



# Early Scoping Report Appendix

## Attachment A-2:

Transcript of September 26, 2013 Early Scoping Meeting  
and Meeting Presentation



Public Meeting #5

September 26, 2013

# Today's Meeting Purpose

- Where We Are
- What We've Heard
- The Screening Process
- Q&A
- Where Do We Go From Here?

# Purpose and Importance of this Study

- Evaluate **feasibility** of increased transit service
- Identify potential for high-capacity transit project **implementation**

## Differentiation Between Past Studies

- Focused investment along GA 400 corridor
- Assessed land development over past decade
- Considered demographic changes in study area
- Advanced planning process from previous studies

# Where We Are

# Connect 400 Alternatives Analysis Schedule



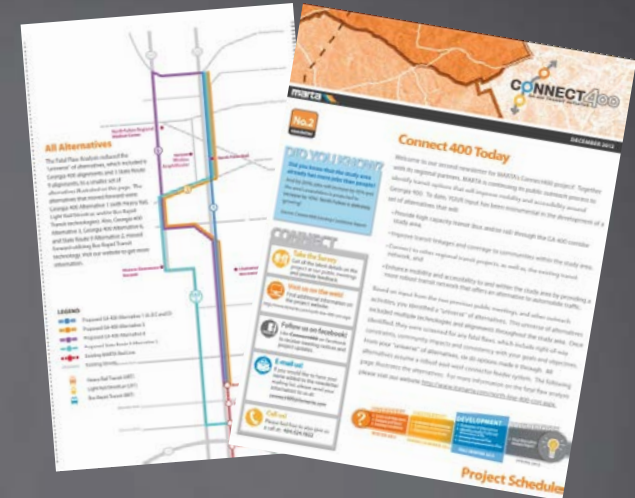
# Federal Project Development Process

Project Development: Typically 6 – 12 years



# What We've Heard

# Outreach



## Stakeholder Interviews

### Technical Advisory Committee Project Steering Committee

- **Stakeholder:** 30 Meetings
- **TAC:** December 13, 2011; February 28, 2012, October 25, 2012
- **PSC:** January 18, 2012; March 22, 2012; November 14, 2012; February 26, 2013; May 9, 2013

## Public Meetings

- **2011:** December 13- Minority and Non-English Speaking Leadership Meeting
- **2012:** January 26; May 22; March 21; August 21-El Banco; August 30- North Fulton Chamber of Commerce Breakfast Forum
- **2013:** March 21

## Holiday/Winter Survey

- December 12, 2012 to January 17, 2013
- 136 Respondents

# The Screening Process

# The Screening Process

10

**Fatal Flaw Analysis** considers at a high level:

- Purpose & Need
- Constructability & right-of-way impacts
- Generalized Technology Assessment

*Defined alternatives (combinations of alignment & transit technology) for Screen 1*

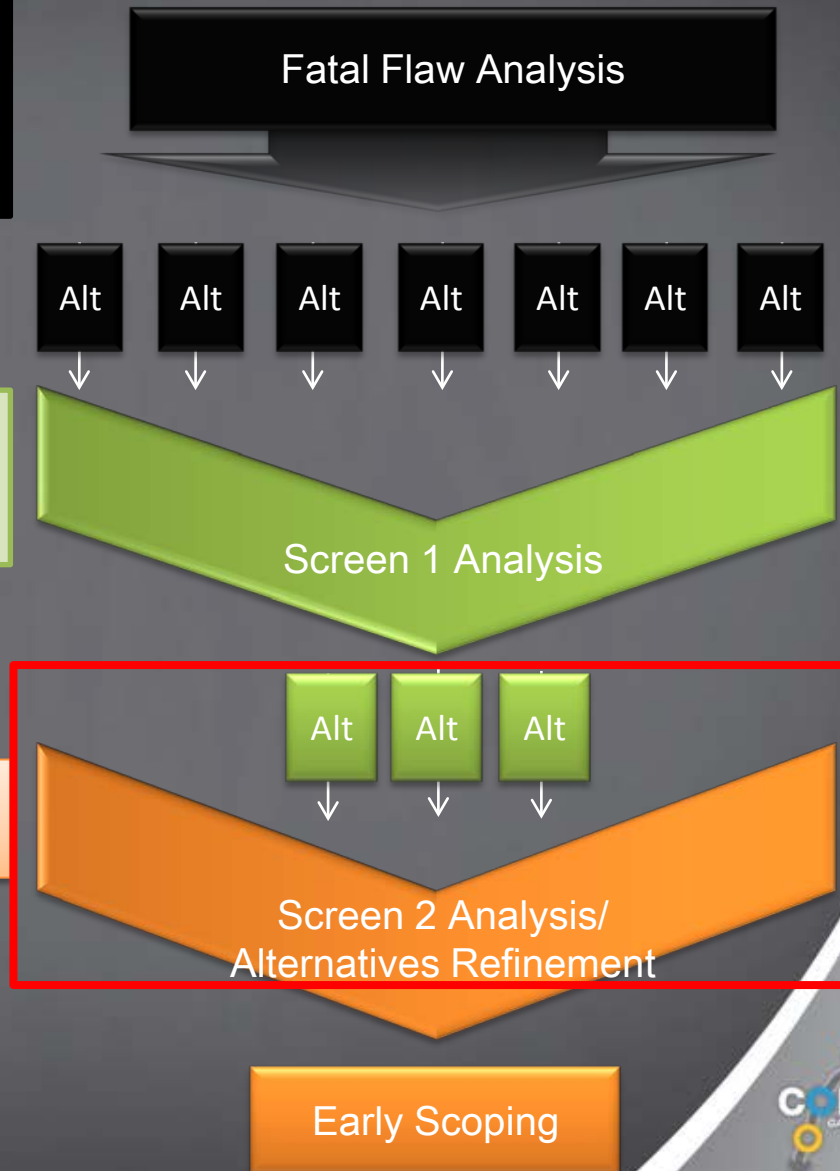
**Screen 1** applies both quantitative & qualitative evaluation criteria to reduce the number of alternatives

*Smaller set of alternatives advance into Screen 2*

**Screen 2** involves a more in-depth analysis using additional performance measures

*Screen 2 refines the alternatives*

**Recommendation to MARTA Board**



# Overview of Fatal Flaw Analysis

## Step 1: Technology Assessment

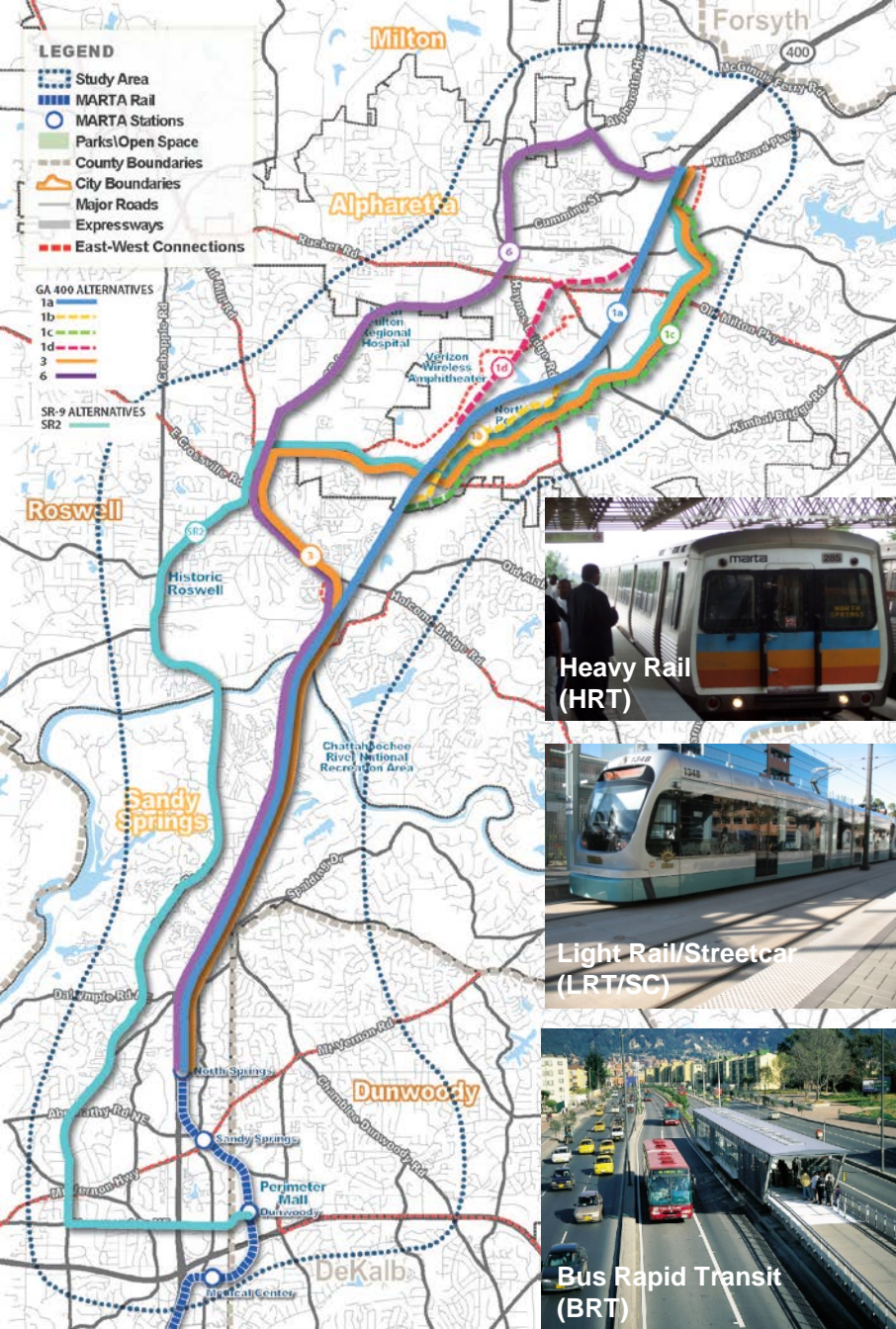
- Independent review of 6 modes
- Most appropriate - Bus Rapid Transit (BRT); Light Rail/Streetcar (LRT/SC); Heavy Rail (HRT)

## Step 2: Universe of Alternatives

- 3 modes + 9 alignments along GA 400 & SR 9

## Step 3: Fatal Flaw Analysis

- Reduce 'universe' to a smaller set for Screen 1
- High-level based on purpose/need & constructability



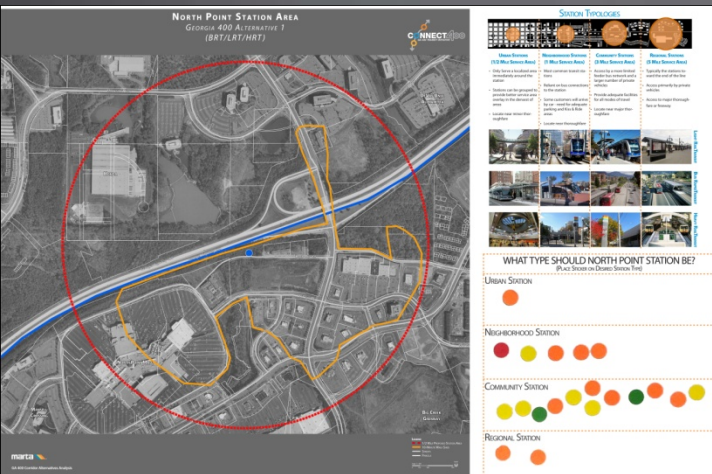
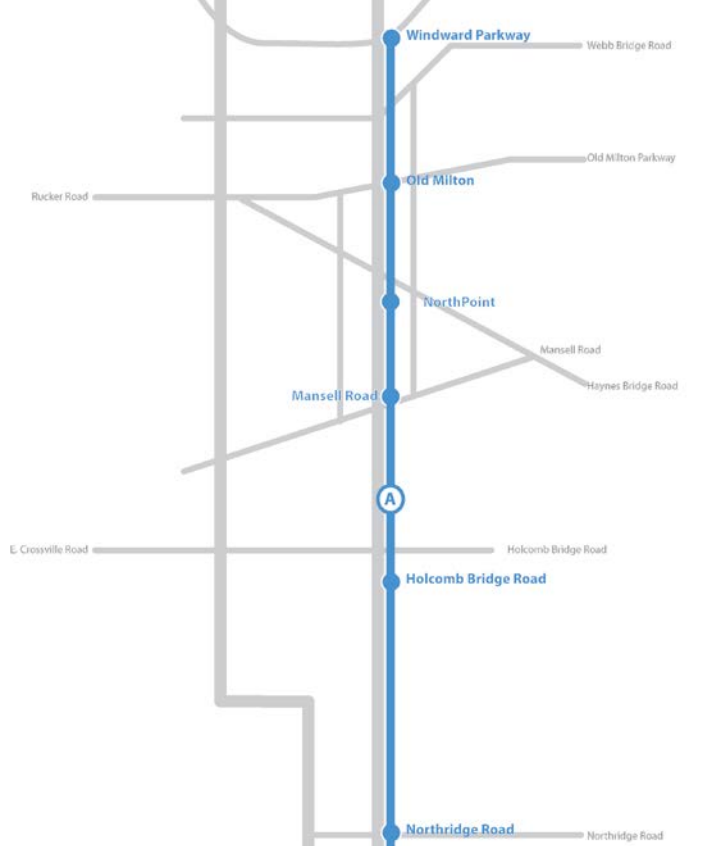
# Overview of Screen 1

## Methodology/Assumptions

- Qualitative and quantitative analysis
- Performance measures based on Purpose and Need, Goals and Objectives
- Station-related measures normalized for number of stations

## Results

- Alignments should be limited to be adjacent to or within GA 400 right-of-way
  - Fewer potential community and environmental impacts
  - More population and employment access per station
  - East/West feeder connections are needed to relieve arterials
- Heavy Rail Transit (HRT) was preferred due to speed and elimination of transfer
- Windward Parkway was preferred to be a Regional Station
- Northridge rather than Pitts was a preferred station location
- Community Stations are preferred for:
  - Northridge, Holcomb Bridge, Mansell, North Point, and Old Milton



# Overview of Screen 2 Alternatives

## Georgia 400 – 1 (A)

### Alignment

- 11.9 miles Long
- North Springs Station – Windward via GA 400

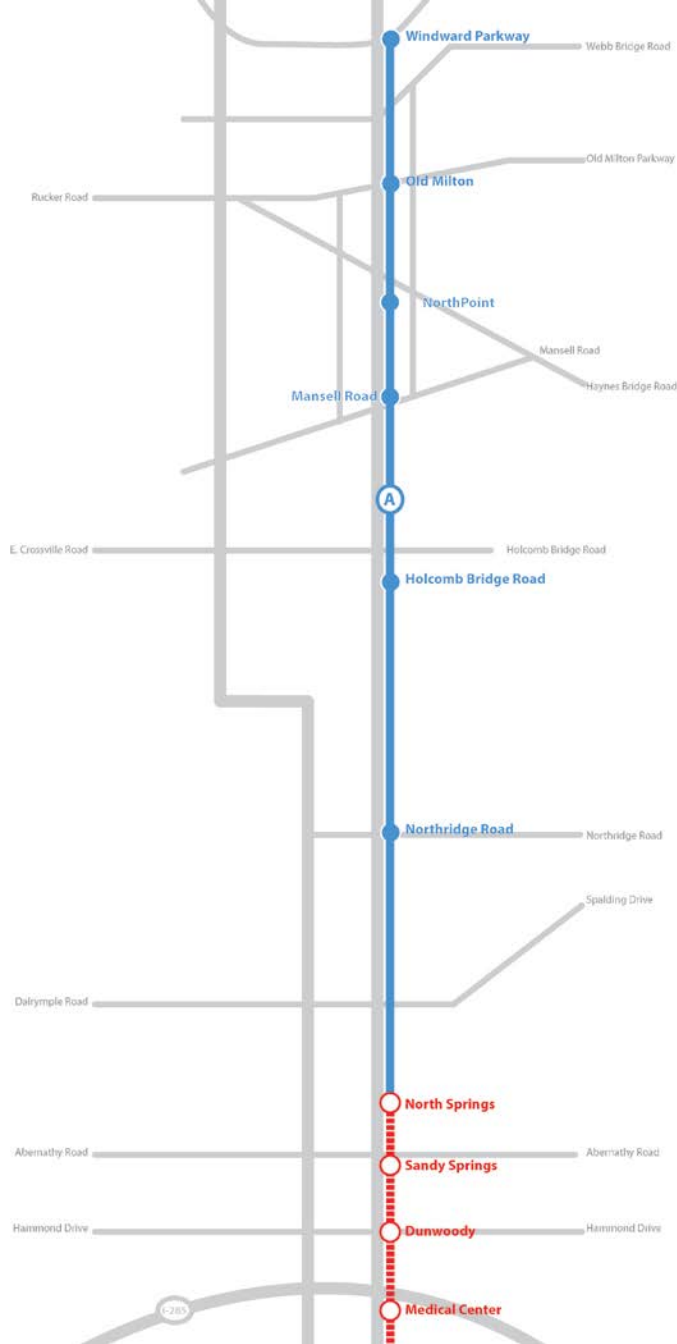
### Transit Technology

- Bus Rapid Transit
- Light Rail/Streetcar
- Heavy Rail

### Potential Stations

- Northridge
- Holcomb Bridge
- Mansell Road
- North Point
- Old Milton (LRT/BRT only)
- Windward Parkway

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



# Screen 2 Findings

## Distinguishing Performance Measures

- Many of the performance measures showed no significant difference between alternatives.
- Distinguishing Measures are those measures where the alternatives rated differently.

