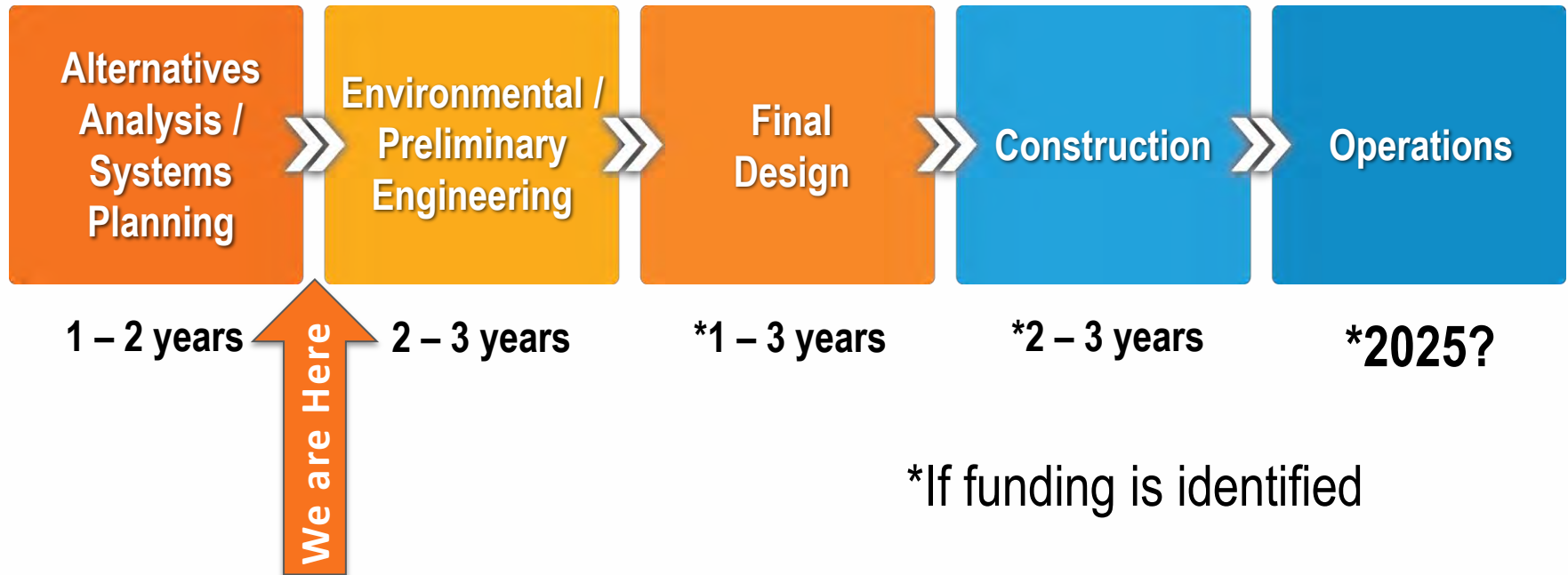







# Federal Project Development Process

Project Development: Typically 6 – 12 years

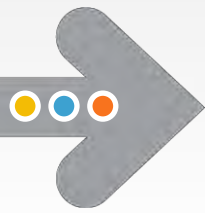




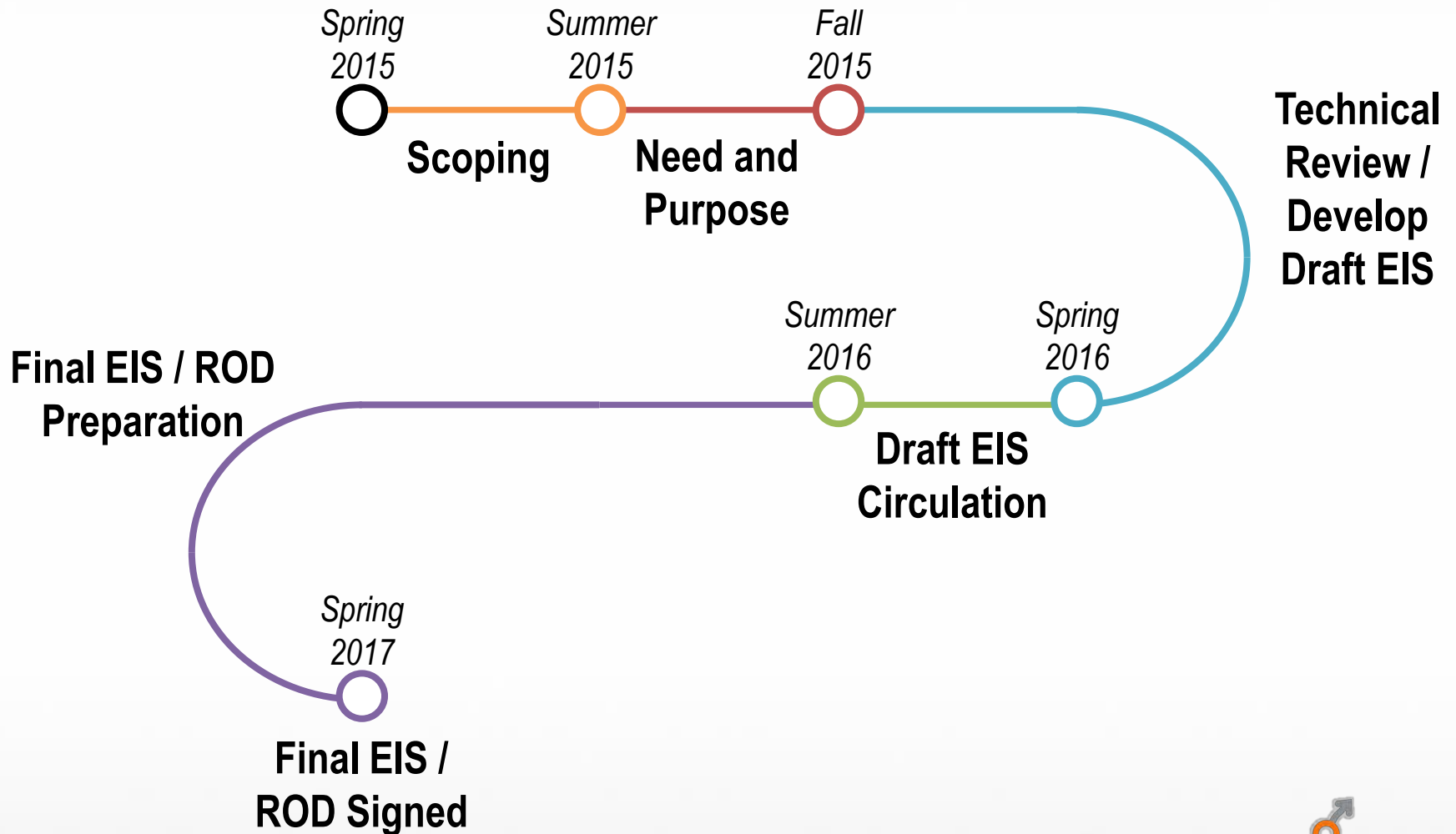
# What is Scoping?

- Confirm the Need and Purpose
- Identify suitable alternatives
- Identify significant issues
- Eliminate issues not significant or already addressed as part of earlier studies





# Anticipated Milestones





# Draft Project Need and Purpose

## The Draft **Needs** of the Project are Based on:

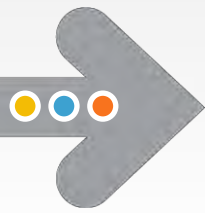
- Increased Travel Demand and Congestion
- Limited Transit Mobility
- Transit Travel Times not Competitive with Auto Travel
- Congestion May Impact Future Economic Development Opportunities



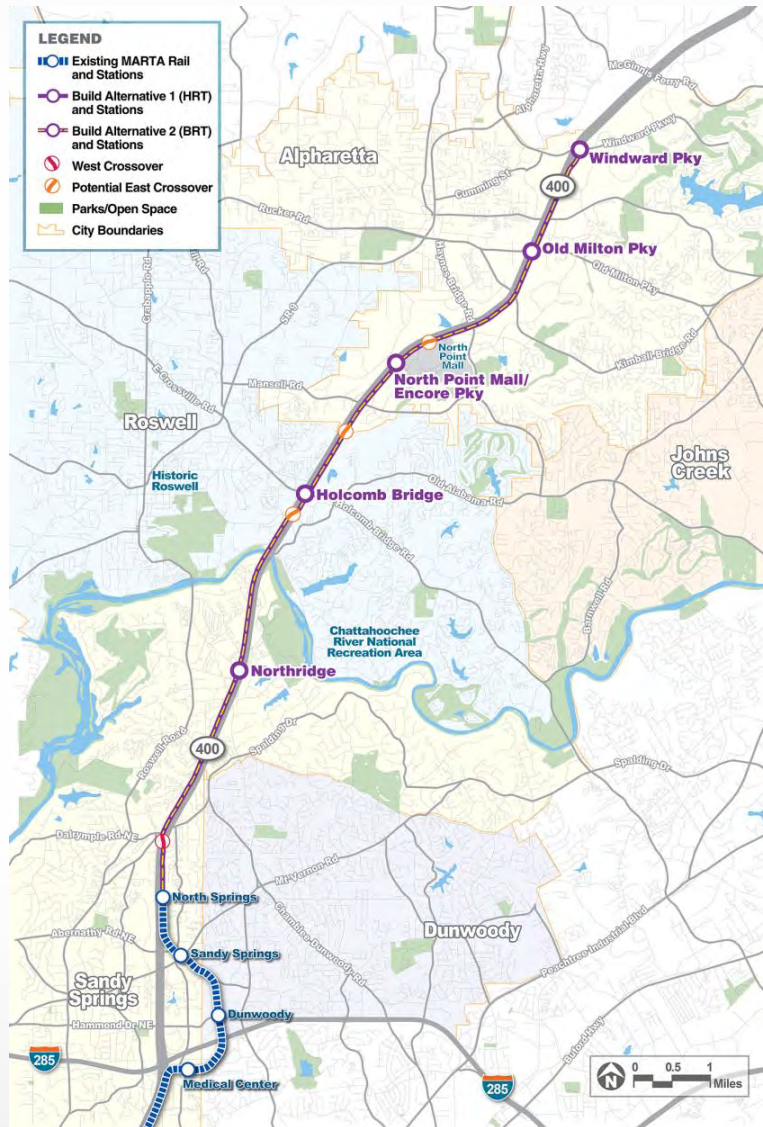
## The Proposed Project **Purpose** is to:

- Provide High Capacity Transit
- Expand Transit Coverage
- Improve Transit Connectivity
- Enhance Transit Accessibility
- Provide a Reliable Alternative to Automobile Travel





# Alternatives Under Consideration



- Build Alternative 1 – Heavy Rail (LPA)
- Build Alternative 2 – BRT in same alignment as LPA
- West crossover south of Spalding Drive
- East crossover north of Chattahoochee River
  - Location to be determined as part of Draft EIS



# Alternatives Under Consideration



- Build Alternative 3 – BRT in Future GA 400 Managed Lanes
- Enter managed lanes north of North Springs station
- Exit managed lanes near Woodward Parkway





# Resource Considerations

▪ Transportation	▪ Parks and Recreation Areas
▪ Land Use / Zoning	▪ Air Quality
▪ Neighborhoods and Communities	▪ Water Resources and Water Quality
▪ Acquisitions and Displacements	▪ Floodplains
▪ Environmental Justice	▪ Soils / Geology
▪ Economics	▪ Farmland
▪ Visual and Aesthetics	▪ Hazardous Materials
▪ Cultural Resources	▪ Energy
▪ Noise and Vibration	▪ Utilities
▪ Natural Resources	▪ Construction Impacts
▪ Safety and Security	▪ Other Impacts



# Public Involvement / Agency Participation

- Meetings with Resource Agencies and Stakeholders
- Public Meetings
- Kiosks at Corridor Locations
- MARTA Community Bus
- Website Information
- Newsletters
- Social Media

**We Need Your Input!**

The MARTA GA 400 Transit Initiative is moving forward! Come to an upcoming public meeting to learn more about the environmental process, comment on the locally preferred alternative, and discuss how the project fits into the community.

**SCOPING MEETING DATES AND LOCATIONS**  
You have a choice of three meeting dates and locations! The materials presented at each meeting will be the same. Choose the one that's convenient for YOU and JOIN US for this important discussion!