Goal 1: Mobility & Access	Goal 2: Land Use & Economic Development
Ridership	Transit Supportive Land Use
Time Savings	Underutilized Land
Crash Reductions	
Goal 3: Cost Effective Service	Goal 4: Environment
Capital	Changes in VMT
Operations & Maintenance	Pollution
Cost per Trip	Noise

# Screen 2 Results – Goal 1

## Goal 1: Improve Mobility & Access

Best Performing Alternative(s): HRT

### Distinguishing Measures

- Scored significantly higher than other alternatives for Goal 1
- Scored 'High' while other alternatives scored 'Low' for:
  - Daily Projected Transit Boardings
  - New Transit Riders
  - Annual Corridor Crash Reductions
- Scored 'High' while other alternatives scored 'Medium' for:
  - Projected Population and Employment within a 10-Minute Drive
  - Low-income residents within 10-Minute Walk
  - Interface with existing/future transit (including Concept 3)



# Screen 2 Results – Goal 1

## Mobility & Ridership

	Heavy Rail Transit (HRT)	Light Rail Transit (LRT)	Bus Rapid Transit (BRT)
Daily Transit Boardings (2040)	23,700	15,800	13,300
New Transit Riders (2040)	10,900	7,000	5,400
Annual Corridor Crash Reductions	44	14	9
Daily Travel Time Savings (Hours of User Benefits)	9,300	6,200	4,500



# Screen 2 Results – Goal 2

## Goal 2: Support Land Use & Economic Development

Best Performing Alternative(s): LRT

### Distinguishing Measures

- Rated 'High' in 3 of the 4 Distinguishing Measures:
  - Consistency with adopted local/regional plans
  - Transit-supportive land use/zoning within ½ mile of stations
  - Acres of vacant or underutilized land within ½ mile of stations

# Screen 2 Results – Goal 3

## Goal 3: Provide Cost-Effective Transit Service

Best Performing Alternative(s): BRT



### Distinguishing Measures

- Scored significantly higher than others in cost measures
- Scored 'High' in all four of the Distinguishing Measures while other alternatives scored 'Low':
  - Annual Operating & Maintenance (O&M) Costs
  - Construction Capital Costs



# Screen 2 Results – Goal 3

## Costs & Cost-Effectiveness

	Heavy Rail Transit (HRT)	Light Rail Transit (LRT)	Bus Rapid Transit (BRT)
Annual Estimated O&M Costs	\$18 Million	\$20 Million	\$10 Million
Construction Capital Costs	\$2.4 Billion	\$1.8 Billion	\$631 Million
Cost Per Trip	\$17	\$21	\$12



## Screen 2 Results – Goal 4

### Goal 4: Minimize Environmental Impacts

Best Performing Alternative(s): HRT

#### Distinguishing Measures

- HRT slightly better than BRT; LRT scored low
  - HRT (14)
  - BRT (9)
  - LRT (4)
- Distinguishing Measures:
  - HRT has greatest ability to reduce vehicle miles traveled (VMT) and air quality pollutants
  - BRT has least impact on noise-sensitive land uses
  - HRT would have lesser impact to water resources, historic resources and vibration-sensitive locations because of the absence of Old Milton station



# Screen 2 Results – Goal 4

## Environmental/Community Impact

	Heavy Rail Transit (HRT)	Light Rail Transit (LRT)	Bus Rapid Transit (BRT)
Change in Vehicle Miles Traveled	-48,000	-24,000	-16,000
Reduction in Air Quality Pollutants	↓ Highest	↓ Intermediate	↓ Lowest
Noise-Sensitive Land Uses w/in 750' of HRT, 350' of LRT, 200' of BRT  (Residential + Low-Density Commercial + Institutional)	841 acres	250 acres	73 acres

# Screen 2 Results – Summary

23



- **HRT** provides higher ridership numbers, transit benefits and reductions in vehicular traffic
- **All three alternatives** are relatively equal in supporting land use & economic development planning **BRT is much cheaper** and cost-effective than the other alternatives
- **HRT** presents least environmental impact, and most beneficial to reducing VMT and air pollutants.



# Questions or Feedback?

- Screen 2 Results
- Alignment
- Station Types

# Where do we go from Here?

**Table 2.3-2: Accessibility & Connectivity**

Alternative	GA400-1A HRT	GA400-1A LRT/BRT	GA400-3	GA400-6	SR9-2
Number of Stations	4	6	7	7	11
Rating (Score): Green= 2 (high rating); Yellow = 1 (medium rating); Red = 0 (low rating)					
Population within a 10-Minute Drive of Stations	2	2	2	2	1
Households within a 10-Minute Drive of Stations	2	2	2	2	1
Employment within a 10-Minute Drive of Stations	2	1	1	1	0
Population within a 10-Minute Walk of Stations	0	1	1	2	2
Households within a 10-Minute Walk of Stations	0	1	1	1	2
Employment within a 10-Minute Walk of Stations	1	1	1	1	2
Major Trip Generators within a 10-Minute Walk of Stations	0	0	0	0	2
Major Trip Generators with a 10-Minute Drive	0	2	2	2	2
Low-Income Population within a 10-Minute Walk of Stations	0	2	1	2	0
Minority Population within a 10-Minute Walk of Stations	0	2	1	2	1
Senior Population within a 10-Minute Walk of Stations					2
Zero-Car Households					2



Screen 2  
Results



Steering  
Committee  
Input

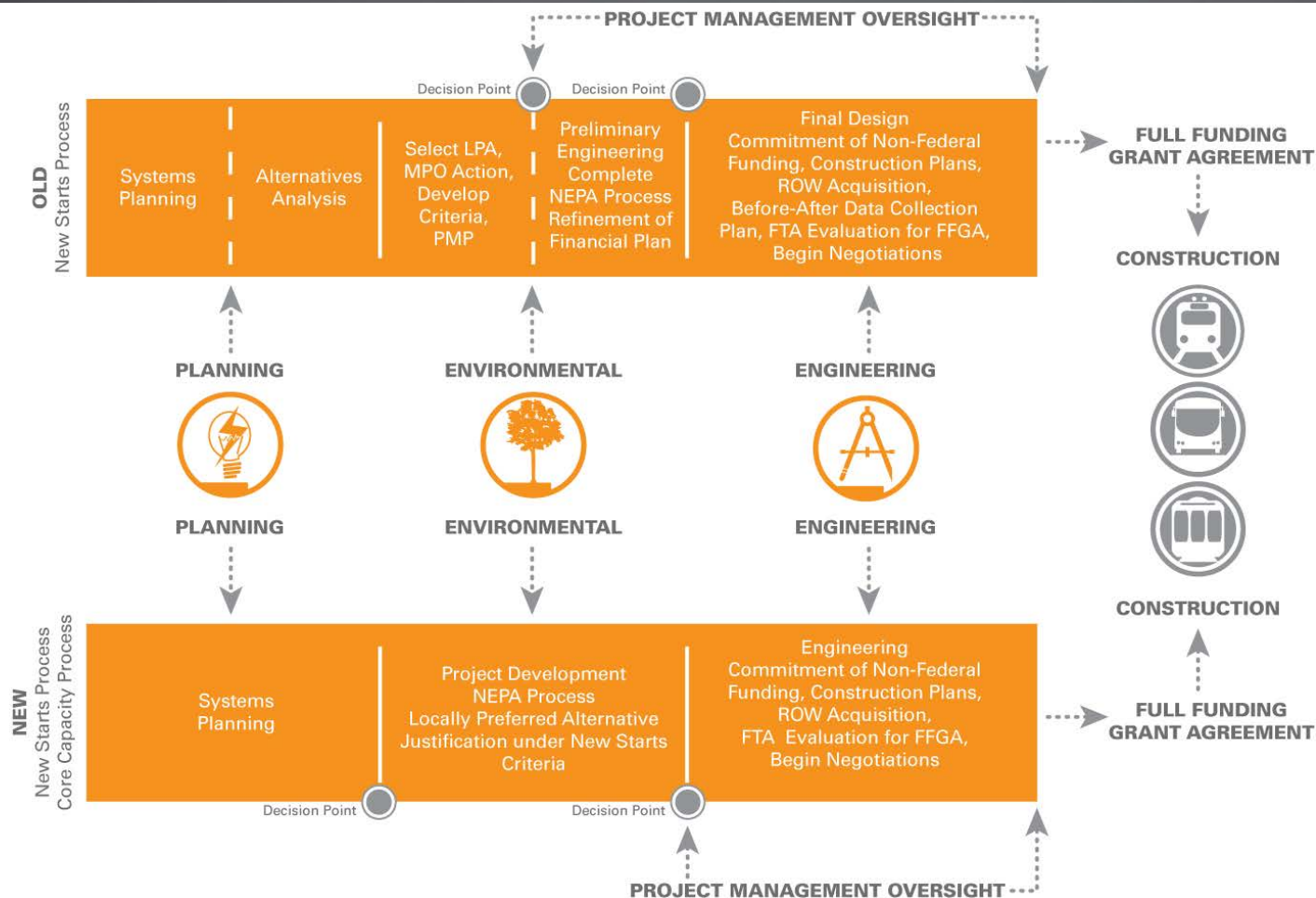
Public  
Input

Early  
Scoping

## Next Steps

- Environmental (NEPA) Process
- Begin second round of stakeholder interviews

# OLD New Starts vs. NEW New Starts Process



# Connect 400 Contact

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Follow us at Connect 400 on facebook

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

MARTA PUBLIC MEETING  
September 26th, 2013  
Alpharetta City Hall  
2 Main Street  
Alpharetta, Georgia 30009

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1 APPEARANCES:

2 JANIDE SIDIFALL - PROJECT TEAM

3 ADELEE MARIE LEGRAND - PROJECT TEAM

4 KERRY WILLIAMS - PROJECT TEAM

5 - - -

6 (Whereupon, disclosure as required by the  
7 Georgia Board of Court Reporting was made by the  
8 court reporter, a written copy of which is attached  
9 hereto.)

10 (An off-the-record discussion  
11 was had.)

12 MR. KNAZEK: Okay. My name is Jerry  
13 K-N-A-Z-E-K. And I live here in Alpharetta.  
14 And I know it sounds like a funny question; but  
15 looking at the answer, I think, is very  
16 important. Why didn't you take MARTA when you  
17 came up here today?

18 MS. SIDIFALL: Because it would have taken  
19 us a long time.

20 MR. KNAZEK: Well -- but there is also a  
21 bus service that comes up here, too. If you  
22 can't fix what you've already in place --

23 MS. SIDIFALL: We have a lot of equipment  
24 that we brought up today. We had boards that  
25 we brought up today. And it would not have

1           been as convenient to do that.

2           MR. KNAZEK:   Okay.   But that is what a lot  
3           of people face, too.

4           MS. SIDIFALL:   Thank you for your comment.

5           MR. ANBILD:   My name is Altor Anbild.  
6           A-N-B-I-L-D.   I live like two blocks from here.  
7           I work at Perimeter for several years and I do  
8           this commute every day.   It's a bear.   I  
9           would -- I think that the best solution would  
10          be to heavy rail because you don't have to  
11          switch.   If you miss the connection, right,  
12          then you can add fifteen minutes.   It's  
13          becoming unpredictable.

14          So my neighbor is working for Turner  
15          downtown.   He's taking bus.   He would love  
16          to -- I'm sure he would love to also get the  
17          train.   So the work is one thing.

18          The other is the airport.   Getting from  
19          here to the airport, I miss several flights  
20          because of the traffic.   And if I could get on  
21          the train and have assured, you know, specific,  
22          let's say, within an hour; but I know I get  
23          there, and I know that I am not going to miss  
24          my flight.

25          So that is my input.   All solutions are

1 good. The heavy rail seems to me the most  
2 seamless and just keep going. Once you get on  
3 the train you just get to the point.

4 MS. SIDIFALL: Wonderful. And that is  
5 what we are finding in a lot of our commentary  
6 as well, so thank you very much for your  
7 comment.

8 MR. IBRAHIM: My name is Calib Ibrahim.  
9 I-B-R-A-H-I-M. One benefit, I think, you  
10 missed is the stress level. Not just on  
11 getting on 400, but even at home. You know, I  
12 come back home I'm tired. I can't help my kids  
13 with the homework. All those things would  
14 disappear.

15 MS. SIDIFALL: So we will add help  
16 benefits to the list of benefits as well.

17 MR. IBRAHIM: The question was about  
18 phasing. When you said phasing, so you could  
19 have one technology start and then you could  
20 have another one come up.

21 MS. SIDIFALL: There have been discussions  
22 with a lot of our stakeholders about, for  
23 example, starting off with something light, an  
24 express bus rapid transit type of treatment;  
25 and building up ridership; and slowly, but

1       surely, as we find funding to implement heavy  
2       rail.

3               But we would definitely have to build say,  
4       for example, initially for a North Springs to  
5       maybe a Holcombe Bridge. Then Holcombe Bridge  
6       to maybe North Point. And maybe North Point to  
7       Windward Parkway. So those are just some of  
8       the things that we're discussing and we would  
9       like your input on.

10              MR. BRYANT: Hey, I also agree.

11              MS. SIDIFALL: Your name, please?

12              MR. BRYANT: Daniel Bryant. I'm also from  
13       two blocks away. I also agree that the, you  
14       know, the heavy rail is the number one thing  
15       that we need. I mean, we're already paying,  
16       you know, the one percent tax up here. I don't  
17       know if anybody is aware of that, but we have  
18       been paying it for 30 years. So it's excellent  
19       to finally get transit service.

20              But I'm also concerned about -- you were  
21       talking about how big the stations are in some  
22       places. Like, for example, if you go out on  
23       the east line and you see the stations in like,  
24       Edgewood and stuff like that that are like,  
25       just huge, and they don't integrate with the

1       surrounding community, and that was a big  
2       concern that I had.

3               We're trying to make a welcoming community  
4       here in downtown Alpharetta. Like, I don't  
5       know if you saw the Food Truck Festival that's  
6       going on across the street?

7               MS. SIDIFALL: We had some folks bring it  
8       in.

9               MR. BRYANT: We are trying to make like a  
10       real community. And if you look at the  
11       properties that are directly south of  
12       Alpharetta, there's a lot of industrial  
13       properties. And you could potentially -- like  
14       they run along Maxwell Road, I believe. And  
15       you could potentially run a heavy-rail station  
16       into here. I am not talking about Highway 9  
17       all the way because there is a definite need  
18       for stations that are along 400 for people that  
19       are commuting south or from east to west.

20              But I do think that it's very important  
21       that we have stations that are in downtown  
22       areas, like downtown Alpharetta, so we can have  
23       a walkable -- I could like potentially walk out  
24       of my house with a suitcase, you know, ride the  
25       train down to the airport, and be in New York

1           and never have to get in my car. That would be  
2           really great.

3           And the other concern that I had was about  
4           the station on Old Milton. I think that that  
5           is a good idea.

6           MS. SIDIFALL: For all three options? Is  
7           that what you're saying?

8           MR. BRYANT: Yeah, for the heavy rail.  
9           And the reason I think that that is important  
10          is because you have a lot of people that are  
11          coming west from, you know, the Duluth area,  
12          Norcross, places like that. And, in addition,  
13          I don't know if you're familiar with the Avalon  
14          development that is going up over here now?

15          MS. SIDIFALL: Yes.

16          MR. BRYANT: You might want to talk to  
17          them because like --

18          MS. SIDIFALL: I think they've actually  
19          come to talk to us.

20          MR. BRYANT: Like I was saying, like, if  
21          they find out you got a station like right  
22          there and they're going to get customers coming  
23          in every day, you might get them to pay for it.  
24          I mean, you know, that might be a good idea.  
25

1 MS. SIDIFALL: We like that idea. Thank  
2 you very, very much. There was a comment about  
3 the stations. And I'll get Mark to talk a  
4 little bit about how we looked at some of our  
5 station area planning to try and make the  
6 stations that we're looking at fit a little bit  
7 better into the context of the community.

8 (An off-the-record discussion  
9 was had.)

10 MR. EMBERLE: I appreciate you coming. My  
11 name is Chuck Emberle. E-M-B-E-R-L-E. I live  
12 in Alpharetta and I do the daily commute from  
13 Alpharetta to Five Points every day, both ways.  
14 I do not want to see the heavy rail come all  
15 the way up. I think there are a lot of  
16 alternatives and flexibilities with the  
17 combination of the light rail and the bus  
18 lanes.

19 In addition to that, those costs could be  
20 saved and it would take less time to implement  
21 if you did that combination. And, also,  
22 instead of waiting 20 years for this thing to  
23 get here, it may cut the time in half. And you  
24 need it now because the lanes -- when I first  
25 arrived here, there were only two lanes on 400.

1           There's five lanes and it's still backed up.

2           All right. So we need help now. All  
3           right. I also think, if I may be -- there are  
4           no -- there's an express bus, obviously. I  
5           think you can do more of those. I think the  
6           timing between them -- I think there's three  
7           buses an hour now, maybe four. I may be wrong.  
8           But there's three buses per hour from the  
9           Windward station down.