**Tuesday, April 14, 2015 – 6:30 PM to 8:00 PM**  
North Fulton Service Center – Community Room  
7741 Roswell Road, #104  
Sandy Springs, GA 30350

**Thursday, April 16, 2015 – 6:30 PM to 8:00 PM**  
Georgia State University – Alpharetta Center  
3775 Brookside Parkway  
Alpharetta, GA 30022

**Thursday, April 30, 2015 – 6:30 PM to 8:00 PM**  
East Roswell Recreation Center  
9000 Fouts Road  
Roswell, GA 30076

**CONTACT:** Mark Eatman, MARTA Project Manager

**Call us!**  
404-848-4494

**Email us!**  
Connect400@itsmarta.com

**Visit us on the Web!**  
[www.itsmarta.com/north-line-400-corr.aspx](http://www.itsmarta.com/north-line-400-corr.aspx)

**Follow us on Facebook!**  
<https://www.facebook.com/Connect400>

**Instant updates on Twitter!**  
<https://twitter.com/MARTAconnect400>

**marta**

**CONNECT400**  
GA 400 TRANSIT INITIATIVE







# Looking for Your Input

- Resource concerns in the study area
- Input to inform the development of the:
  - Need and Purpose
  - Alternatives to be Considered
  - Goals and Objectives
  - Evaluation Criteria
  - Contents of the DEIS
- **Provide Scoping Comments by May 11, 2015!**



## Public Scoping Meetings

**Tuesday, April 14, 2015 – 6:30-8:00 PM**

North Fulton Service Center – Community Room  
7741 Roswell Road #104, Sandy Springs, GA 30350

**Thursday, April 16, 2015 – 6:30-8:00 PM**

Georgia State University – Alpharetta Center  
3775 Brookside Parkway, Alpharetta, GA 30022

**Thursday, April 30, 2015 – 6:30-8:00 PM**

East Roswell Park – Recreation Center  
9000 Fouts Road, Roswell, GA 30076





## Next Steps

- Document Scoping Input
- Finalize Need and Purpose and Alternatives
- Begin Environmental Studies
- Explore Funding Opportunities
- Continued Outreach during the DEIS Phase



## Contact Info

Mark Eatman, PE  
MARTA Project Manager  
404-848-4494

Website: [www.itsmarta.com/north-line-400-corr.aspx](http://www.itsmarta.com/north-line-400-corr.aspx)

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

Like us at Connect 400 on Facebook

Follow us on Twitter @MARTAconnect400







## **Scoping Summary Report**

### **Appendix A-10: Agency Scoping Meeting Presentation**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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Agency Scoping Meeting  
April 16, 2015



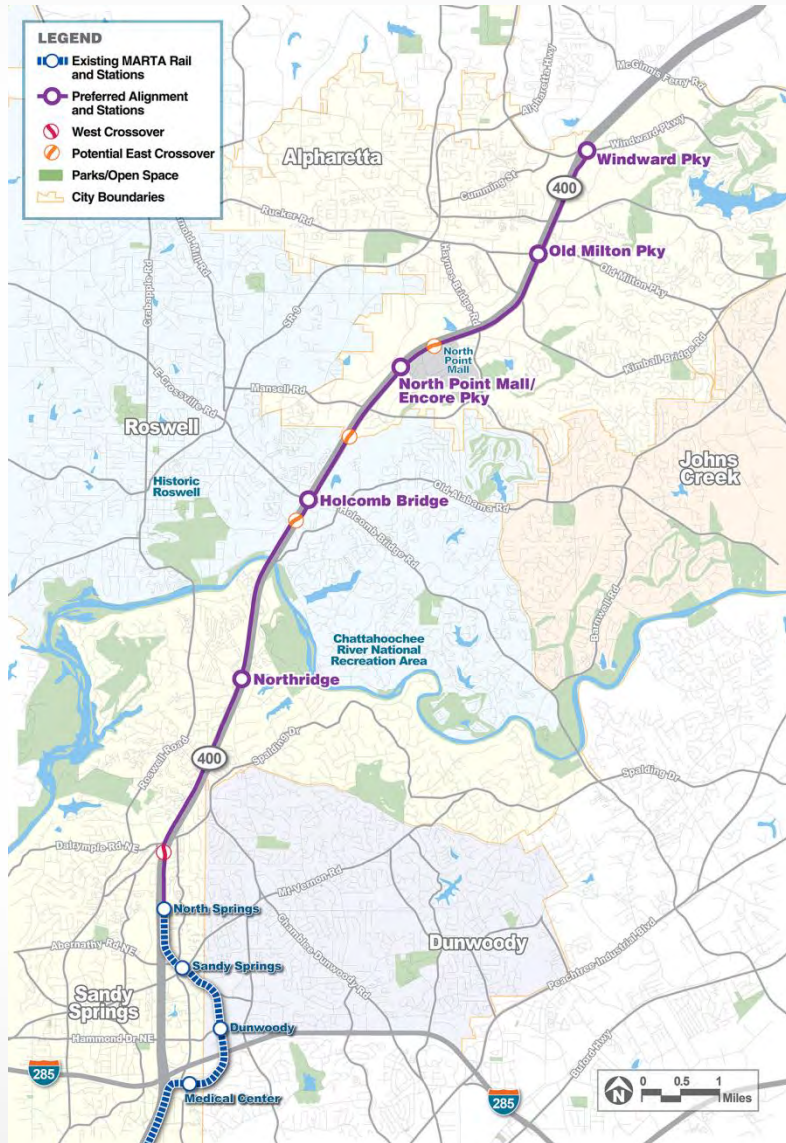
# Agenda

- Project Background and Schedule
- Agency Coordination
- Project Need and Purpose
- Alternatives
- Resources
- Stakeholder and Public Involvement
- Next Steps





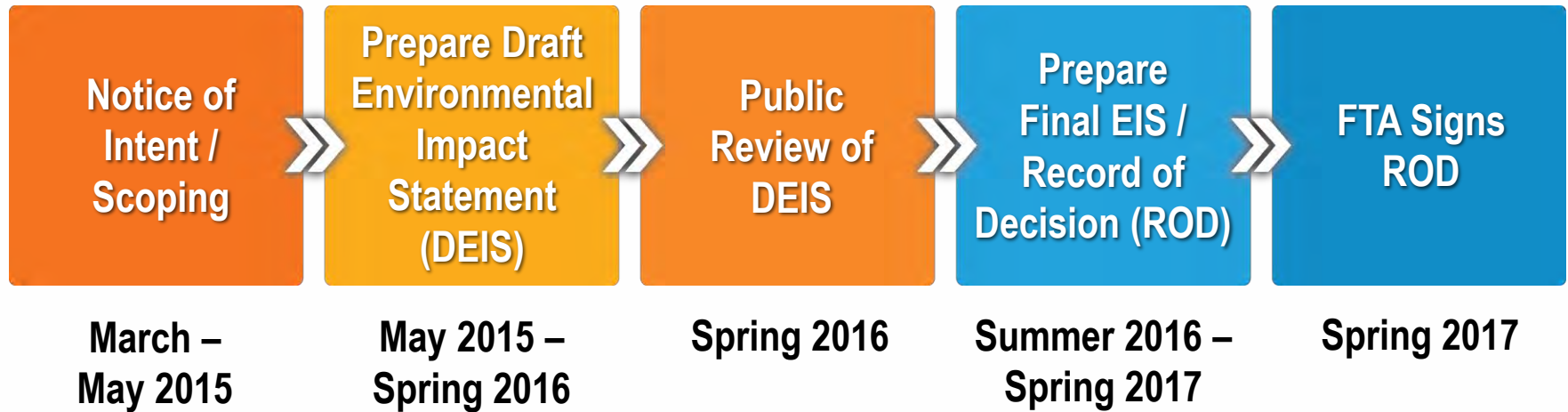
# Project Location and Background



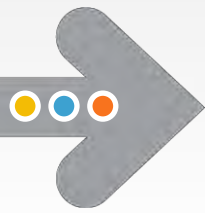
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- 12 miles along GA 400
- Locally Preferred Alternative:
  - Heavy Rail Extension
  - East-West-East Alignment
  - Proposed 5 stations
    - Northridge Rd
    - Holcomb Bridge Rd
    - Encore Pkwy
    - Old Milton Pkwy
    - Windward Pkwy