10          And now that they can drive in that  
11          alternate lane, you're good to Holcombe Bridge  
12          Road, and then you wait another twenty minutes  
13          to get the station from there. It's only  
14          3 miles. But you need, I think, to have more  
15          expresses on the trains. There's no -- every  
16          stop is a stop all the way along the red line.

17          I've been to Philly, DC, Portland -- I've  
18          been -- I travel for my jobs. I'm on all these  
19          different types of transit systems. You also  
20          have the esthetics of the light rail and the  
21          buses. The light rail could be very nicely  
22          done. I have seen it in Portland. Great  
23          system. You wouldn't have that with this  
24          train.

25          You also have the noise impact factors

1 with the train. It's right on your talk. 870  
 2 square miles versus half or a quarter of that.  
 3 So when you look at all these things together,  
 4 you look at costs, the speed to get the new  
 5 system in, the availability of the citizens to  
 6 use this -- plus, in the future, you don't know  
 7 if this town is going to keep growing like it  
 8 is or if it's going to slow down.

9 And once you put that hard line in, you  
 10 start putting those dollars in, there's no  
 11 turning back. And that happened to a lot of  
 12 towns. I would not like to see that happen in  
 13 Alpharetta.

14 MS. SIDIFALL: All very, very good points  
 15 and exactly the kind of input we're looking  
 16 for. So very, very, very good comments. Thank  
 17 you very much.

18 MR. WILLIAMS: Good evening, my name is  
 19 Alexander Williamson. W-I-L-L-I-A-M-S-O-N. I  
 20 live about a ten-minute walk due east of here.  
 21 I suggest that MARTA might inspire more  
 22 confidence in two ways that would be an uphill  
 23 work -- uphill job.

24 The first is the financing of MARTA which  
 25 every so often seems to be in perpetual welfare

1 with the State Legislator. And as I understand  
2 it, 50 percent of the income has to be for  
3 capital projects and 50 percent operational. I  
4 think if the system had more flexibility it  
5 might inspire more confidence.

6 The second thing, and I frankly am  
7 concerned that MARTA might not have the  
8 capacity, but it is possible, as it's done in  
9 other countries to have express service on a  
10 two-rail system. You don't have to have a  
11 four-rail system.

12 So I think if some improvements were made,  
13 we'd have better service, and it would be  
14 easier to sell for the light or heavy rail  
15 whichever is wound up to be the solution.  
16 Because we certainly need a solution or maybe  
17 more than one. Thank you.

18 MS. SIDIFALL: Thank you so much, sir.  
19 And I'm sure we all know that that's a  
20 challenge, especially, in terms of the funding  
21 issue that MARTA has been trying to resolve for  
22 several years now. And we're still hopeful  
23 that maybe one day we will.

24 MR. WINN: Good evening, my name is  
25 Matthew Winn. I currently live in Conyers,

1 Georgia. I'm graduating college soon. I'm  
2 considering my options of where to live.

3 First, let me also express my support for  
4 having some kind of express service,  
5 particularly, if the heavy-rail transit system  
6 is the final alternative chosen at Windward,  
7 because it's already a long ride from Five  
8 Points to North Springs which is what I  
9 normally do right now.

10 But if I live up here, it would be North  
11 Springs or further down. That's a very long  
12 trip already. And the train, essentially, runs  
13 express from Buckhead to (inaudible). Even  
14 with that it's still very long.

15 And also I have a question about bus rapid  
16 transit. If that is the alternative chosen,  
17 you mentioned earlier that it might consist as  
18 a divider in the lanes that people aren't  
19 allowed to go into the special lane. Will that  
20 mean that, essentially, a lane from Georgia 400  
21 is taken from the bus service?

22 MS. SIDIFALL: No.

23 MR. WINN: So lanes would be added?

24 MS. SIDIFALL: We would be constructing a  
25 dedicated facility for that bus transit rapid

1 operation.

2 And I think there was a question behind  
3 you. And then we will try to go over to the  
4 other side of the room.

5 MS. CLARK: My name is Pam Clark.  
6 C-L-A-R-K. I live in Alpharetta. I've worked  
7 downtown for over 17 years and I used to drive.  
8 I refuse to drive any more. I had to drive  
9 today because I do training in various places.  
10 But the commuting has gotten truly unbearable.  
11 So I'm looking for MARTA to come up with a  
12 solution.

13 The hard rail sounds very good. It's the  
14 question in transporting people to where they  
15 need to go. But in the interim we do need more  
16 express buses so that it can go -- the east  
17 west part is ridiculous. But to get us to  
18 where we need to go if we had more express  
19 buses once the hard rail was completed.

20 MS. SIDIFALL: One of the things we're  
21 thinking about is the potential of doing a few  
22 transit centers. Maybe a transit center at  
23 Holcombe Bridge, maybe at North Point. And  
24 then adding in some express buses and some  
25 local feeder buses as a phase one. And

1 building up to that heavy-rail or light-rail  
2 implementation.

3 So those are some of the kinds of  
4 considerations that we're looking at as well.  
5 Because as I said, we will not be able to build  
6 this all at once. And we realize there is a  
7 need to put more service out there to at least  
8 start meeting some of the needs that are there.

9 MS. CAMMACK: Patty Cammack.  
10 C-A-M-M-A-C-K. I live in Windward. I very  
11 much want to use MARTA. It really makes me mad  
12 that I pay for it and I have to drive to get to  
13 it. And I hope you're not going to build any  
14 funky stations at North Springs where after I  
15 drop someone I have to go home. I can't go to  
16 the Perimeter Mall.

17 MS. SIDIFALL: We will try to avoid that.

18 MS. CAMMACK: But I'm really concerned is  
19 can this be fair? Are you going to tax me or  
20 are you going to tax everybody in the county?  
21 I've already paid for this service that they  
22 get to use. Are they going to get to pay for  
23 the service that I use? Is it going to be  
24 fair? And the other thing that -- like -- I  
25 guess, that is my most important comment.

1 MS. SIDIFALL: Well, as we have already  
2 said. We're not going to be able to fund any  
3 of our expansion projects -- and this is just  
4 one of three expansion projects that MARTA is  
5 currently looking at. The other two are -- one  
6 is in the Clifton corridor from Lindbergh to  
7 Avondale. The other one is the I-20 east  
8 corridor from Stone Crest Mall into downtown  
9 Atlanta.

10 And we realize that, you know, we cannot  
11 fund these projects with just that penny tax.  
12 We're going to have to find other sources of  
13 funding for these projects. One potential  
14 source is to partner with the private sector.  
15 Another potential source could be to work with  
16 the business communities to see how maybe they  
17 might, as you suggested, be willing to pay for  
18 some of the stations, and some of the  
19 development around the stations.

20 Another is still the consideration that  
21 maybe our State Legislator might entertain some  
22 kind of a state contribution. I mean, all of  
23 those things are options and are worth  
24 discussing.

25 And the final package of funding sources

1 is something that we have to work very  
2 diligently towards with a lot of partners,  
3 including the community.

4 MS. CAMMACK: I thought of my other  
5 question. Is the density for extending this  
6 line sufficient as it is or is there a minimum  
7 requirement for building more apartments that  
8 we're not aware of?

9 MS. SIDIFALL: There's no minimum  
10 requirement. In terms of the development that  
11 takes place, that is something that we would  
12 have to work with local government to determine  
13 exactly what the makeup of that  
14 transit-oriented development would be. So we  
15 --

16 MS. CAMMACK: So we wouldn't get the line  
17 up here unless we added X number of apartments?

18 MS. SIDIFALL: You already have a great  
19 demand for transit as it stands now. So it's a  
20 matter of shaping and molding the future  
21 developments because we're talking at least, at  
22 this point, 10 to 12 years down the line, at  
23 least.

24 And all of the projections that we looked  
25 at, show that employment in this corridor is

1       going to outpace population growth. So when  
2       you look at that factor alone, you don't even  
3       need to start talking about minimums in terms  
4       of multi-family housing and that type of thing.

5       We need to craft together with the  
6       communities the kinds of developments that will  
7       maintain the context and fabric of these  
8       communities. And work to ensure that that is  
9       the kind of development that is pursued.

10       MS. CAMMACK: But that means apartments?

11       MS. SIDIFALL: No.

12       MS. CAMMACK: Okay.

13       MR. MILLER: I'm Tom Miller. I live in  
14       Windward in Alpharetta. I just wanted to  
15       ask -- I'm Tom Miller. M-I-L-L-E-R. I believe  
16       the North Fulton comprehensive transportation  
17       plan says you needed 35 to 40 units per acre to  
18       justify heavy rail. And we had about three  
19       units per acre.

20       So I just want to understand, you know, if  
21       we're going to have to have more of a big town  
22       type development around 400 to justify this  
23       because I don't -- the beauty of heavy rails it  
24       carries a lot of people. We don't -- if five  
25       percent ride it which I think is the

1        statistic -- because 95 percent either have too  
2        many things they are carrying or somewhere else  
3        they have to go.

4                If we get five percent to ride this, give  
5        or take, that is five percent of the trips. So  
6        my question is, will we have to increase our  
7        density to justify or does the existing  
8        employment justify the train on its own?

9                Because my understanding back in 2000 when  
10       I went to the meetings was that the employment  
11       justified the train. People want to know if  
12       they're going to have to change their lifestyle  
13       in order to justify the rail. Thank you.

14               MS. SIDIFALL: I think that is a very good  
15       question. And, basically, as I said, the  
16       employment role is already happening. But as  
17       far as any development patterns, those are  
18       local decisions. And we would have to be  
19       working, MARTA, the business community, all of  
20       us would have to be working in concert to  
21       determine exactly what types of densities you  
22       would like to see in your community.

23               So it's not something that we as MARTA are  
24       going to control. Those are local decisions.  
25       And your local community will have to work

1           together to determine, you know, what kinds of  
2           development patterns you would like to see if  
3           we're to brings stations in to your area.

4           MR. KNIGHT:   Good evening.   My name is  
5           Darryll Knight.   K-N-I-G-H-T.   I live way down  
6           south, Northridge.   And the drive up here took  
7           about 20 minutes, so that wasn't bad today.   So  
8           I use MARTA when I go to the airport at the  
9           North Springs station.   Perfectly fine when I  
10          need to do that.   Works great.

11          Don't need to be any closer to my house.  
12          I actually chose to live at Northridge because  
13          I didn't want to deal with the commute from  
14          Alpharetta.   We have lots of friends up here,  
15          but because I didn't want to have to deal with  
16          the traffic, we made a decision that we would  
17          live further in on 400 so we could get on that  
18          and we would continue to go.

19          I am not convinced that having additional  
20          public transportation will reduce the traffic  
21          on 400 at all.   I think people who want to use  
22          MARTA will drive down and stop at North Springs  
23          today and will continue their journey further  
24          down.

25          But the number of cars who are driving

1 down where there's one person in the car will  
2 continue. You could put 20 lanes on 400, it  
3 will still be just as crowded because it would  
4 just increase the population density further  
5 north.

6 So I don't think that adding public  
7 transportation, adding heavy rail up 400 will  
8 resolve the first question you have which is  
9 reducing the amount of traffic on 400. I don't  
10 think it will have that effect. And that is my  
11 opinion.

12 I also have a second comment. I don't  
13 really understand, at least from what I've  
14 looked at the drawings, why you would run the  
15 heavy rail up the east side of 400 when the  
16 majority of the higher density homes are on the  
17 west side of 400.

18 And I do think -- the last one. The other  
19 reason I might take MARTA is if I could get to  
20 a Braves' game. To me, why you wouldn't have  
21 built a MARTA station near to Turner Field, I  
22 think, is crazy.

23 MS. SIDIFALL: Well, we're talking about  
24 that. That's part of another project as well.  
25 The I-20 project is looking at an optional

1 station at Turner Field.

2 Kerry, I will let you address the whole  
3 issue where the alignment is located along the  
4 east side.

5 (An off-the-record discussion  
6 was had.)

7 MS. SIDIFALL: Thank you, Kerry.

8 MR. EBERLE: Charles Eberle. E-B-E-R-L-E.  
9 What will that do to the costs switching it  
10 over from the west side to the east side, how  
11 much more just for that flyover are we talking?  
12 I would estimate at least a million dollars,  
13 right?

14 MR. WILLIAMS: You are actually right.  
15 That's at least, I guaranty, a couple of  
16 million. Easy.

17 MS. SIDIFALL: Thank you Kerry. Before  
18 you start, sir, we'd just like to welcome a  
19 council member, Chris Owens, I think, he just  
20 arrived. Thank you for coming.

21 MR. MASON: I'm John Mason. I live in  
22 Sandy Springs. I actually live between the  
23 North Springs MARTA station and Northridge.  
24 And I am here representing a number of the  
25 older communities that back up to Georgia 400

1 in that Sandy Springs corridor where the  
2 current plan is -- again, the line on the  
3 east-west Georgia 400.

4 What most of the subdivisions would like  
5 to know is if MARTA is planning to use the  
6 current right-of-way, is there a law or a plan  
7 to increase the right-of-way from the edge that  
8 you'll be expanding MARTA to? In other words,  
9 do you have to create another right-of-way  
10 after you use it, or heavy rail, bus rail, or  
11 light rail?

12 MR. WILLIAMS: As far as that, we have  
13 looked at that. And the construction limits,  
14 again, are preliminary. But as much as  
15 possible, we're planning on using a good bit  
16 right along Georgia 400.

17 And actually, to minimize impacts of  
18 properties that are adjacent to Georgia 400, we  
19 would look at the inclusion of barrier walls  
20 over by the construction where it's going on.  
21 And there will be a nice barrier wall right  
22 there to stop those impacts forming and  
23 impacting those properties adjacent to it.

24 MR. BREEDLOVE: So you don't have to  
25 expand the right-of-way?

1           MR. WILLIAMS: That would be the  
2 intention, not to expand the right-of-way.

3           MS. STAZAK: My name is Rainy Stazak.  
4 S-T-A-Z-A-K. I'm from Alpharetta. Over a  
5 30-year career between downtown and Perimeter  
6 Mall. And I worked across the street from the  
7 Perimeter Mall, MARTA station.

8           I guess my question is, has MARTA  
9 considered going farther north in terms of this  
10 whole progress in terms of McFarland or  
11 further? And also connecting because that is  
12 less developed area and connecting an east west  
13 connection somehow.

14           Because the bottom line is, the 400  
15 corridor is not going to be corrected unless  
16 the east-west traffic can be corrected which I  
17 think about 20 other people said. Because the  
18 problem is just not on Georgia 400.

19           And, I guess, my question is, we haven't  
20 even extended Georgia 400, nonetheless, MARTA.  
21 Which is hard to believe that we're taking down  
22 and spending X amount of millions of dollars  
23 taking down a toll booth that possibly could  
24 have paid for extending Georgia 400 further and  
25 making it more feasible, but that is another

1 day and story.

2 But, I guess, my question, is going  
3 farther north and anticipating the growth,  
4 rather than just dealing right now where the  
5 growth has already happened and trying to use  
6 that land, where there's space and where  
7 there's area for people to ride into.

8 MS. SIDIFALL: Well, as far as extending  
9 further north, I'm sure you know that MARTA  
10 only serves, based on the MARTA Act, we have  
11 Fulton, DeKalb, and the City of Atlanta that  
12 contribute toward MARTA. So as far as  
13 extending, we would only be able to extend to  
14 the limits of Fulton County. As far as -- I'm  
15 sorry. What was your other question?

16 MS. STAZAK: Just in terms of going  
17 east-west?

18 MS. SIDIFALL: In terms of east-west, as I  
19 think Adelee explained, one of the elements of  
20 any kind of expansion of the system coming up  
21 north, we would be looking at a pretty robust  
22 feeder service. So as part of our work, we  
23 have looked at some of the main arterials, we  
24 looked at how the flows are moving east and  
25 west. And we would be looking to implement

1 feeder services that come in to and feed the  
2 heavy-rail system. So that would be a big part  
3 of the overall-system plan.

4 MS. STAZAK: Windward Parkway and Old  
5 Milton, we can also get either buses or light  
6 rail --

7 MS. SIDIFALL: You could look, for  
8 example, at having a bus-rapid transit, some  
9 shuttle services. We would determine -- we  
10 would look at -- as we move, you know, into the  
11 project development project process, we would  
12 be looking and working with you.

13 And that is one of the questions that we  
14 have there. Where you think those east-west  
15 connections are most appropriate. And what  
16 types of applications would you like to see.  
17 Right now we're just looking primarily at  
18 feeder bus and shuttles. But who is to say we  
19 wouldn't be doing street cars or light rail at  
20 some point in time.

21 MR. GIBBS: My name is Josh Gibbs. I'm  
22 from Johns Creek. G-I-B-B-S. I use MARTA  
23 every day. Today I left work a little bit  
24 late. Took me two and a half hours. Johns  
25 Creek is really crammed. So east-west is a big

1           thing for me.

2           My question, though, is about the federal  
3           funding and how that affects the phasing. So  
4           is there better funding for certain types of  
5           transits?

6           MS. SIDIFALL: No. Not necessarily. Any  
7           of the options that we're looking at today  
8           would qualify under what is called the New  
9           Start Program. And so that would be the  
10          primary source of federal funding that we're  
11          looking at for any of these three options.