# Environmental Schedule

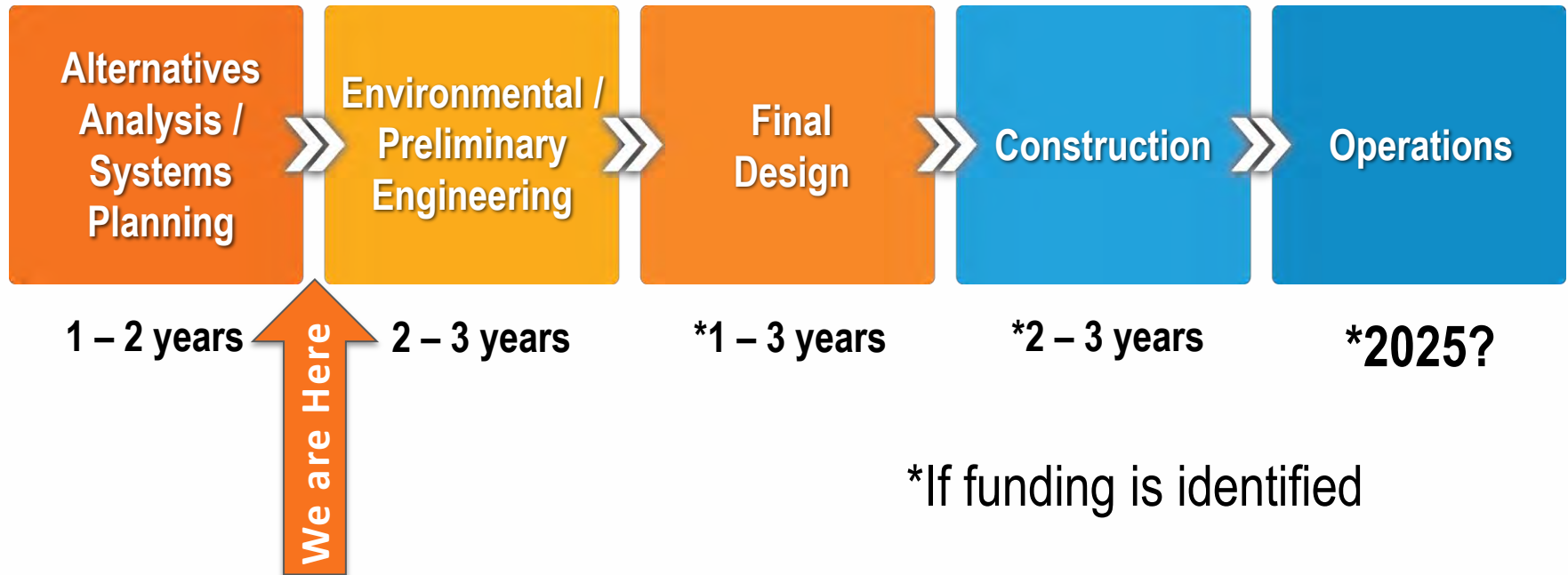






# Federal Project Development Process

Project Development: Typically 6 – 12 years



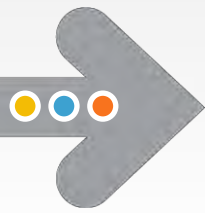
\*If funding is identified



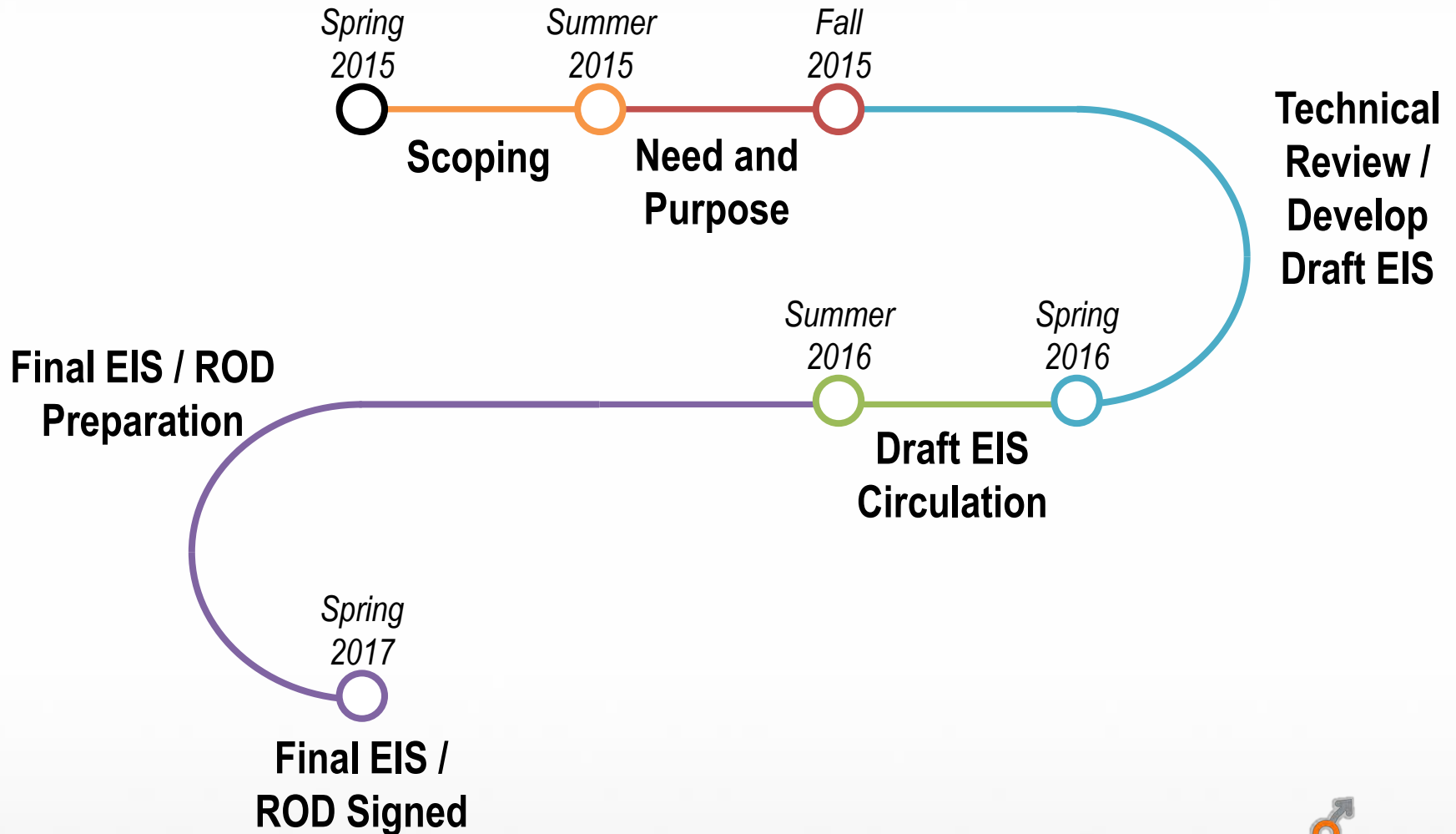
# Agency Roles

	Lead Agencies	Cooperating Agencies	Participating Agencies
<b>Agencies</b>	MARTA / FTA	Federal Jurisdiction / Resource Expertise	Interested Federal / State / Local Agencies
<b>Role</b>	Conduct Analysis	Provide Technical Review	Provide Courtesy Review





# Anticipated Milestones





# Draft Project Need and Purpose

## The Draft **Needs** of the Project are Based on:

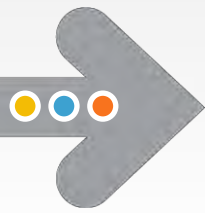
- Increased Travel Demand and Congestion
- Limited Transit Mobility
- Transit Travel Times not Competitive with Auto Travel
- Congestion May Impact Future Economic Development Opportunities



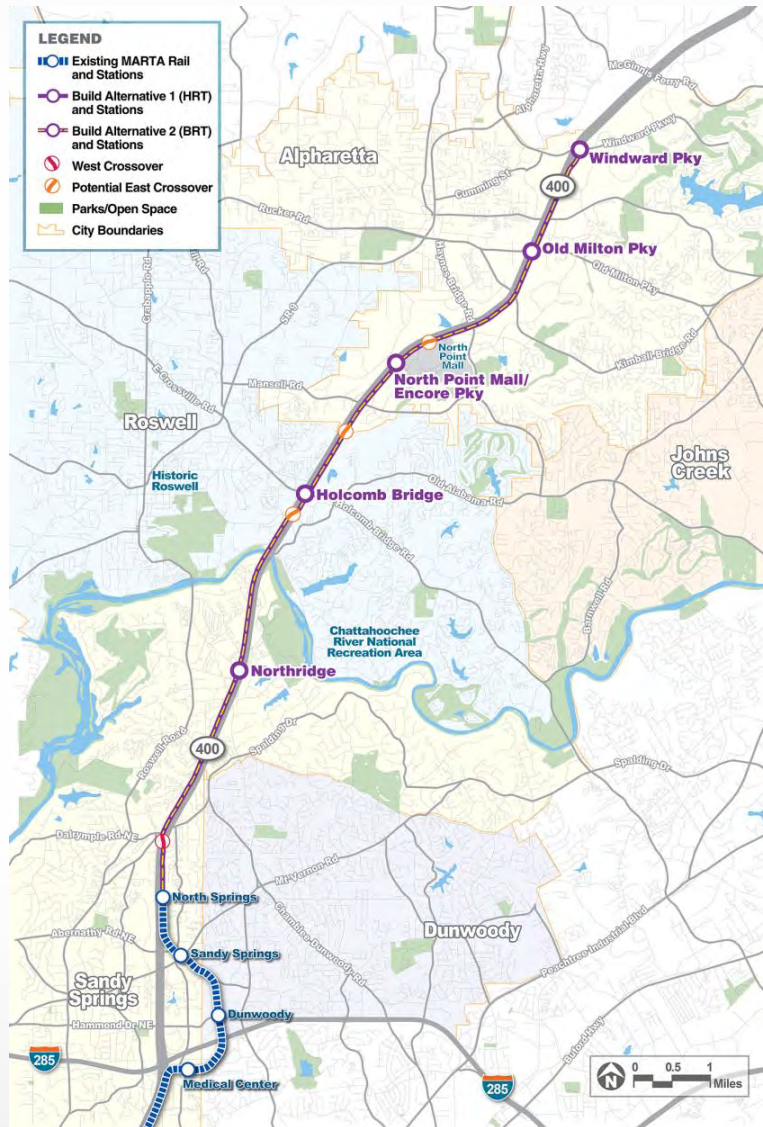
## The Proposed Project **Purpose** is to:

- Provide High Capacity Transit
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- Improve Transit Connectivity
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# Alternatives Under Consideration



- Build Alternative 1 – Heavy Rail (LPA)
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  - Location to be determined as part of Draft EIS



# Alternatives Under Consideration



- Build Alternative 3 – BRT in Future GA 400 Managed Lanes
- Enter managed lanes north of North Springs station
- Exit managed lanes near Woodward Parkway





# What will the EIS Include?

- Positive and negative environmental impacts of each alternative
- Mitigation strategies to address potential impacts
- Evidence of how each alternative can meet the purpose and need of the project
- Evaluation criteria to compare the performance of each alternative as they relate to goals and objectives



# Resource Considerations

▪ Transportation	▪ Parks and Recreation Areas
▪ Land Use / Zoning	▪ Air Quality
▪ Neighborhoods and Communities	▪ Water Resources and Water Quality
▪ Acquisitions and Displacements	▪ Floodplains
▪ Environmental Justice	▪ Soils / Geology
▪ Economics	▪ Farmland
▪ Visual and Aesthetics	▪ Hazardous Materials
▪ Cultural Resources	▪ Energy
▪ Noise and Vibration	▪ Utilities
▪ Natural Resources	▪ Construction Impacts
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# Public Involvement / Agency Participation

- Meetings with Resource Agencies and Stakeholders
- Public Meetings
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- MARTA Community Bus
- Website Information
- Newsletters
- Social Media



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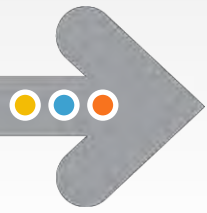
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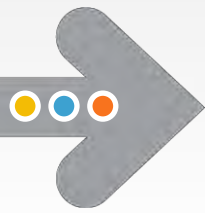




## Looking for Your Input

- Resource concerns in the study area
- Input to inform the development of the:
  - Need and Purpose
  - Alternatives to be Considered
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# Public Scoping Meetings

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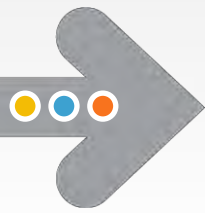
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## Next Steps

- Document Scoping Input
- Finalize Need and Purpose and Alternatives
- Begin Environmental Studies
- Explore Funding Opportunities
- Continued Outreach during the DEIS Phase





## Contact Info

Mark Eatman, PE  
MARTA Project Manager  
404-848-4494

Website: [www.itsmarta.com/north-line-400-corr.aspx](http://www.itsmarta.com/north-line-400-corr.aspx)

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## **Scoping Summary Report**

### **Appendix A-11: Expanded Project Steering Committee (PSC) Scoping Meeting Presentation**

**June 2015**



**Planning and Technical Services  
RFP P27818  
Task Order No. 2014-LRSRP-5**



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Project Steering Committee  
April 14, 2015



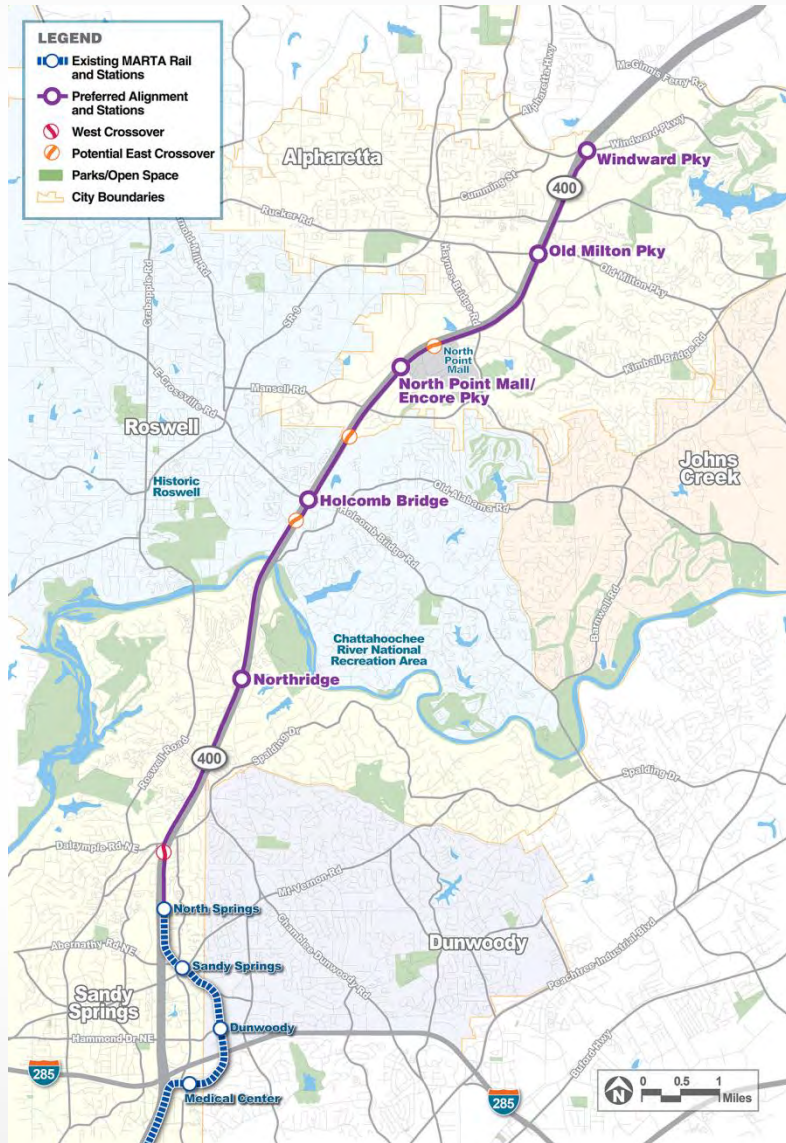
# Agenda

- Project Background and Schedule
- Agency Coordination
- Project Need and Purpose
- Alternatives Under Consideration
- Resources
- Stakeholder and Public Involvement
- Next Steps