12          And usually it's about a 50/50 split. So  
13          the maximum we would look at is about  
14          50 percent. We would have to come up with the  
15          other 50 percent through some combination of  
16          local match.

17                               (An off-the-record discussion  
18                               was had.)

19          MS. SMEAL: My name is Diane Smeal.  
20          S-M-E-A-L. We're very much in favor of the  
21          rail coming up here. I think the dialogues  
22          have been very productive.

23          MR. SMEAL: My name is Scott Smeal. I'm a  
24          25-year resident of Alpharetta. I've been  
25          commuting out of 400 the entire time. I use

1 MARTA every day. I'm in favor of the  
2 heavy-rail option. And I do think that they  
3 ought to reconsider placing a station in Old  
4 Milton Parkway near Avalon.

5 (An off-the-record discussion  
6 was had.)

7 MS. MONDI: My name is Rose Mondì.  
8 M-O-N-D-I. I'm from the Northridge area. And  
9 my question was -- is what is the normal  
10 footprint as far as acreage is concerned that  
11 each station would need, including parking?

12 MS. SIDIFALL: That's a good question. I  
13 wouldn't know off the top of my head. Would  
14 any of you know?

15 MR. WILLIAMS: It varies.

16 MS. MONDI: If you don't know --

17 MR. WILLIAMS: It actually varies from the  
18 size of each station. It depends on how much  
19 parking that you choose to have on that. If  
20 you have no parking --

21 MS. MONDI: Would you have no parking?

22 MR. WILLIAMS: You can actually have a  
23 station without parking.

24 MS. MONDI: Okay. So we have a station  
25 like Northridge which I know the DOT owns

1       thirteen acres -- what is it? 17 acres at  
2       Northridge. But it's a residential community.  
3       And would you -- I mean, there's probably not  
4       area there; but I think an elevated or decked  
5       parking lot would be detrimental to the  
6       station.

7               MS. SIDIFALL: As a matter of fact, I  
8       think for the Northridge Station, we are  
9       actually looking at -- as part of MARTA's  
10      transit-oriented development program, we  
11      developed typology type of stations. And one  
12      of those type of stations is what's called a  
13      neighborhood or community-type station. And it  
14      has a smaller footprint. It doesn't have as  
15      much parking. It's very walkable so that it  
16      fits a lot better into the community fabric.

17             So I think that is the kind of station  
18      that we will be looking at for most of the  
19      stations in -- that we're proposing for the  
20      corridor.

21             The only very large station that we're  
22      looking at is at Windward Parkway, where it  
23      would be the end of the line type of station.  
24      And that would be probably not as big as a  
25      footprint as we have at North Point right now.

1 But it would have a parking deck, for example,  
2 to allow commuters from other areas to be able  
3 to park and use the facility.

4 MS. MONDI: At Northridge?

5 MS. SIDIFALL: No. At Windward Parkway is  
6 the only large station type footprint that we  
7 are looking at.

8 MS. MONDI: I still don't see people  
9 walking to Northridge. I mean, I've never even  
10 walked down to Roswell Road because traffic is  
11 so bad.

12 MS. SIDIFALL: But you're also looking --  
13 with the development of these stations, you're  
14 looking at trying to make them walkable by  
15 putting in things like a dry cleaners or a --  
16 some type of retail concourse that people could  
17 actually walk to and use as opposed to driving.  
18 Because that is part of what we're trying to do  
19 here.

20 We are trying to get people out of their  
21 cars and use alternative forms of  
22 transportation. So the development around the  
23 stations is also going to be very important to  
24 make it more walkable.

25 MS. MONDI: But at 74 I am not walking

1 anywhere. I'm sorry.

2 MS. SIDIFALL: So think of your  
3 grandchildren. Thank you for your question.

4 Please remember to state your name and  
5 where you are from. And please remember to  
6 spell it.

7 MR. BOYKEN: My name is Don Boyken.  
8 B-O-Y-K-E-N. I live in Dunwoody or the Sandy  
9 Springs portion of Dunwoody, I guess, is what  
10 it's called and Northridge would be the closest  
11 station.

12 Let me give you some background as to  
13 where my question is coming from. I  
14 participated and worked with MARTA -- actually,  
15 I was part of the citizens that were organizing  
16 and discussing where the actual North Springs  
17 station is now located. And all the efforts we  
18 worked with Gloria for a period of a year or  
19 more trying to settle out.

20 And you did a study at that time, going  
21 forward, all the way up to Windward. And one  
22 of the most emphatic things that the folks came  
23 or shared with MARTA at the time was that the  
24 transit line would go from North Springs to the  
25 west side of 400 up at least crossing the

1 river.

2 You mentioned a station at Northridge.  
 3 The Northridge station was taken off the map at  
 4 that time and now I see it's back on. I'm  
 5 really concerned to even mention Pitts Road  
 6 being a concern because that is what got  
 7 everybody all upset in the first place.

8 But the thing is, I look at -- the other  
 9 thing I need to share with you, I'm a former  
 10 planning commissioner for the City of Sandy  
 11 Springs. And one of the things that we know at  
 12 North Springs, the business area is on the west  
 13 side of 400. There is one office building  
 14 there which was there by a backroom deal that  
 15 was done with one of the commissioners and  
 16 really should never have been there.

17 We have got schools -- elementary schools  
 18 right at that mode as well, both on the east  
 19 side. I would strongly recommend that you be  
 20 on the west side of Georgia 400 for that  
 21 Northridge, if that is indeed a station because  
 22 that is a business community.

23 And the business community -- and you're  
 24 also the local development in and around that  
 25 station would be supported. Not to suggest a

1 sale, but there is an old, old, old apartment  
2 complex that I'm sure Eva and the rest of Sandy  
3 Springs' folks would love to get rid of right  
4 there on the west side at Northridge. And then  
5 that would be a perfect or a better location  
6 than trying to put it on the east side.

7 So my concerns are where the lines going  
8 to be. I am going to talk with our businesses,  
9 as well as folks that were at Dunwoody, as well  
10 as the folks in Sandy Springs in becoming more  
11 active in talking with each other and MARTA to  
12 help sort that out. Because frankly, there was  
13 a line and an agreement, if you will; or an  
14 arrangement that was worked out as far as where  
15 that line would be placed. And that wound up  
16 to be a win, win, win for everybody. And I  
17 would hate to see us have to revisit that.

18 MS. SIDIFALL: Thank you. And as I said,  
19 we're -- these are just the exact types of  
20 considerations that we're looking to hear from  
21 you and get input from. So that will  
22 definitely, as Adelee pointed out, that these  
23 are some of the trade offs we're going to have  
24 to make as we move forward. So thank you very  
25 much for your comment.

1 I think Jerome has been raising his hand.

2 MR. HORNE: My name is Jerome Horne.

3 H-O-R-N-E. I live here in Alpharetta in  
4 Windward. I'm a big supporter of heavy rail,  
5 extending heavy rail all the way up here. But  
6 my question is, heavy rail has been left off at  
7 Old Milton as a station. And I'm just curious  
8 as to why that is when we have the Avalon  
9 development, and the Gwinnett Tech, and other  
10 things down the pipe line.

11 That seems like that would be a great area  
12 to have a heavy-rail station and possibly  
13 eliminate the station at North Point or  
14 Mansell. Why was that left off?

15 MS. SIDIFALL: The main reason -- and we  
16 understand and as we explained, it's still a  
17 consideration to have a heavy-rail station  
18 there. But the main reason was for travel time  
19 savings. So that was the reason that we  
20 thought it would improve travel time in order  
21 to have one less stop.

22 But, you know, if it improves ridership  
23 as -- if we implement that station, it's  
24 definitely a consideration as well.

25 MR. HORNE: Okay. Then my other question

1 is heavy rail. I assume the entire alignment  
2 would be elevated. There would be no ground  
3 and definitely no tunnels?

4 MS. SIDIFALL: Not necessarily. And I'll  
5 let our engineer answer that question.

6 MR. WILLIAMS: No. It's actually cheaper  
7 to keep a heavy-rail system at grade, on  
8 ground. And the way that we do it, we try to  
9 match terrain. If it requires a flyover over  
10 an interchange, we evaluate that. Or if it  
11 requires a tunnel, we evaluate that. We  
12 evaluate each scenario -- each interchange we  
13 evaluate going over and going under a standing  
14 bridge.

15 MS. DECARBO: Hi, my name is Lisa Decarbo.  
16 D-E-C-A-R-B-O. And I'm from Roswell. And I  
17 had some questions on the Holcombe Bridge  
18 station. You indicated it was going to be a  
19 transit center. And I'm wondering what that  
20 means exactly, what size station you're talking  
21 about?

22 And I also wondered what the current plans  
23 are, what you're leaning towards for the mode  
24 for the east-west connection on Holcombe  
25 Bridge? One other item, I would be interested

1 in knowing if you're talking about a need for  
2 transit-oriented development at these stations,  
3 if that one is going to be a more major  
4 station, what kind of UPA are you looking at,  
5 units per acre, that kind of thing?

6 MS. SIDIFALL: In terms of the Holcombe  
7 Bridge station, we're looking at an area that  
8 is not exactly at the interchange. It's a  
9 little further north of the interchange. In  
10 terms of the type of station, it's going to be  
11 what we call a community station.

12 And there, again, it's one that fits into  
13 the fabric that you would be able to drive to,  
14 walk to, bike to. And in terms of units per  
15 acre, I'm really not quite sure. Would you  
16 have --

17 MS. DECARBO: Let me ask this as a follow  
18 up. You indicate that the stations are going  
19 to be north of Holcombe Bridge and every map I  
20 seen has shown it on the southeast quadrant.

21 MS. SIDIFALL: That was the initial  
22 footprint. But for this study, we are looking  
23 at something that is more -- that is further  
24 north and more situated between Holcombe Bridge  
25 and Mansell. At least that's what we're

1 looking at at present. If you have some  
2 suggestions or where you prefer to see, we're  
3 open to looking at your suggestions.

4 MS. DECARBO: I need to know exactly where  
5 between those two you're talking about. I can  
6 see where that would be great because it would  
7 link up with the Big Creek Parkway and that  
8 kind of thing.

9 MS. LEGRAND: So right now in this part of  
10 the planning, if you will allow me, it's really  
11 high level. So when you see on your maps, they  
12 are illustrative, they are not really the  
13 specific location because we're not there yet.

14 When I was going through this  
15 presentation, the business planning is where  
16 the first stage is really, really high. The  
17 next phase is when we get into the  
18 environmental, that is when we're on the  
19 ground. And then we can say this is the best  
20 place for the location. It makes more sense to  
21 be on the east side versus the west side.

22 You know, what is the alignment going to  
23 be? How does he get across -- Kerry  
24 Engineering says how do they get across these  
25 interchanges? We don't have those answers

1 right now because we're not at that level of  
2 analysis.

3 So when you see dots on the map, it  
4 doesn't mean -- it doesn't even mean if they  
5 are on the east side or the west side is the  
6 dot. It's more saying that this is the  
7 location that we're thinking about this  
8 vicinity. And the next step would be to  
9 actually nail down exactly where it would be.

10 And that is why the next phase, the  
11 environmental phase is important because when  
12 we drill down, that is when we can assess the  
13 impact. So right now we can't assess any  
14 impact. And we can't create or develop a  
15 mitigation plan for those impacts because we're  
16 not down there yet.

17 So what we're doing now is to find out,  
18 are we on the right track? Are these the right  
19 locations? So your questions and comments are  
20 very, very helpful.

21 Because when we go back, we document it.  
22 We'll have written details as far as what  
23 you're telling us so that when we go and look  
24 at the next phase of study, since we're now in  
25 a federal process, and this is early scoping,

1 we can now say, okay, this is how we need to  
2 modify the various stations. And we need to  
3 look at these elements.

4 Then when we go into the fields to really  
5 assess where we're going to place these  
6 stations, we will rely back on the analysis and  
7 the statements that we have heard to help and  
8 guide us in the right direction.

9 But even with that, we will still come  
10 back to you and ask you are we still on the  
11 right track. Because, again, this is our  
12 process. It's not ours as a project team, it  
13 belongs to you, the community, because it will  
14 be here forever. So we need to make sure that  
15 when we do it, it is really inclusive of what  
16 everybody thinks is the best.

17 Now, granted there will be some trade  
18 offs. In some situations we'll have to make  
19 some decisions that might not be the decision  
20 that we thought we're going to make when we  
21 first walked into the room. But it's a process  
22 and we will all work on it together.

23 So again, those dots don't reflect exactly  
24 where the station locations are going to be,  
25 just the vicinity and area. And then we will

1           get into more detail in the later phase.

2           MS. DECARBO: Well, let me explain to you  
3           why it is such a concern. Because right now,  
4           as you probably know, I'm on the Board of the  
5           Planning Commissioners currently in Roswell.  
6           And we're rewriting our whole zoning ordinance.  
7           So it does matter where it is going to go, how  
8           those land uses are assigned around that area.  
9           So it is very crucial to us.

10          MS. LEGRAND: Right.

11          MS. DECARBO: The other question I had is  
12          if you were leaning towards -- more towards the  
13          bus rapid transit or the light rail for the  
14          Holcombe Bridge. I'm imagining that is one of  
15          the more high demand east-west routes.

16          MS. SIDIFALL: In terms of east-west  
17          connections?

18          MS. DECARBO: Yes.

19          MS. SIDIFALL: Most of the east-west  
20          connections we're looking at are some type of a  
21          bus or shuttle type treatment.

22          MS. DECARBO: Then the one thing I would  
23          suggest, then, if you're looking to serve some  
24          of the more denser areas to get a better  
25          ridership through that Holcombe Bridge station,

1       if you are taking a BRT across Holcombe Bridge,  
2       one of the other things might be to pick it up  
3       at some point on Highway 9. Because along  
4       Alpharetta Street, that is where a lot of our  
5       older, more denser communities are. It would  
6       be better to be able to link that up all the  
7       way.

8           MS. LYON: I'm Judy Lyon. I live in  
9       Alpharetta. And it's L-Y-O-N. My question is  
10      about -- we keep talking about -- and I'm a  
11      supporter of MARTA coming here. I actually  
12      appreciate the heavy rail because it's faster.  
13      It's more convenient and faster. But when we  
14      think about getting on at Windward Parkway and  
15      going down to the airport or downtown, when  
16      I've been on that express bus at 7:00 in the  
17      morning, the parking lots pretty full,  
18      actually, there's a lot of people there.

19           And I'm just wondering when you create  
20      this station there, I would think that many,  
21      many people from Forsyth County will be driving  
22      their cars. And they're not paying for this  
23      with their taxes. Are we going to get some  
24      type of break because we have been paying all  
25      along and they're not paying.

1           And, also, I think, it's very important  
2           that that station be very attractive and be  
3           very user friendly for the people who do live  
4           there. Because those of us who do live there  
5           don't really appreciate them being the next  
6           big, you know, corridor for everyone from  
7           Forsyth to bring their car and congest our  
8           neighborhoods. So that is my thought.

9           And I also think the Old Milton Parkway  
10          station is a very good idea as well. If you  
11          want pedestrian traffic for the same reasons  
12          that other gentleman mentioned, you'll have all  
13          sorts of pedestrian traffic there.

14          MS. SIDIFALL: All wonderful comments.  
15          And as far as getting a break, I don't know  
16          about that. But there might be ways to  
17          implement fee structures that allow people  
18          who -- other people from Gwinnett or Forsyth or  
19          Cobb County to -- that use the facility to make  
20          contributions in some ways as well.

21          Those are all considerations that are way  
22          down the line for now. But very, very good  
23          comments. Thank you.

24          MR. GUY: My name is Stacy Lee Guy.  
25          G-U-Y. I live in South Forsyth. I support a

1 bus system over the heavy rail mainly for costs  
2 reasons. I don't think people understand this  
3 is going to cost billions and billions of  
4 dollars to come up here. It's a lot of money.

5 But I'm concerned about the process you  
6 followed. I really think it's flawed. You  
7 only had 136 survey responses. It occurred  
8 over the holidays. It was heavily influenced  
9 by the Chamber of Commerce which is a very  
10 partisan organization. Very much in favor of  
11 heavy rail. 181 Facebook likes.

12 To put that in perspective with the Food  
13 Truck event across the street has 4,000  
14 Facebook likes. To look at the bullet numbers  
15 here and to think they drew a heavy rail  
16 conclusion based on this small amount of  
17 feedback is -- it's disappointing.

18 I would encourage you to take the advice  
19 in here and agree to partner with you and say  
20 let's conduct a scientific study, a scientific  
21 polling, and get a real feel for what the mode  
22 -- what the preferred mode is. I think that  
23 would be a great idea.

24 MS. SIDIFALL: And we've heard you. And  
25 that is definitely one of the things that we're

1       working on. So as part of this process, we  
2       would like to try and do a statistically valid  
3       survey, and get a good sampling, and a  
4       representative sampling of views and viewpoints  
5       in the entire corridor. So thank you very  
6       much.

7               MS. GIBSON: Hi. My name is Debbie  
8       Gibson. I live at 305 Wood Lake Court in  
9       Alpharetta. I've lived here for 26 years. And  
10      I am here to voice my support for heavy rail  
11      coming up to Windward Parkway. I use MARTA  
12      every day, about four days a week. And I can  
13      tell you that it takes me an hour to get from  
14      Old Milton Parkway to North Springs, which I  
15      think is ridiculous since it's only an eleven  
16      mile drive.

17             And another thing that I'd like to say,  
18      that I was on the City Council here for nine  
19      years. And that the City Council is very --  
20      they're very pro high-tech community. They're  
21      trying to, you know, promote themselves to the  
22      high-tech community.

23             Well, if they want to have single  
24      high-tech professionals come to Alpharetta,  
25      they have to have some mass transit. They're

1 not going to live in Alpharetta. They are  
2 going to look at it as a community which you've  
3 got married families. And that is wonderful.

4 I raised my family here. It's a great  
5 community to raise your family. But if you're  
6 looking to promote high-tech single  
7 professionals to come to your community, you  
8 have to have mass transit. And you got to have  
9 really good mass transit.

10 You know, I'll leave the development of  
11 the line up to MARTA and other community input  
12 because in Alpharetta, I don't think there's  
13 very many residential communities that would  
14 come right up to the edge of where MARTA is  
15 running.

16 So I'm very much in favor of you bringing  
17 hard rail up to Windward Parkway. And I hope  
18 you do. And as Lee said here; my friend, Lee,  
19 was talking about the costs, you know, I feel  
20 like we have been paying for this for many,  
21 many years. I don't know -- I don't know where  
22 else the costs -- the funding is going to come  
23 from.

24 But up in Alpharetta we have been paying  
25 for many years and we've really gotten the

1 short end of the stick getting the service that  
2 we deserve. So I would encourage high-rail,  
3 heavy-rail transit up to Windward.

4 MR. DODSON: Hi, my name is Darryl Dodson.  
5 D-O-D-S-O-N. I'm a recent transplant here to  
6 Alpharetta. Moved from Long Island about nine  
7 months ago. And I would like to thank you for  
8 coming out here because my first thought when I  
9 moved here is where is the MARTA? Why  
10 shouldn't it be up here? Or it should be up  
11 here. So this is good. I did have a question  
12 to piggy back on what Ms. Lyon's had mentioned  
13 about the parking.

14 I live in the Windward area. And I know,  
15 as you said, there's going to be a large  
16 parking lot there. And one of the things that  
17 would be very important to us who are in  
18 Alpharetta paying the taxes, is to have some  
19 type of partnership with the City. So that the  
20 residents of Alpharetta, whether it be a  
21 sticker, or something, to be able to come park  
22 for free, have ample amount for the commuters  
23 to go back and forth, then have some set aside  
24 for people who are out of the county.

25 Because I commute down to the airport a

1 lot. And if I drive down to the North Springs  
2 station, I still have to pay seven or eight  
3 bucks a day. And it's not the best, but it  
4 works. So thank you for that.

5 And also in terms of the property values,  
6 I have to tell you just being a new guy from  
7 Long Island, being near and accessible to mass  
8 transit is a good thing. People pay for that  
9 convenience. And I look forward to it coming  
10 here. Hopefully, sooner than 12 years.

11 MR. HEYERDAHL: My name is Tim Heyerdahl.  
12 H-E-Y-E-R-D-A-H-L. I live in Alpharetta right  
13 now. I came to Atlanta in '91. And to just  
14 refresh some of you newbies here, at that time  
15 Georgia 400 was called the road to no where.  
16 Or the Alpharetta auto bond. A two-lane road.  
17 And people questioned why that was built. And  
18 we fast forward now to the -- our current  
19 decade.

20 It's raw un-development here. Atlanta is  
21 a southeast hub of the U.S. It is not going  
22 anywhere. We continue to build. And, I think,  
23 in general, I'm very in favor of the high or  
24 the heavy rail solution. I read the paper, the  
25 local paper a couple of weeks ago that our city

1 councilmen voiced their opinion and said nobody  
2 in Alpharetta wanted high rail or hard rail.

3 And I couldn't disagree with those people  
4 any harder. There's an awful lot of us that  
5 think this is a good, long term strategy for  
6 not only Alpharetta; the whole corridor, but  
7 Atlanta, in general.

8 I think just a couple of selling points  
9 that would be good for you. The express  
10 strategy, I think, needs to be thought through.  
11 When you travel around the world in high dense  
12 areas, there's local traffic and there's  
13 express. For me going to the airport, I still  
14 drive whenever I possibly can. It just takes  
15 too long to get all the way to the airport. If  
16 there is a combination of express where I know  
17 that it's an hour and 40 minutes -- or an hour  
18 and 30 minutes door to door, and I can get  
19 there any time, I would use that far more than  
20 any right now.

21 You know, that combination of express and  
22 local, where the feeder systems in place, I  
23 think -- long range planning takes a lot of  
24 time, a lot of money. I think you're on the  
25 right track. I highly support it. And I

1 represent a number of folks that feel the same  
2 way. And I look forward to future meetings.

3 MS. SIDIFALL: Thank you. And very good  
4 comments and suggestions.

5 MS. RICHARD: Hi. My name is Karen  
6 Richard. I live in Alpharetta. My question to  
7 you is about a comment that you made earlier,  
8 and I think the woman earlier was asking about  
9 the need for additional high-density  
10 development around the rail stations.

11 So I understand that you're looking at  
12 Windward and Mansell. Are those the only two  
13 Alpharetta stations?

14 MS. SIDIFALL: No. We're looking at a  
15 station at Windward. We are looking at a  
16 station at Old Milton. We're looking at a  
17 station at North Point and Mansell.

18 MS. RICHARD: Okay. So given those four  
19 locations as they stand today, are those  
20 locations fit, do they support? Are they  
21 already there from a high density perspective?  
22 Or are those stations going to need to increase  
23 in density before they meet the requirements  
24 that transit has?

25 MS. SIDIFALL: As we said, this is all

1 very conceptual and all very long range. So  
 2 what we would be doing is working with local  
 3 communities on their long-range planning to see  
 4 what types of zoning, what types of development  
 5 patterns that they're planning for these areas.  
 6 As we said, this is a long term process and  
 7 we're at a very, very conceptual level right  
 8 now.

9 MS. RICHARD: So would it be safe to say  
 10 what they see today supports it or doesn't  
 11 support, is my question.

12 MS. SIDIFALL: What is there today does  
 13 not necessarily reflect what would be needed to  
 14 truly have good transit-oriented development.  
 15 So we're looking at long-range planning that  
 16 would have to be done in concert with the local  
 17 government in order to determine what types of  
 18 uses and zoning they want to see around these  
 19 transit oriented -- proposed transit-oriented  
 20 stations.

21 MS. RICHARD: Okay.

22 MARTA PERSON: I just wanted to say  
 23 something. Nothing is etched in stone. I want  
 24 you to think about that. When we talk about  
 25 station location, this is very high level of

1 conceptual location. So again, what is going  
2 to drive it is your input and your concerns.  
3 And more importantly, at what speed. So again,  
4 it's not etched in stone. It is something that  
5 is conceptual at this point.

6 MR. KNAZEK: I'm still Jerry Knazek.  
7 K-N-A-Z-E-K. Still in Alpharetta. A few  
8 comments and then a question. A suggestion for  
9 running the express bus service up to Windward  
10 later in the evening because I take it every --  
11 I work downtown. And I just can't leave my  
12 office early enough. And it ends at 7:00.  
13 It's kind of crazy.

14 Second thing is, I think, MARTA people  
15 don't take the train because if they would,  
16 they would be putting on eight cars during a  
17 Braves' game. Right now you only run six cars  
18 for the MARTA train. And anybody who has  
19 gotten on after a Braves' game knows how packed  
20 they are. Easy to add two more cars.

21 Third, the question about Forsyth County.  
22 Maybe there might be some way of looking at  
23 peoples' credit cards and their addresses  
24 for -- and have a premium that they have to pay  
25 for people out of the county. That is

1 something of concern. Because I venture to  
2 say, if you looked at the people who are  
3 getting on at North Springs right now, a lot of  
4 them are from Forsyth County.

5 As far as bus or the other option, bus and  
6 heavy rail, buses are going to be a much  
7 quicker solution. And we need help right now.  
8 Maybe some combination of the two.

9 MS. SIDIFALL: And that is a good  
10 contribution when we talk about phasing.

11 MR. KNAZEK: Right. I think from a phase  
12 standpoint to wait -- realistically, I think,  
13 it's at least 12 years before you have heavy  
14 rail up here. And, you know, people will be  
15 dead on 400 by that time.

16 MS. SIDIFALL: It will be life with  
17 corpses instead of cars.

18 MR. KNAZEK: We will get a lot more  
19 vampire movies that way. The last thing,  
20 though, is a question, though. And I know you  
21 were saying about it's not etched in stone.  
22 What is the impact if you would instead run up  
23 either some place like Medlock Bridge or  
24 Peachtree Industrial and/or some place up  
25 through East Cobb that would maybe help syphon

1 off some of the traffic from 400 and also  
2 relieve some of the east-west traffic?

3 Because people are coming on Holcombe  
4 Bridge. They have the choice of going one way  
5 or the other. And if you let them go a little  
6 bit further east and get on the train, that  
7 would save the traffic on 400. I think you  
8 need to do a full traffic survey and also look  
9 where your ridership is coming from.

10 MS. SIDIFALL: As we indicated, this is  
11 all at a very high conceptual level. As far as  
12 our digging deeper, we will be doing those  
13 types of traffic studies so that we can isolate  
14 exactly what the traffic flows are. But those  
15 are exactly some of the areas that we're  
16 looking at in terms of just conceptually build  
17 those east-west connections in order to --

18 MR. KNAZEK: Right. The people from Johns  
19 Creek earlier speaking, I mean, they're  
20 hurting. And, you know, same thing with Cobb,  
21 I know there was some talk about coming down  
22 75. It could ease up a lot -- is there any  
23 easement, any place it might be easier to put  
24 it up along one of those other corridors?

25 MS. SIDIFALL: And another thing we

1 discussed with a lot of our stakeholders in  
2 some of our stakeholder meetings was the  
3 concept of having satellite stations that --  
4 where people would park and ride, a bus rapid  
5 transit into the high capacity.

6 Those -- all of those are some of the  
7 ideas that are circulating.

8 MR. KNAZEK: As long as you keep running  
9 the buses a little later at night. 6:30 at  
10 night is way too early.

11 MS. SIDIFALL: Thank you, sir.

12 MR. HORVATH: I'm Michael Horvath.  
13 H-O-R-V-A-T-H. I see your comment about a  
14 traffic -- I happen to be an architect working  
15 on the North Springs station years ago, so I'll  
16 make that a disclaimer up front. We can make  
17 beautiful buildings and we can make beautiful  
18 parking garages. The students at Georgia Tech  
19 in architecture are doing project contests of  
20 community stations every day.

21 I know the professionals have their level  
22 of attractive and scalable projects and --  
23 actually here endorsing the heavy rail along  
24 with the satellite commuter options. I think  
25 that is a key as I don't live 3 miles from

1           Holcombe Bridge. But I do live 3 miles away.  
2           So I can't walk 3 miles.

3           I certainly would enjoy in my youth, I  
4           used to walk the mile; but I would love to just  
5           ditch my car, and get into the house as soon as  
6           possible after riding mass transit. So that is  
7           basically a direction I would like to see  
8           encouraged.

9           MS. SIDIFALL: Thank you for your comment.

10          MR. BRYANT: Just a couple of things.  
11          Daniel Bryant. B-R-Y-A-N-T. Just a couple of  
12          things. We were talking about transit in Cobb.  
13          The only thing about that is that like, Cobb  
14          has to like, vote into it. So like the people  
15          at Cobb County, they have to have like an  
16          election to have MARTA. It's like a really  
17          weird system. Same thing with Gwinnett.

18          But I want that, too, because that seems  
19          like those are the two biggest corridors.  
20          Because you got 75 and then you got 85 coming  
21          in. And then you got the 285 which also runs  
22          into Cobb. So that is, you know, going to be a  
23          big problem in the future.

24          But you were talking about reducing the  
25          number of like, stops per, you know, for the

1 whole ride. And one of the things that I  
2 wanted to say is that Mansell is probably the  
3 one that you want to, you know, eliminate.  
4 Because on one end, Mansell runs into Haynes  
5 Bridge Road. And on the other end it runs into  
6 Holcombe Bridge Road. It's a little bit  
7 redundant. It's kind of more of a connector  
8 street rather than, you know, an east-west  
9 corridor connection.

10 And the other thing I wanted to say. I  
11 notice some people have talked about express  
12 trains. And I've thought about this before.  
13 And like it would be super, super difficult  
14 when you're talking about retro-fitting, like  
15 the north south line as it already is,  
16 especially underground where it goes through  
17 Midtown and Downtown trying to add like a third  
18 rail, fourth rail whatever.

19 If there is a possibility for express rail  
20 in the future, I think that it needs to be --  
21 you need to go ahead and put it on there  
22 because it's so difficult to retrofit it  
23 afterwards. And once the rail is already  
24 there, it's so hard to say we're going to add  
25 express rail. It might end up costing twice as

1 much, whereas before it could cost only, you  
2 know, 10 percent more or something like that.

3 MS. SIDIFALL: Great comments. Okay,  
4 Ladies and Gentlemen. It's about a quarter to  
5 nine. And we want to respect your time. We  
6 thank you all so much for making the time.  
7 Really, really appreciate the attendance, the  
8 participation. We're just going to walk you  
9 through what we're considering as next steps.

10 (An off-the-record discussion  
11 was had.)

12 (Thereupon, the meeting ended at  
13 8:50 p.m.)  
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C E R T I F I C A T E

STATE OF GEORGIA:

COUNTY OF COBB:

I hereby certify that the foregoing proceedings were taken down, as stated in the caption, and reduced to printing under my direction; and that the foregoing pages 1 through 56 represent a true and correct transcript to the best of my ability, of said proceedings.

This, the 9th day of October, 2013.

-----  
LINDA J. BERCH, CCR-B-2251

My commission expires the  
31st day of March, 2014.

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LINDA J. BERCH CCR# B2251 DATE 10/9/13