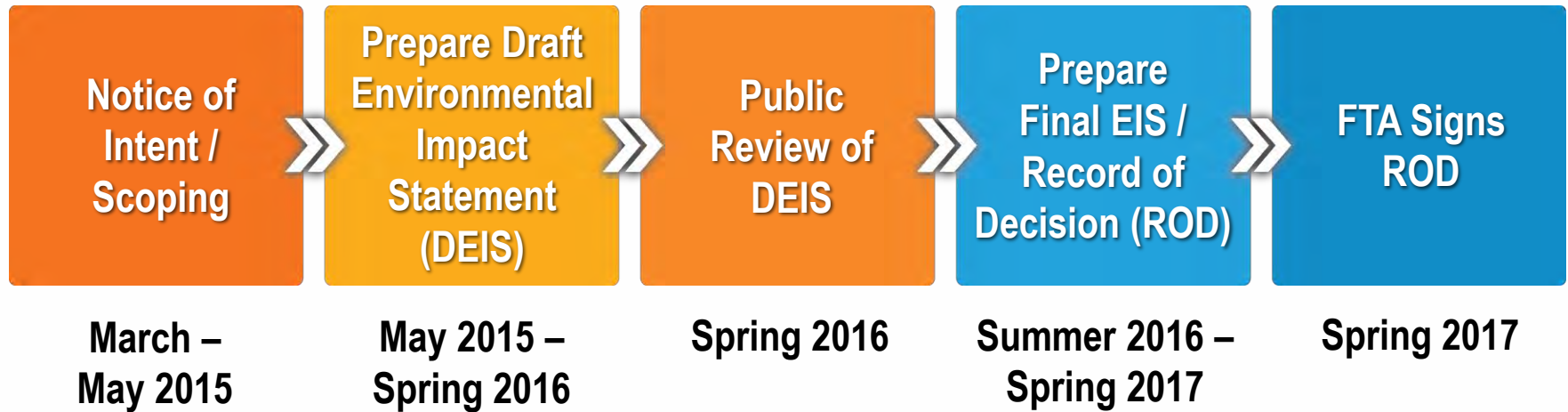
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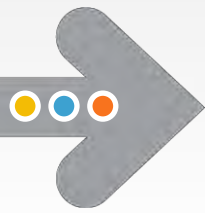
- Study Initiated in 2011
- 12 miles along GA 400
- Locally Preferred Alternative:
  - Heavy Rail Extension
  - East-West-East Alignment
  - 5 stations
    - Northridge Rd
    - Holcomb Bridge Rd
    - Encore Pkwy
    - Old Milton Pkwy
    - Windward Pkwy



# Environmental Schedule

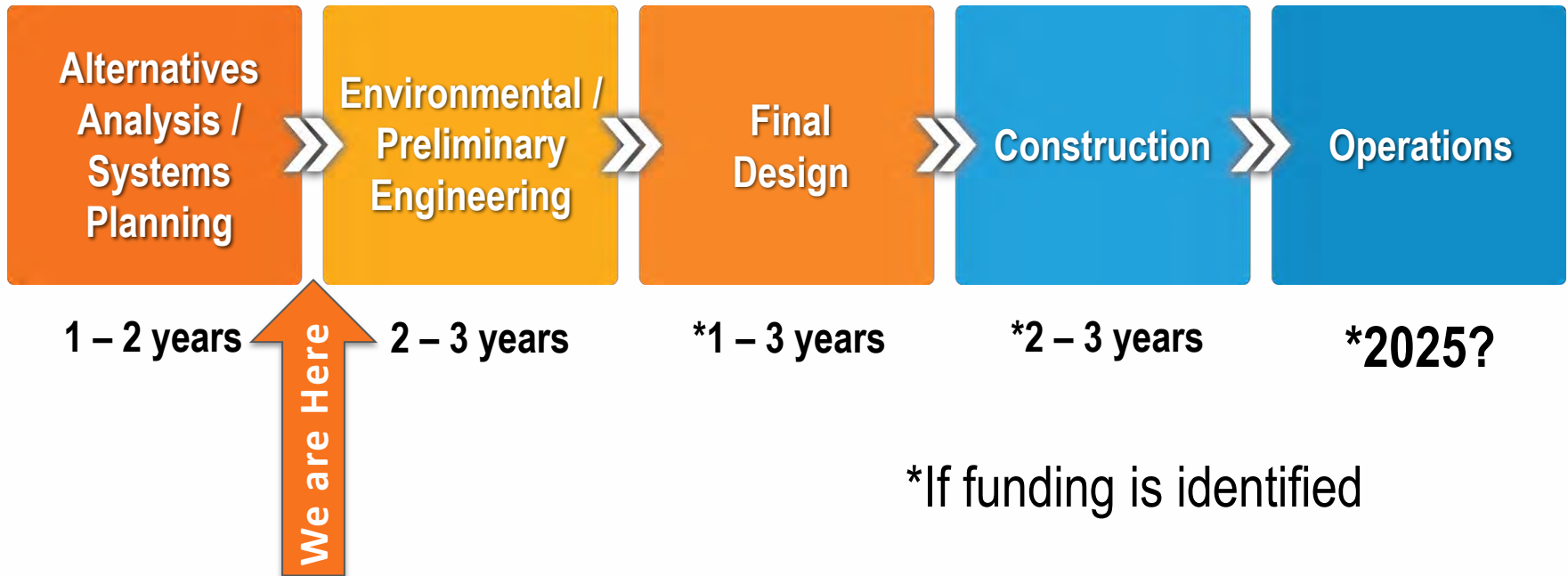







# Federal Project Development Process

Project Development: Typically 6 – 12 years





# What is Scoping?

- Confirm the Need and Purpose
- Identify suitable alternatives
- Identify significant issues
- Eliminate issues not significant or already addressed as part of earlier studies