September 26, 2013

A	Altor 3:5	B	52:4 54:1 55:5,6	29:21 40:22 50:16
<b>ability</b> 57:11	<b>amount</b> 20:9 23:22	<b>b</b> 58:15	<b>bring</b> 6:7 41:7	50:17,20 51:17
<b>able</b> 14:5 15:2	42:16 45:22	<b>back</b> 4:12 10:11	<b>bringing</b> 44:16	<b>case</b> 58:18,18,22
24:13 29:2 35:13	<b>ample</b> 45:22	18:9 21:25 31:4	<b>brings</b> 19:3	<b>CCR</b> 58:24
40:6 45:21	<b>analysis</b> 37:2 38:6	37:21 38:6,10	<b>brought</b> 2:24,25	<b>CCR-B-2251</b> 57:14
<b>accessible</b> 46:7	<b>Anbild</b> 3:5,5	45:12,23	<b>BRT</b> 40:1	<b>center</b> 13:22 34:19
<b>acre</b> 17:17,19 35:5	<b>and/or</b> 51:24	<b>backed</b> 9:1	<b>Bryant</b> 5:10,12,12	<b>centers</b> 13:22
35:15	<b>answer</b> 2:15 34:5	<b>background</b> 30:12	6:9 7:8,16,20	<b>certain</b> 26:4
<b>acreage</b> 27:10	<b>answers</b> 36:25	<b>backroom</b> 31:14	54:10,11	<b>certainly</b> 11:16
<b>acres</b> 28:1,1	<b>anticipating</b> 24:3	<b>bad</b> 19:7 29:11	<b>Buckhead</b> 12:13	54:3
<b>Act</b> 24:10	<b>anybody</b> 5:17 50:18	<b>barrier</b> 22:19,21	<b>bucks</b> 46:3	<b>Certified</b> 1:19 58:5
<b>active</b> 32:11	<b>apartment</b> 32:1	<b>based</b> 24:10 42:16	<b>build</b> 5:3 14:5,13	<b>certify</b> 57:6
<b>actual</b> 30:16	<b>apartments</b> 16:7,17	<b>basically</b> 18:15 54:7	46:22 52:16	<b>challenge</b> 11:20
<b>add</b> 3:12 4:15 50:20	17:10	<b>bear</b> 3:8	<b>building</b> 4:25 14:1	<b>Chamber</b> 42:9
55:17,24	<b>APPEARANCES</b>	<b>beautiful</b> 53:17,17	16:7 31:13	<b>change</b> 18:12
<b>added</b> 12:23 16:17	2:1	<b>beauty</b> 17:23	<b>buildings</b> 53:17	<b>charge</b> 58:21
<b>adding</b> 13:24 20:6,7	<b>applications</b> 25:16	<b>becoming</b> 3:13	<b>built</b> 20:21 46:17	<b>Charles</b> 21:8
<b>addition</b> 7:12 8:19	<b>appreciate</b> 8:10	32:10	<b>bullet</b> 42:14	<b>cheaper</b> 34:6
<b>additional</b> 19:19	40:12 41:5 56:7	<b>believe</b> 6:14 17:15	<b>bus</b> 2:21 3:15 4:24	<b>choice</b> 52:4
48:9	<b>appropriate</b> 25:15	23:21	8:17 9:4 12:15,21	<b>choose</b> 27:19
<b>address</b> 21:2	<b>architect</b> 53:14	<b>belongs</b> 38:13	12:25 22:10 25:18	<b>chose</b> 19:12
<b>addresses</b> 50:23	<b>architecture</b> 53:19	<b>benefit</b> 4:9	39:13,21 40:16	<b>chosen</b> 12:6,16
<b>Adelee</b> 2:3 24:19	<b>area</b> 7:11 8:5 19:3	<b>benefits</b> 4:16,16	42:1 50:9 51:5,5	<b>Chris</b> 21:19
32:22	23:12 24:7 27:8	<b>BERCH</b> 57:14	53:4	<b>Chuck</b> 8:11
<b>adjacent</b> 22:18,23	28:4 31:12 33:11	58:24	<b>buses</b> 9:7,8,21	<b>circulating</b> 53:7
<b>advice</b> 42:18	35:7 38:25 39:8	<b>best</b> 3:9 36:19 38:16	13:16,19,24,25	<b>citizens</b> 10:5 30:15
<b>agency</b> 58:18	45:14	46:3 57:10	25:5 51:6 53:9	<b>city</b> 1:6 24:11 31:10
<b>ago</b> 45:7 46:25	<b>areas</b> 6:22 29:2	<b>better</b> 8:7 11:13	<b>business</b> 15:16	43:18,19 45:19
53:15	39:24 47:12 49:5	26:4 28:16 32:5	18:19 31:12,22,23	46:25
<b>agree</b> 5:10,13 42:19	52:15	39:24 40:6	36:15	<b>Clark</b> 13:5,5
<b>agreement</b> 32:13	<b>arrangement</b> 32:14	<b>big</b> 5:21 6:1 17:21	<b>businesses</b> 32:8	<b>cleaners</b> 29:15
<b>ahead</b> 55:21	<b>arrived</b> 8:25 21:20	25:2,25 28:24	<b>bus-rapid</b> 25:8	<b>Clifton</b> 15:6
<b>airport</b> 3:18,19	<b>arterials</b> 24:23	33:4 36:7 41:6	<b>B-O-Y-K-E-N</b> 30:8	<b>closer</b> 19:11
6:25 19:8 40:15	<b>Article</b> 58:2	54:23	<b>B-R-Y-A-N-T</b>	54:11
45:25 47:13,15	<b>aside</b> 45:23	<b>biggest</b> 54:19	<b>B2251</b> 58:24	<b>Cobb</b> 41:19 51:25
<b>Alexander</b> 10:19	<b>asking</b> 48:8	<b>bike</b> 35:14		52:20 54:12,13,15
<b>alignment</b> 21:3	<b>assess</b> 37:12,13 38:5	<b>billions</b> 42:3,3		54:22 57:3
34:1 36:22	<b>assigned</b> 39:8	<b>bit</b> 8:4,6 22:15		<b>college</b> 12:1
<b>allow</b> 29:2 36:10	<b>assume</b> 34:1	25:23 52:6 55:6	<b>C</b> 57:1,1	<b>combination</b> 8:17
41:17	<b>assured</b> 3:21	<b>blocks</b> 3:6 5:13	<b>Calib</b> 4:8	8:21 26:15 47:16
<b>allowed</b> 12:19	<b>Atlanta</b> 1:22 15:9	<b>boards</b> 2:7 39:4 58:2	<b>call</b> 35:11	47:21 51:8
<b>Alpharetta</b> 1:6,8	24:11 46:13,20	<b>boards</b> 2:24	<b>called</b> 26:8 28:12	<b>come</b> 4:12,20 7:19
2:13 6:4,12,22	47:7	<b>bond</b> 46:16	30:10 46:15	8:14 13:11 25:1
8:12,13 10:13	<b>attached</b> 2:8	<b>booth</b> 23:23	<b>Cammack</b> 14:9,9	26:14 38:9 42:4
13:6 17:14 19:14	<b>attendance</b> 56:7	<b>bottom</b> 23:14	14:18 16:4,16	43:24 44:7,14,22
23:4 26:24 33:3	<b>attractive</b> 41:2	<b>Boyken</b> 30:7,7	17:10,12	45:21
40:4,9 43:9,24	53:22	<b>Braves</b> 20:20 50:17	<b>capacity</b> 11:8 53:5	<b>comes</b> 2:21
44:1,12,24 45:6	<b>auto</b> 46:16	50:19	<b>capital</b> 11:3	<b>coming</b> 7:11,22
45:18,20 46:12,16	<b>availability</b> 10:5	<b>break</b> 40:24 41:15	<b>caption</b> 57:8	8:10 21:20 24:20
47:2,6 48:6,13	<b>Avalon</b> 7:13 27:4	<b>BREEDLOVE</b>	<b>car</b> 7:1 20:1 41:7	26:21 30:13 40:11
50:7	33:8	22:24	54:5	43:11 45:8 46:9
<b>alternate</b> 9:11	<b>avoid</b> 14:17	<b>bridge</b> 5:5,5 9:11	<b>cards</b> 50:23	52:3,9,21 54:20
<b>alternative</b> 12:6,16	<b>Avondale</b> 15:7	13:23 34:14,17,25	<b>career</b> 23:5	<b>comment</b> 3:4 4:7
29:21	<b>aware</b> 5:17 16:8	35:7,19,24 39:14	<b>carries</b> 17:24	8:2 14:25 20:12
<b>alternatives</b> 8:16	<b>awful</b> 47:4	39:25 40:1 51:23	<b>carrying</b> 18:2	32:25 48:7 53:13
	<b>A-N-B-I-L-D</b> 3:6		<b>cars</b> 19:25 25:19	54:9

September 26, 2013

<b>commentary</b> 4:5 <b>comments</b> 10:16 37:19 41:14,23 48:4 50:8 56:3 <b>Commerce</b> 42:9 <b>commission</b> 57:15 <b>commissioner</b> 31:10 <b>commissioners</b> 31:15 39:5 <b>communities</b> 15:16 17:6,8 21:25 40:5 44:13 49:3 <b>community</b> 6:1,3 6:10 8:7 16:3 18:19,22,25 28:2 28:16 31:22,23 35:11 38:13 43:20 43:22 44:2,5,7,11 53:20 <b>community-type</b> 28:13 <b>commute</b> 3:8 8:12 19:13 45:25 <b>commuter</b> 53:24 <b>commuters</b> 29:2 45:22 <b>commuting</b> 6:19 13:10 26:25 <b>completed</b> 13:19 <b>complex</b> 32:2 <b>comprehensive</b> 17:16 <b>concept</b> 53:3 <b>conceptual</b> 49:1,7 50:1,5 52:11 <b>conceptually</b> 52:16 <b>concern</b> 6:2 7:3 31:6 39:3 51:1 <b>concerned</b> 5:20 11:7 14:18 27:10 31:5 42:5 <b>concerns</b> 32:7 50:2 <b>concert</b> 18:20 49:16 <b>conclusion</b> 42:16 <b>concourse</b> 29:16 <b>conduct</b> 42:20 <b>confidence</b> 10:22 11:5 <b>congest</b> 41:7 <b>connecting</b> 23:11 23:12 <b>connection</b> 3:11 23:13 34:24 55:9 <b>connections</b> 25:15 39:17,20 52:17	<b>connector</b> 55:7 <b>consideration</b> 15:20 33:17,24 <b>considerations</b> 14:4 32:20 41:21 <b>considered</b> 23:9 <b>considering</b> 12:2 56:9 <b>consist</b> 12:17 <b>constructing</b> 12:24 <b>construction</b> 22:13 22:20 <b>contacted</b> 58:11 <b>contests</b> 53:19 <b>context</b> 8:7 17:7 <b>continue</b> 19:18,23 20:2 46:22 <b>contract</b> 58:14,17 <b>contribute</b> 24:12 <b>contribution</b> 15:22 51:10 <b>contributions</b> 41:20 <b>control</b> 18:24 <b>convenience</b> 46:9 <b>convenient</b> 3:1 40:13 <b>convinced</b> 19:19 <b>Conyers</b> 11:25 <b>copy</b> 2:8 <b>Corporate</b> 1:20 <b>corpses</b> 51:17 <b>correct</b> 57:10 <b>corrected</b> 23:15,16 <b>corridor</b> 15:6,8 16:25 22:1 23:15 28:20 41:6 43:5 47:6 55:9 <b>corridors</b> 52:24 54:19 <b>cost</b> 42:3 56:1 <b>costing</b> 55:25 <b>costs</b> 8:19 10:4 21:9 42:1 44:19,22 <b>council</b> 21:19 43:18 43:19 58:3 <b>councilmen</b> 47:1 <b>counsel</b> 58:18 <b>countries</b> 11:9 <b>county</b> 14:20 24:14 40:21 41:19 45:24 50:21,25 51:4 54:15 57:3 <b>couple</b> 21:15 46:25 47:8 54:10,11 <b>court</b> 1:19 2:7,8 43:8 58:1,2,5,11	<b>cover</b> 58:19 <b>craft</b> 17:5 <b>crammed</b> 25:25 <b>crazy</b> 20:22 50:13 <b>create</b> 22:9 37:14 40:19 <b>credit</b> 50:23 <b>Creek</b> 25:22,25 36:7 52:19 <b>Crest</b> 15:8 <b>crossing</b> 30:25 <b>crowded</b> 20:3 <b>crucial</b> 39:9 <b>curious</b> 33:7 <b>current</b> 22:2,6 34:22 46:18 <b>currently</b> 11:25 15:5 39:5 <b>customary</b> 58:21 <b>customers</b> 7:22 <b>cut</b> 8:23 <b>C-A-M-M-A-C-K</b> 14:10 <b>C-L-A-R-K</b> 13:6 <hr/> <b>D</b> <hr/> <b>daily</b> 8:12 <b>Daniel</b> 5:12 54:11 <b>Darryl</b> 45:4 <b>Darryll</b> 19:5 <b>DATE</b> 58:24 <b>day</b> 3:8 7:23 8:13 11:23 24:1 25:23 27:1 43:12 46:3 53:20 57:12,16 <b>days</b> 43:12 <b>DC</b> 9:17 <b>dead</b> 51:15 <b>deal</b> 19:13,15 31:14 <b>dealing</b> 24:4 <b>Debbie</b> 43:7 <b>decade</b> 46:19 <b>Decarbo</b> 34:15,15 35:17 36:4 39:2 39:11,18,22 <b>decision</b> 19:16 38:19 <b>decisions</b> 18:18,24 38:19 <b>deck</b> 29:1 <b>decked</b> 28:4 <b>dedicated</b> 12:25 <b>deeper</b> 52:12 <b>definite</b> 6:17 <b>definitely</b> 5:3 32:22 33:24 34:3 42:25	<b>DeKalb</b> 24:11 <b>demand</b> 16:19 39:15 <b>dense</b> 47:11 <b>denser</b> 39:24 40:5 <b>densities</b> 18:21 <b>density</b> 16:5 18:7 20:4,16 48:21,23 <b>depends</b> 27:18 <b>deposition</b> 58:12,14 58:19 <b>deserve</b> 45:2 <b>detail</b> 39:1 <b>details</b> 37:22 <b>determine</b> 16:12 18:21 19:1 25:9 49:17 <b>detrimental</b> 28:5 <b>develop</b> 37:14 <b>developed</b> 23:12 28:11 <b>development</b> 7:14 15:19 16:10,14 17:9,22 18:17 19:2 25:11 28:10 29:13,22 31:24 33:9 35:2 44:10 48:10 49:4,14 <b>developments</b> 16:21 17:6 <b>dialogues</b> 26:21 <b>Diane</b> 26:19 <b>different</b> 9:19 <b>difficult</b> 55:13,22 <b>digging</b> 52:12 <b>diligently</b> 16:2 <b>direction</b> 38:8 54:7 57:8 <b>directly</b> 6:11 <b>disagree</b> 47:3 <b>disappear</b> 4:14 <b>disappointing</b> 42:17 <b>disclaimer</b> 53:16 <b>disclosure</b> 2:6 58:1 58:3 <b>discount</b> 58:22 <b>discussed</b> 53:1 <b>discussing</b> 5:8 15:24 30:16 <b>discussion</b> 2:10 8:8 21:5 26:17 27:5 56:10 <b>discussions</b> 4:21 <b>disqualified</b> 58:8 <b>ditch</b> 54:5	<b>divider</b> 12:18 <b>document</b> 37:21 <b>Dodson</b> 45:4,4 <b>doing</b> 13:21 25:19 37:17 49:2 52:12 53:19 <b>dollars</b> 10:10 21:12 23:22 42:4 <b>Don</b> 30:7 <b>door</b> 47:18,18 <b>dot</b> 27:25 37:6 <b>dots</b> 37:3 38:23 <b>downtown</b> 3:15 6:4 6:21,22 13:7 15:8 23:5 40:15 50:11 55:17 <b>drawings</b> 20:14 <b>drew</b> 42:15 <b>drill</b> 37:12 <b>drive</b> 9:10 13:7,8,8 14:12 19:6,22 35:13 43:16 46:1 47:14 50:2 <b>driving</b> 19:25 29:17 40:21 <b>drop</b> 14:15 <b>dry</b> 29:15 <b>due</b> 10:20 <b>Duluth</b> 7:11 <b>Dunwoody</b> 30:8,9 32:9 <b>D-E-C-A-R-B-O</b> 34:16 <b>D-O-D-S-O-N</b> 45:5 <hr/> <b>E</b> <hr/> <b>E</b> 57:1,1 <b>earlier</b> 12:17 48:7,8 52:19 <b>early</b> 37:25 50:12 53:10 <b>ease</b> 52:22 <b>easement</b> 52:23 <b>ease-west</b> 25:14 <b>easier</b> 11:14 52:23 <b>east</b> 5:23 6:19 10:20 13:16 15:7 20:15 21:4,10 23:12 24:24 31:18 32:6 36:21 37:5 51:25 52:6 <b>east-west</b> 22:3 23:16 24:17,18 25:25 34:24 39:15 39:16,19 52:2,17 55:8
---	--	---	---	--

September 26, 2013

<b>Easy</b> 21:16 50:20 <b>Eberle</b> 21:8,8 <b>edge</b> 22:7 44:14 <b>Edgewood</b> 5:24 <b>effect</b> 20:10 <b>efforts</b> 30:17 <b>eight</b> 46:2 50:16 <b>either</b> 18:1 25:5 51:23 <b>election</b> 54:16 <b>elementary</b> 31:17 <b>elements</b> 24:19 38:3 <b>elevated</b> 28:4 34:2 <b>eleven</b> 43:15 <b>eliminate</b> 33:13 55:3 <b>Emberle</b> 8:10,11 <b>emphatic</b> 30:22 <b>employment</b> 16:25 18:8,10,16 <b>encourage</b> 42:18 45:2 <b>encouraged</b> 54:8 <b>ended</b> 56:12 <b>endorsing</b> 53:23 <b>ends</b> 50:12 <b>engineer</b> 34:5 <b>Engineering</b> 36:24 <b>enjoy</b> 54:3 <b>ensure</b> 17:8 <b>entertain</b> 15:21 <b>entire</b> 26:25 34:1 43:5 <b>environmental</b> 36:18 37:11 <b>equipment</b> 2:23 <b>especially</b> 11:20 55:16 <b>essentially</b> 12:12,20 <b>esthetics</b> 9:20 <b>estimate</b> 21:12 <b>etched</b> 49:23 50:4 51:21 <b>Eva</b> 32:2 <b>evaluate</b> 34:10,11 34:12,13 <b>evening</b> 10:18 11:24 19:4 50:10 <b>event</b> 42:13 <b>everybody</b> 14:20 31:7 32:16 38:16 <b>exact</b> 32:19 <b>exactly</b> 10:15 16:13 18:21 34:20 35:8 36:4 37:9 38:23 52:14,15	<b>example</b> 4:23 5:4 5:22 25:8 29:1 <b>excellent</b> 5:18 <b>exclusive</b> 58:17 <b>existing</b> 18:7 <b>expand</b> 22:25 23:2 <b>expanding</b> 22:8 <b>expansion</b> 15:3,4 24:20 <b>expires</b> 57:15 <b>explain</b> 39:2 <b>explained</b> 24:19 33:16 <b>express</b> 4:24 9:4 11:9 12:3,4,13 13:16,18,24 40:16 47:9,13,16,21 50:9 55:11,19,25 <b>expresses</b> 9:15 <b>extend</b> 24:13 <b>extended</b> 23:20 <b>extending</b> 16:5 23:24 24:8,13 33:5 <b>E-B-E-R-L-E</b> 21:8 <b>E-M-B-E-R-L-E</b> 8:11	<b>feed</b> 25:1 <b>feedback</b> 42:17 <b>feeder</b> 13:25 24:22 25:1,18 47:22 <b>feel</b> 42:21 44:19 48:1 <b>Festival</b> 6:5 <b>Field</b> 20:21 21:1 <b>fields</b> 38:4 <b>fifteen</b> 3:12 <b>final</b> 12:6 15:25 <b>finally</b> 5:19 <b>financial</b> 58:22 <b>financing</b> 10:24 <b>find</b> 5:1 7:21 15:12 37:17 <b>finding</b> 4:5 <b>fine</b> 19:9 <b>first</b> 8:24 10:24 12:3 20:8 31:7 36:16 38:21 45:8 <b>fit</b> 8:6 48:20 <b>fits</b> 28:16 35:12 <b>five</b> 8:13 9:1 12:7 17:24 18:4,5 <b>fix</b> 2:22 <b>flawed</b> 42:6 <b>flexibilities</b> 8:16 <b>flexibility</b> 11:4 <b>flight</b> 3:24 <b>flights</b> 3:19 <b>flows</b> 24:24 52:14 <b>flyover</b> 21:11 34:9 <b>folks</b> 6:7 30:22 32:3 32:9,10 48:1 <b>follow</b> 35:17 <b>followed</b> 42:6 <b>following</b> 58:3 <b>Food</b> 6:5 42:12 <b>footprint</b> 27:10 28:14,25 29:6 35:22 <b>foregoing</b> 57:6,9 <b>forever</b> 38:14 <b>former</b> 31:9 <b>forming</b> 22:22 <b>forms</b> 29:21 <b>Forsyth</b> 40:21 41:7 41:18,25 50:21 51:4 <b>forth</b> 45:23 <b>forward</b> 30:21 32:24 46:9,18 48:2 <b>four</b> 9:7 43:12 48:18	<b>fourth</b> 55:18 <b>four-rail</b> 11:11 <b>frankly</b> 11:6 32:12 <b>free</b> 45:22 <b>friend</b> 44:18 <b>friendly</b> 41:3 <b>friends</b> 19:14 <b>front</b> 53:16 <b>full</b> 40:17 52:8 <b>Fulton</b> 17:16 24:11 24:14 <b>fund</b> 15:2,11 <b>funding</b> 5:1 11:20 15:13,25 26:3,4 26:10 44:22 <b>funky</b> 14:14 <b>funny</b> 2:14 <b>further</b> 12:11 19:17 19:23 20:4 23:11 23:24 24:9 35:9 35:23 52:6 <b>future</b> 10:6 16:20 48:2 54:23 55:20	18:12,24 22:20 23:9,15 24:2,16 29:23 30:20 32:7 32:8,23 34:13,13 34:18 35:3,10,18 36:14,22 38:5,20 38:24 39:7 40:15 40:23 42:3 44:1,2 44:22 45:15 46:21 47:13 48:22 50:1 51:6 52:4 54:22 55:24 56:8 <b>good</b> 4:1 7:5,24 9:11 10:14,16,18 11:24 13:13 18:14 19:4 22:15 27:12 41:10,22 43:3 44:9 45:11 46:8 47:5,9 48:3 49:14 51:9 <b>gotten</b> 13:10 44:25 50:19 <b>government</b> 16:12 49:17 <b>grade</b> 34:7 <b>graduating</b> 12:1 <b>grandchildren</b> 30:3 <b>granted</b> 38:17 <b>great</b> 7:2 9:22 16:18 19:10 33:11 36:6 42:23 44:4 56:3 <b>ground</b> 34:2,8 36:19 <b>growing</b> 10:7 <b>growth</b> 17:1 24:3,5 <b>guaranty</b> 21:15 <b>guess</b> 14:25 23:8,19 24:2 30:9 <b>guide</b> 38:8 <b>guy</b> 41:24,24 46:6 <b>Gwinnett</b> 33:9 41:18 54:17 <b>G-I-B-B-S</b> 25:22 <b>G-U-Y</b> 41:25
			<b>G</b>	<b>H</b>
			<b>game</b> 20:20 50:17 50:19 <b>garages</b> 53:18 <b>general</b> 46:23 47:7 <b>gentleman</b> 41:12 <b>Gentlemen</b> 56:4 <b>Georgia</b> 1:8,22 2:7 12:1,20 21:25 22:3,16,18 23:18 23:20,24 31:20 46:15 53:18 57:2 58:3,5 <b>getting</b> 3:18 4:11 40:14 41:15 45:1 51:3 <b>Gibbs</b> 25:21,21 <b>Gibson</b> 43:7,8 <b>give</b> 18:4 30:12 <b>given</b> 48:18 58:22 <b>Gloria</b> 30:18 <b>go</b> 5:22 12:19 13:3 13:15,16,18 14:15 14:15 18:3 19:8 19:18 30:24 37:21 37:23 38:4 39:7 45:23 52:5 55:21 <b>goes</b> 55:16 <b>going</b> 3:23 4:2 6:6 7:14,22 10:7,8 14:13,19,20,22,23 15:2,12 17:1,21	13:15,16,18 14:15 14:15 18:3 19:8 19:18 30:24 37:21 37:23 38:4 39:7 45:23 52:5 55:21 <b>half</b> 8:23 10:2 25:24 <b>Hall</b> 1:6 <b>hand</b> 33:1 <b>happen</b> 10:12 53:14 <b>happened</b> 10:11 24:5 <b>happening</b> 18:16 <b>hard</b> 10:9 13:13,19 23:21 44:17 47:2 55:24

September 26, 2013

<b>harder</b> 47:4 <b>hate</b> 32:17 <b>Haynes</b> 55:4 <b>head</b> 27:13 <b>hear</b> 32:20 <b>heard</b> 38:7 42:24 <b>heavily</b> 42:8 <b>heavy</b> 3:10 4:1 5:1 5:14 7:8 8:14 11:14 17:18,23 20:7,15 22:10 33:4,5,6 34:1 40:12 42:1,11,15 43:10 46:24 51:6 51:13 53:23 <b>heavy-rail</b> 6:15 12:5 14:1 25:2 27:2 33:12,17 34:7 45:3 <b>help</b> 4:12,15 9:2 32:12 38:7 51:7 51:25 <b>helpful</b> 37:20 <b>hereto</b> 2:9 <b>Hey</b> 5:10 <b>Heyerdahl</b> 46:11,11 <b>Hi</b> 34:15 43:7 45:4 48:5 <b>high</b> 36:11,16 39:15 46:23 47:2,11 48:21 49:25 52:11 53:5 <b>higher</b> 20:16 <b>highly</b> 47:25 <b>Highway</b> 6:16 40:3 <b>high-density</b> 48:9 <b>high-rail</b> 45:2 <b>high-tech</b> 43:20,22 43:24 44:6 <b>Holcombe</b> 5:5,5 9:11 13:23 34:17 34:24 35:6,19,24 39:14,25 40:1 52:3 54:1 55:6 <b>holidays</b> 42:8 <b>home</b> 4:11,12 14:15 <b>homes</b> 20:16 <b>homework</b> 4:13 <b>hope</b> 14:13 44:17 <b>hopeful</b> 11:22 <b>Hopefully</b> 46:10 <b>Horne</b> 33:2,2,25 <b>Horvath</b> 53:12,12 <b>hour</b> 3:22 9:7,8 43:13 47:17,17 <b>hours</b> 25:24	<b>house</b> 6:24 19:11 54:5 <b>housing</b> 17:4 <b>hub</b> 46:21 <b>huge</b> 5:25 <b>hurting</b> 52:20 <b>H-E-Y-E-R-D-A-...</b> 46:12 <b>H-O-R-N-E</b> 33:3 <b>H-O-R-V-A-T-H</b> 53:13 <hr/> <b>I</b> <b>Ibrahim</b> 4:8,8,17 <b>idea</b> 7:5,24 8:1 41:10 42:23 <b>ideas</b> 53:7 <b>illustrative</b> 36:12 <b>imagining</b> 39:14 <b>impact</b> 9:25 37:13 37:14 51:22 <b>impacting</b> 22:23 <b>impacts</b> 22:17,22 37:15 <b>implement</b> 5:1 8:20 24:25 33:23 41:17 <b>implementation</b> 14:2 <b>important</b> 2:16 6:20 7:9 14:25 29:23 37:11 41:1 45:17 <b>importantly</b> 50:3 <b>improve</b> 33:20 <b>improvements</b> 11:12 <b>improves</b> 33:22 <b>inaudible</b> 12:13 <b>including</b> 16:3 27:11 <b>inclusion</b> 22:19 <b>inclusive</b> 38:15 <b>income</b> 11:2 <b>increase</b> 18:6 20:4 22:7 48:22 <b>indicate</b> 35:18 <b>indicated</b> 34:18 52:10 <b>industrial</b> 6:12 51:24 <b>influenced</b> 42:8 <b>initial</b> 35:21 <b>initially</b> 5:4 <b>input</b> 3:25 5:9 10:15 32:21 44:11 50:2	<b>inspire</b> 10:21 11:5 <b>integrate</b> 5:25 <b>intention</b> 23:2 <b>interchange</b> 34:10 34:12 35:8,9 <b>interchanges</b> 36:25 <b>interest</b> 58:8 <b>interested</b> 34:25 <b>interim</b> 13:15 <b>Island</b> 45:6 46:7 <b>isolate</b> 52:13 <b>issue</b> 11:21 21:3 <b>item</b> 34:25 <b>I-B-R-A-H-I-M</b> 4:9 <b>I-20</b> 15:7 20:25 <hr/> <b>J</b> <b>J</b> 57:14 58:24 <b>JANIDE</b> 2:2 <b>Jerome</b> 33:1,2 <b>Jerry</b> 2:12 50:6 <b>job</b> 10:23 <b>jobs</b> 9:18 <b>John</b> 21:21 <b>Johns</b> 25:22,24 52:18 <b>Josh</b> 25:21 <b>journey</b> 19:23 <b>Judicial</b> 58:3 <b>Judy</b> 40:8 <b>justified</b> 18:11 <b>justify</b> 17:18,22 18:7,8,13 <hr/> <b>K</b> <b>Karen</b> 48:5 <b>keep</b> 4:2 10:7 34:7 40:10 53:8 <b>Kerry</b> 2:4 21:2,7,17 36:23 <b>key</b> 53:25 <b>kids</b> 4:12 <b>kind</b> 10:15 12:4 15:22 17:9 24:20 28:17 35:4,5 36:8 50:13 55:7 <b>kinds</b> 14:3 17:6 19:1 <b>Knazek</b> 2:12,20 3:2 50:6,6 51:11,18 52:18 53:8 <b>Knight</b> 19:4,5 <b>know</b> 2:14 3:21,22 3:23 4:11 5:14,16 5:17 6:5,24 7:11 7:13,24 10:6	11:19 15:10 17:20 18:11 19:1 22:5 24:9 25:10 27:13 27:14,16,25 31:11 33:22 36:4,22 39:4 41:6,15 43:21 44:10,19,21 44:21 45:14 47:16 47:21 51:14,20 52:20,21 53:21 54:22,25 55:3,8 56:2 <b>knowing</b> 35:1 <b>knows</b> 50:19 <b>K-N-A-Z-E-K</b> 2:13 50:7 <b>K-N-I-G-H-T</b> 19:5 <hr/> <b>L</b> <b>Ladies</b> 56:4 <b>Lake</b> 43:8 <b>land</b> 24:6 39:8 <b>lane</b> 9:11 12:19,20 <b>lanes</b> 8:18,24,25 9:1 12:18,23 20:2 <b>large</b> 28:21 29:6 45:15 <b>late</b> 25:24 <b>law</b> 22:6 <b>leaning</b> 34:23 39:12 <b>leave</b> 44:10 50:11 <b>Lee</b> 41:24 44:18,18 <b>left</b> 25:23 33:6,14 <b>Legislator</b> 11:1 15:21 <b>LEGRAND</b> 2:3 36:9 39:10 <b>let's</b> 3:22 42:20 <b>level</b> 4:10 36:11 37:1 49:7,25 52:11 53:21 <b>life</b> 51:16 <b>lifestyle</b> 18:12 <b>light</b> 4:23 8:17 9:20 9:21 11:14 22:11 25:5,19 39:13 <b>light-rail</b> 14:1 <b>likes</b> 42:11,14 <b>limits</b> 22:13 24:14 <b>LINDA</b> 57:14 58:24 <b>Lindbergh</b> 15:6 <b>line</b> 5:23 9:16 10:9 16:6,16,22 22:2 23:14 28:23 30:24 32:13,15 33:10 41:22 44:11 55:15	<b>lines</b> 32:7 <b>link</b> 36:7 40:6 <b>Lisa</b> 34:15 <b>list</b> 4:16 <b>litigation</b> 58:22 <b>little</b> 8:4,6 25:23 35:9 52:5 53:9 55:6 <b>live</b> 2:13 3:6 8:11 10:20 11:25 12:2 12:10 13:6 14:10 17:13 19:5,12,17 21:21,22 30:8 33:3 40:8 41:3,4 41:25 43:8 44:1 45:14 46:12 48:6 53:25 54:1 <b>lived</b> 43:9 <b>local</b> 13:25 16:12 18:18,24,25 26:16 31:24 46:25 47:12 47:22 49:2,16 <b>located</b> 21:3 30:17 <b>location</b> 32:5 36:13 36:20 37:7 49:25 50:1 <b>locations</b> 37:19 38:24 48:19,20 <b>long</b> 2:19 12:7,11 12:14 45:6 46:7 47:5,15,23 49:1,6 53:8 <b>long-range</b> 49:3,15 <b>look</b> 6:10 10:3,4 17:2 22:19 25:7 25:10 26:13 31:8 37:23 38:3 42:14 44:2 46:9 48:2 52:8 <b>looked</b> 8:4 16:24 20:14 22:13 24:23 24:24 51:2 <b>looking</b> 2:15 8:6 10:15 13:11 14:4 15:5 20:25 24:21 24:25 25:12,17 26:7,11 28:9,18 28:22 29:7,12,14 32:20 35:4,7,22 36:1,3 39:20,23 44:6 48:11,14,15 48:16 49:15 50:22 52:16 <b>lot</b> 2:23 3:2 4:5,22 6:12 7:10 8:15 10:11 16:2 17:24
--	---	--	---	--