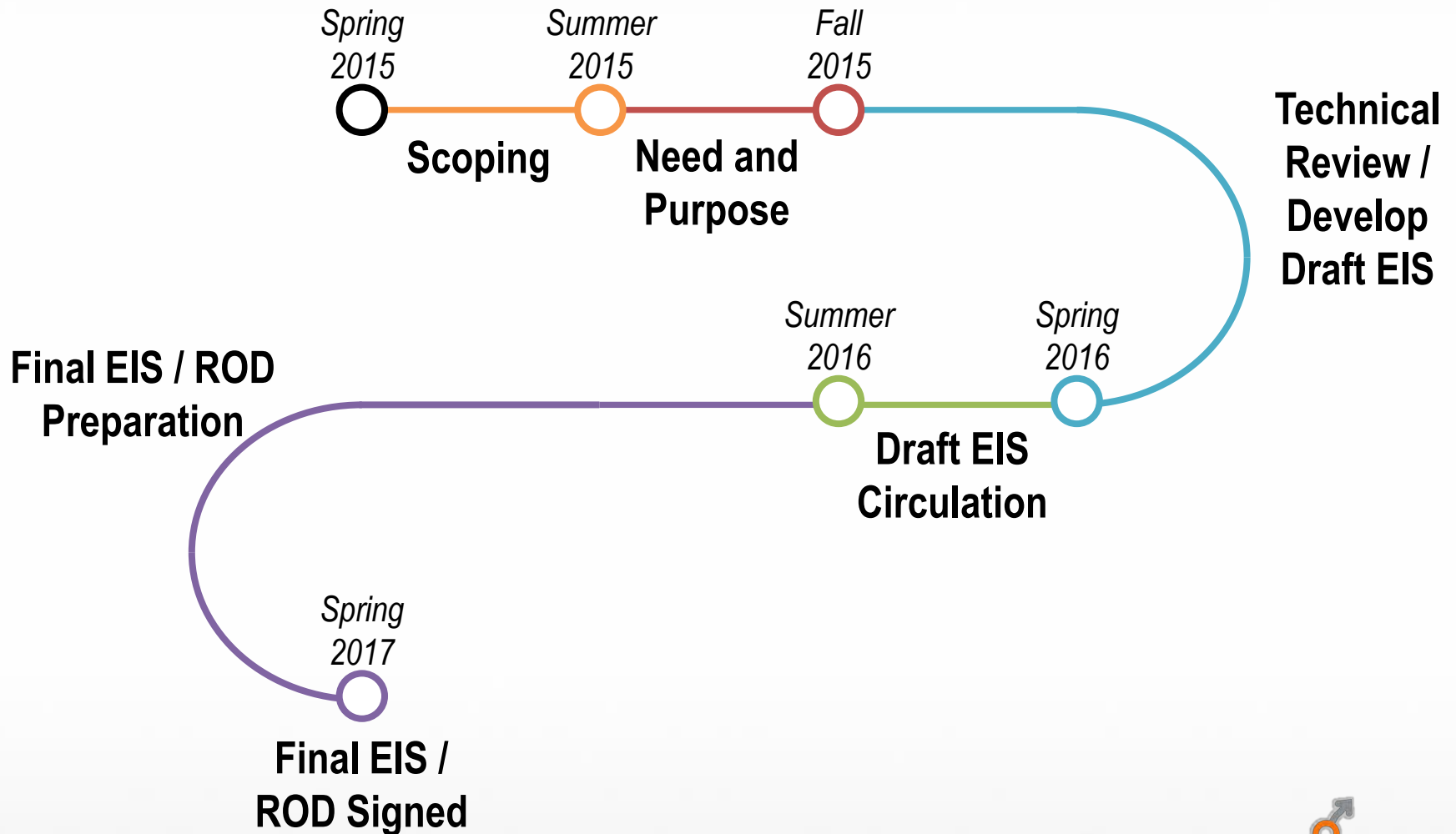


# Agency Roles

	Lead Agencies	Cooperating Agencies	Participating Agencies
Agencies	MARTA / FTA	Federal Jurisdiction / Resource Expertise	Interested Federal / State / Local Agencies
Role	Conduct Analysis	Provide Technical Review	Provide Courtesy Review



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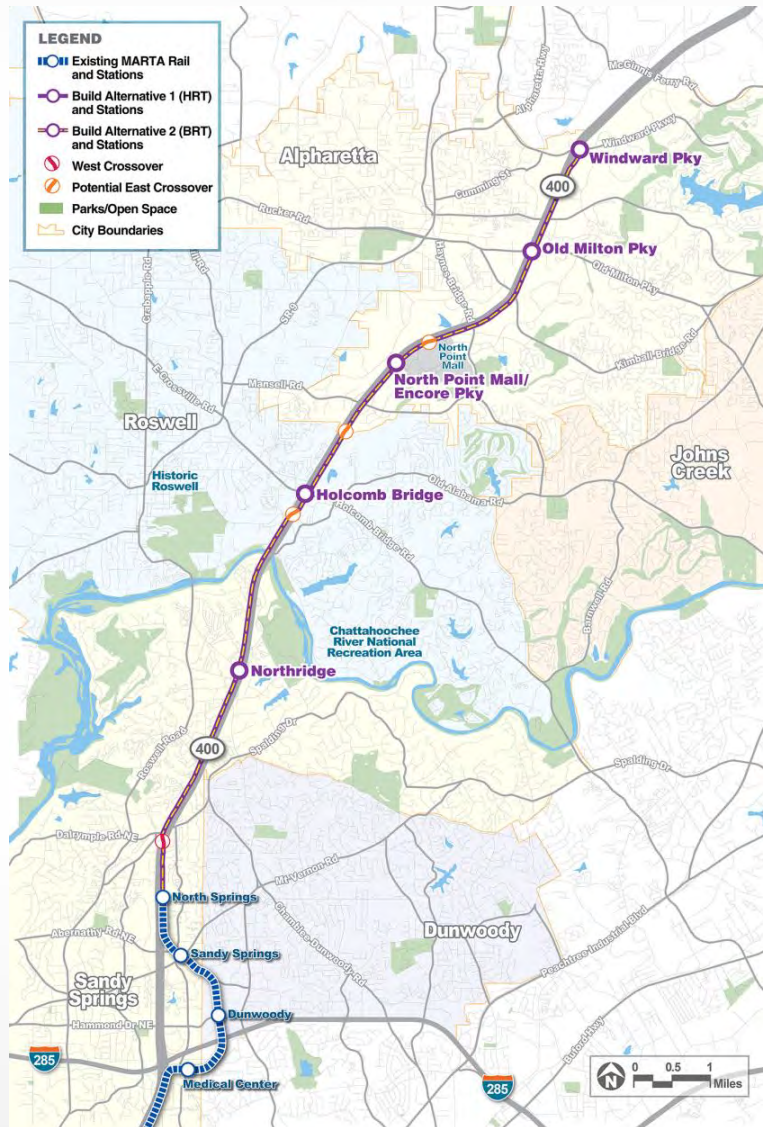


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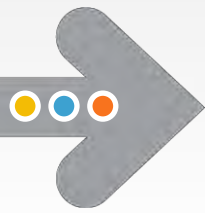


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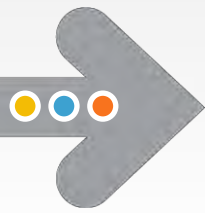
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