September 26, 2013

28:5,16 40:4,18 42:4 45:16 46:1 47:4,23,24 51:3 51:18 52:22 53:1 <b>lots</b> 19:14 40:17 <b>love</b> 3:15,16 32:3 54:4 <b>Lyon</b> 40:8,8 <b>Lyon's</b> 45:12 <b>L-Y-O-N</b> 40:9	12:20 15:22 28:3 29:9 37:4,4 52:19 <b>means</b> 17:10 34:20 <b>Medlock</b> 51:23 <b>meet</b> 48:23 <b>meeting</b> 1:4 14:8 56:12 <b>meetings</b> 18:10 48:2 53:2 <b>member</b> 21:19 <b>mention</b> 31:5 <b>mentioned</b> 12:17 31:2 41:12 45:12 <b>Michael</b> 53:12 <b>Midtown</b> 55:17 <b>mile</b> 43:16 54:4 <b>miles</b> 9:14 10:2 53:25 54:1,2 <b>Miller</b> 17:13,13,15 <b>million</b> 21:12,16 <b>millions</b> 23:22 <b>Milton</b> 7:4 25:5 27:4 33:7 41:9 43:14 48:16 <b>minimize</b> 22:17 <b>minimum</b> 16:6,9 <b>minimums</b> 17:3 <b>minutes</b> 3:12 9:12 19:7 47:17,18 <b>missed</b> 4:10 <b>mitigation</b> 37:15 <b>mode</b> 31:18 34:23 42:21,22 <b>modify</b> 38:2 <b>molding</b> 16:20 <b>Mondi</b> 27:7,7,16,21 27:24 29:4,8,25 <b>money</b> 42:4 47:24 <b>months</b> 45:7 <b>morning</b> 40:17 <b>move</b> 25:10 32:24 <b>moved</b> 45:6,9 <b>movies</b> 51:19 <b>moving</b> 24:24 <b>multi-family</b> 17:4 <b>M-I-L-L-E-R</b> 17:15 <b>M-O-N-D-I</b> 27:8	43:7 45:4 46:11 48:5 <b>near</b> 20:21 27:4 46:7 <b>necessarily</b> 26:6 34:4 49:13 <b>need</b> 5:15 6:17 8:24 9:2,14 11:16 13:15,15,18 14:7 17:3,5 19:10,11 27:11 31:9 35:1 36:4 38:1,2,14 48:9,22 51:7 52:8 55:21 <b>needed</b> 17:17 49:13 <b>needs</b> 14:8 47:10 55:20 <b>neighbor</b> 3:14 <b>neighborhood</b> 28:13 <b>neighborhoods</b> 41:8 <b>never</b> 7:1 29:9 31:16 <b>new</b> 6:25 10:4 26:8 46:6 <b>newbies</b> 46:14 <b>nice</b> 22:21 <b>nicely</b> 9:21 <b>night</b> 53:9,10 <b>nine</b> 43:18 45:6 56:5 <b>noise</b> 9:25 <b>Norcross</b> 7:12 <b>normal</b> 27:9 <b>normally</b> 12:9 <b>north</b> 5:4,6,6 12:8 12:10 13:23 14:14 17:16 19:9,22 20:5 21:23 23:9 24:3,9,21 28:25 30:16,24 31:12 33:13 35:9,19,24 43:14 46:1 48:17 51:3 53:15 55:15 <b>Northridge</b> 19:6,12 21:23 27:8,25 28:2,8 29:4,9 30:10 31:2,3,21 32:4 <b>notice</b> 55:11 <b>number</b> 5:14 16:17 19:25 21:24 48:1 54:25 <b>numbers</b> 42:14	<b>O</b> <b>obviously</b> 9:4 <b>occurred</b> 42:7 <b>October</b> 57:12 <b>office</b> 31:13 50:12 <b>offices</b> 58:11 <b>offs</b> 32:23 38:18 <b>off-the-record</b> 2:10 8:8 21:5 26:17 27:5 56:10 <b>okay</b> 2:12 3:2 17:12 27:24 33:25 38:1 48:18 49:21 56:3 <b>old</b> 7:4 25:4 27:3 32:1,1,1 33:7 41:9 43:14 48:16 <b>older</b> 21:25 40:5 <b>once</b> 4:2 10:9 13:19 14:6 55:23 <b>open</b> 36:3 <b>operation</b> 13:1 <b>operational</b> 11:3 <b>opinion</b> 20:11 47:1 <b>opposed</b> 29:17 <b>option</b> 27:2 51:5 <b>optional</b> 20:25 <b>options</b> 7:6 12:2 15:23 26:7,11 53:24 <b>order</b> 18:13 33:20 49:17 52:17 <b>ordinance</b> 39:6 <b>organization</b> 42:10 <b>organizing</b> 30:15 <b>oriented</b> 49:19 <b>ought</b> 27:3 <b>outpace</b> 17:1 <b>overall-system</b> 25:3 <b>Owens</b> 21:19 <b>owns</b> 27:25 <b>O.C.G.A</b> 58:8,15	<b>Parkway</b> 5:7 25:4 27:4 28:22 29:5 36:7 40:14 41:9 43:11,14 44:17 <b>part</b> 13:17 20:24 24:22 25:2 28:9 29:18 30:15 36:9 43:1 <b>participated</b> 30:14 <b>participation</b> 56:8 <b>particularly</b> 12:5 <b>parties</b> 58:21 <b>partisan</b> 42:10 <b>partner</b> 15:14 42:19 <b>partners</b> 16:2 <b>partnership</b> 45:19 <b>party</b> 58:18,22 <b>patterns</b> 18:17 19:2 49:5 <b>Patty</b> 14:9 <b>pay</b> 7:23 14:12,22 15:17 46:2,8 50:24 <b>paying</b> 5:15,18 40:22,24,25 44:20 44:24 45:18 <b>Peachtree</b> 51:24 <b>pedestrian</b> 41:11,13 <b>penny</b> 15:11 <b>people</b> 3:3 6:18 7:10 12:18 13:14 17:24 18:11 19:21 23:17 24:7 29:8 29:16,20 40:18,21 41:3,17,18 42:2 45:24 46:8,17 47:3 50:14,25 51:2,14 52:3,18 53:4 54:14 55:11 <b>peoples</b> 50:23 <b>percent</b> 5:16 11:2,3 17:25 18:1,4,5 26:14,15 56:2 <b>perfect</b> 32:5 <b>Perfectly</b> 19:9 <b>Perimeter</b> 3:7 14:16 23:5,7 <b>period</b> 30:18 <b>perpetual</b> 10:25 <b>person</b> 20:1 49:22 <b>perspective</b> 42:12 48:21 <b>phase</b> 13:25 36:17 37:10,11,24 39:1 51:11
<b>M</b> <b>mad</b> 14:11 <b>main</b> 1:7 24:23 33:15,18 <b>maintain</b> 17:7 <b>major</b> 35:3 <b>majority</b> 20:16 <b>makeup</b> 16:13 <b>making</b> 23:25 56:6 <b>Mall</b> 14:16 15:8 23:6,7 <b>Mansell</b> 33:14 35:25 48:12,17 55:2,4 <b>map</b> 31:3 35:19 37:3 <b>maps</b> 36:11 <b>March</b> 57:16 <b>MARIE</b> 2:3 <b>Mark</b> 8:3 <b>married</b> 44:3 <b>MARTA</b> 1:4 2:16 10:21,24 11:7,21 13:11 14:11 15:4 18:19,23 19:8,22 20:19,21 21:23 22:5,8 23:7,8,20 24:9,10,12 25:22 27:1 30:14,23 32:11 40:11 43:11 44:11,14 45:9 49:22 50:14,18 54:16 58:11 <b>MARTA's</b> 28:9 <b>Mason</b> 21:21,21 <b>mass</b> 43:25 44:8,9 46:7 54:6 <b>match</b> 26:16 34:9 <b>matter</b> 16:20 28:7 39:7 <b>Matthew</b> 11:25 <b>maximum</b> 26:13 <b>Maxwell</b> 6:14 <b>McFarland</b> 23:10 <b>mean</b> 5:15 7:24	<b>N</b> <b>nail</b> 37:9 <b>name</b> 2:12 3:5 4:8 5:11 8:11 10:18 11:24 13:5 19:4 23:3 25:21 26:19 26:23 27:7 30:4,7 33:2 34:15 41:24		<b>P</b> <b>package</b> 15:25 <b>packed</b> 50:19 <b>pages</b> 57:9 <b>paid</b> 14:21 23:24 <b>Pam</b> 13:5 <b>paper</b> 46:24,25 <b>park</b> 29:3 45:21 53:4 <b>parking</b> 27:11,19 27:20,21,23 28:5 28:15 29:1 40:17 45:13,16 53:18	

September 26, 2013

<p><b>phasing</b> 4:18,18 26:3 51:10 <b>Philly</b> 9:17 <b>pick</b> 40:2 <b>piggy</b> 45:12 <b>pipe</b> 33:10 <b>Pitts</b> 31:5 <b>place</b> 2:22 16:11 31:7 36:20 38:5 47:22 51:23,24 52:23 <b>placed</b> 32:15 <b>places</b> 5:22 7:12 13:9 <b>placing</b> 27:3 <b>plan</b> 17:17 22:2,6 25:3 37:15 <b>planning</b> 8:5 22:5 22:15 31:10 36:10 36:15 39:5 47:23 49:3,5,15 <b>plans</b> 34:22 <b>please</b> 5:11 30:4,5 <b>plus</b> 10:6 <b>point</b> 4:3 5:6,6 13:23 16:22 25:20 28:25 33:13 40:3 48:17 50:5 <b>pointed</b> 32:22 <b>points</b> 8:13 10:14 12:8 47:8 <b>polling</b> 42:21 <b>population</b> 17:1 20:4 <b>portion</b> 30:9 <b>Portland</b> 9:17,22 <b>possibility</b> 55:19 <b>possible</b> 11:8 22:15 54:6 <b>possibly</b> 23:23 33:12 47:14 <b>potential</b> 13:21 15:13,15 <b>potentially</b> 6:13,15 6:23 <b>prefer</b> 36:2 <b>preferred</b> 42:22 <b>preliminary</b> 22:14 <b>premium</b> 50:24 <b>present</b> 36:1 <b>presentation</b> 36:15 <b>pretty</b> 24:21 40:17 <b>primarily</b> 25:17 <b>primary</b> 26:10 <b>printing</b> 57:8 <b>private</b> 15:14</p>	<p><b>pro</b> 43:20 <b>probably</b> 28:3,24 39:4 55:2 <b>problem</b> 23:18 54:23 <b>proceedings</b> 57:7 57:11 <b>process</b> 25:11 37:25 38:12,21 42:5 43:1 49:6 <b>productive</b> 26:22 <b>professionals</b> 43:24 44:7 53:21 <b>program</b> 26:9 28:10 <b>progress</b> 23:10 <b>prohibited</b> 58:15 <b>project</b> 2:2,3,4 20:24,25 25:11,11 38:12 53:19 <b>projections</b> 16:24 <b>projects</b> 11:3 15:3,4 15:11,13 53:22 <b>promote</b> 43:21 44:6 <b>properties</b> 6:11,13 22:18,23 <b>property</b> 46:5 <b>proposed</b> 49:19 <b>proposing</b> 28:19 <b>provide</b> 58:11,17 <b>provisions</b> 58:8 <b>public</b> 1:4 19:20 20:6 <b>Pursuant</b> 58:2 <b>pursued</b> 17:9 <b>put</b> 10:9 14:7 20:2 32:6 42:12 52:23 55:21 <b>putting</b> 10:10 29:15 50:16 <b>p.m</b> 56:13</p> <hr/> <p><b>Q</b></p> <p><b>quadrant</b> 35:20 <b>qualify</b> 26:8 <b>quarter</b> 10:2 56:4 <b>question</b> 2:14 4:17 12:15 13:2,14 16:5 18:6,15 20:8 23:8,19 24:2,15 26:2 27:9,12 30:3 30:13 33:6,25 34:5 39:11 40:9 45:11 48:6 49:11 50:8,21 51:20 <b>questioned</b> 46:17</p>	<p><b>questions</b> 25:13 34:17 37:19 <b>quicker</b> 51:7 <b>quite</b> 35:15</p> <hr/> <p><b>R</b></p> <p><b>R</b> 57:1 <b>rail</b> 3:10 4:1 5:2,14 7:8 8:14,17 9:20 9:21 11:14 13:13 13:19 17:18 18:13 20:7,15 22:10,10 22:11 25:6,19 26:21 33:4,5,6 34:1 39:13 40:12 42:1,11,15 43:10 44:17 46:24 47:2 47:2 48:10 51:6 51:14 53:23 55:18 55:18,19,23,25 <b>rails</b> 17:23 <b>Rainy</b> 23:3 <b>raise</b> 44:5 <b>raised</b> 44:4 <b>raising</b> 33:1 <b>range</b> 47:23 49:1 <b>rapid</b> 4:24 12:15,25 39:13 53:4 <b>rates</b> 58:21 <b>raw</b> 46:20 <b>read</b> 46:24 <b>real</b> 6:10 42:21 <b>realistically</b> 51:12 <b>realize</b> 14:6 15:10 <b>really</b> 7:2 14:11,18 20:13 25:25 31:5 31:16 35:15 36:10 36:12,16,16 38:4 38:15 41:5 42:6 44:9,25 54:16 56:7,7 <b>reason</b> 7:9 20:19 33:15,18,19 <b>reasons</b> 41:11 42:2 <b>recommend</b> 31:19 <b>reconsider</b> 27:3 <b>red</b> 9:16 <b>reduce</b> 19:20 <b>reduced</b> 57:8 <b>reducing</b> 20:9 54:24 <b>redundant</b> 55:7 <b>referral</b> 58:18 <b>reflect</b> 38:23 49:13 <b>refresh</b> 46:14 <b>refuse</b> 13:8</p>	<p><b>Regency</b> 58:21 <b>Regency-Brentano</b> 1:18 58:5,11,14 58:17 <b>Regulations</b> 58:2 <b>relationship</b> 58:8 <b>relieve</b> 52:2 <b>rely</b> 38:6 <b>remember</b> 30:4,5 <b>reporter</b> 2:8 58:1,5 58:18 <b>REPORTERS</b> 1:19 <b>reporting</b> 2:7 58:2 58:11,17,18,21 <b>represent</b> 48:1 57:9 <b>representative</b> 43:4 58:5 <b>representing</b> 21:24 <b>required</b> 2:6 <b>requirement</b> 16:7 16:10 <b>requirements</b> 48:23 <b>requires</b> 34:9,11 <b>resident</b> 26:24 <b>residential</b> 28:2 44:13 <b>residents</b> 45:20 <b>resolve</b> 11:21 20:8 <b>respect</b> 56:5 <b>responses</b> 42:7 <b>rest</b> 32:2 <b>retail</b> 29:16 <b>retrofit</b> 55:22 <b>retro-fitting</b> 55:14 <b>revisit</b> 32:17 <b>rewriting</b> 39:6 <b>Richard</b> 48:5,6,18 49:9,21 <b>rid</b> 32:3 <b>ride</b> 6:24 12:7 17:25 18:4 24:7 53:4 55:1 <b>ridership</b> 4:25 33:22 39:25 52:9 <b>ridiculous</b> 13:17 43:15 <b>riding</b> 54:6 <b>right</b> 3:11 7:21 9:2 9:3 10:1 12:9 21:13,14 22:16,21 24:4 25:17 28:25 31:18 32:3 36:9 37:1,13,18,18 38:8,11 39:3,10 44:14 46:12 47:20 47:25 49:7 50:17</p>	<p>51:3,7,11 52:18 <b>right-of-way</b> 22:6,7 22:9,25 23:2 <b>river</b> 31:1 <b>road</b> 6:14 9:12 29:10 31:5 46:15 46:16 55:5,6 <b>robust</b> 24:21 <b>role</b> 18:16 <b>room</b> 13:4 38:21 <b>Rose</b> 27:7 <b>Roswell</b> 29:10 34:16 39:5 <b>routes</b> 39:15 <b>Rules</b> 58:2 <b>run</b> 6:14,15 20:14 50:17 51:22 <b>running</b> 44:15 50:9 53:8 <b>runs</b> 12:12 54:21 55:4,5</p> <hr/> <p><b>S</b></p> <p><b>safe</b> 49:9 <b>sale</b> 32:1 <b>sampling</b> 43:3,4 <b>Sandy</b> 21:22 22:1 30:8 31:10 32:2 32:10 <b>satellite</b> 53:3,24 <b>save</b> 52:7 <b>saved</b> 8:20 <b>savings</b> 33:19 <b>saw</b> 6:5 <b>saying</b> 7:7,20 37:6 51:21 <b>says</b> 17:17 36:24 <b>scalable</b> 53:22 <b>scenario</b> 34:12 <b>schools</b> 31:17,17 <b>scientific</b> 42:20,20 <b>scoping</b> 37:25 <b>Scott</b> 26:23 <b>second</b> 11:6 20:12 50:14 <b>sector</b> 15:14 <b>see</b> 5:23 8:14 10:12 15:16 18:22 19:2 25:16 29:8 31:4 32:17 36:2,6,11 37:3 49:3,10,18 53:13 54:7 <b>seemless</b> 4:2 <b>seen</b> 9:22 35:20 <b>sell</b> 11:14 <b>selling</b> 47:8</p>
--	--	---	---	---

September 26, 2013

<p>sense 36:20  <b>September</b> 1:5  serve 39:23  serves 24:10  <b>service</b> 2:21 5:19  11:9,13 12:4,21  14:7,21,23 24:22  45:1 50:9  <b>services</b> 25:1,9  58:12,17  <b>set</b> 45:23  <b>settle</b> 30:19  <b>seven</b> 46:2  <b>shaping</b> 16:20  <b>share</b> 31:9  <b>shared</b> 30:23  <b>short</b> 45:1  <b>show</b> 16:25  <b>shown</b> 35:20  <b>shuttle</b> 25:9 39:21  <b>shuttles</b> 25:18  <b>side</b> 13:4 20:15,17  21:4,10,10 30:25  31:13,19,20 32:4  32:6 36:21,21  37:5,5  <b>SIDIFALL</b> 2:2,18  2:23 3:4 4:4,15,21  5:11 6:7 7:6,15,18  8:1 10:14 11:18  12:22,24 13:20  14:17 15:1 16:9  16:18 17:11 18:14  20:23 21:7,17  24:8,18 25:7 26:6  27:12 28:7 29:5  29:12 30:2 32:18  33:15 34:4 35:6  35:21 39:16,19  41:14 42:24 48:3  48:14,25 49:12  51:9,16 52:10,25  53:11 54:9 56:3  <b>single</b> 43:23 44:6  <b>sir</b> 11:18 21:18  53:11  <b>situated</b> 35:24  <b>situations</b> 38:18  <b>six</b> 50:17  <b>size</b> 27:18 34:20  <b>slow</b> 10:8  <b>slowly</b> 4:25  <b>small</b> 42:16  <b>smaller</b> 28:14  <b>Smeal</b> 26:19,19,23  26:23</p>	<p><b>solution</b> 3:9 11:15  11:16 13:12 46:24  51:7  <b>solutions</b> 3:25  <b>soon</b> 12:1 54:5  <b>sooner</b> 46:10  <b>sorry</b> 24:15 30:1  <b>sort</b> 32:12  <b>sorts</b> 41:13  <b>sounds</b> 2:14 13:13  <b>source</b> 15:14,15  26:10  <b>sources</b> 15:12,25  <b>south</b> 6:11,19 19:6  41:25 55:15  <b>southeast</b> 35:20  46:21  <b>space</b> 24:6  <b>speaking</b> 52:19  <b>special</b> 12:19  <b>specific</b> 3:21 36:13  <b>speed</b> 10:4 50:3  <b>spell</b> 30:6  <b>spending</b> 23:22  <b>split</b> 26:12  <b>Springs</b> 5:4 12:8,11  14:14 19:9,22  21:22,23 22:1  30:9,16,24 31:11  31:12 32:3,10  43:14 46:1 51:3  53:15  <b>square</b> 1:20 10:2  <b>Stacy</b> 41:24  <b>stage</b> 36:16  <b>stakeholder</b> 53:2  <b>stakeholders</b> 4:22  53:1  <b>stand</b> 48:19  <b>standing</b> 34:13  <b>standpoint</b> 51:12  <b>stands</b> 16:19  <b>start</b> 4:19 10:10  14:8 17:3 21:18  26:9  <b>starting</b> 4:23  <b>state</b> 11:1 15:21,22  30:4 57:2  <b>stated</b> 57:7  <b>statements</b> 38:7  <b>station</b> 6:15 7:4,21  8:5 9:9,13 19:9  20:21 21:1,23  23:7 27:3,11,18  27:23,24 28:6,8  28:13,17,21,23</p>	<p>29:6 30:11,17  31:2,3,21,25 33:7  33:12,13,17,23  34:18,20 35:4,7  35:10,11 38:24  39:25 40:20 41:2  41:10 46:2 48:15  48:16,17 49:25  53:15  <b>stations</b> 5:21,23  6:18,21 8:3,6  14:14 15:18,19  19:3 28:11,12,19  29:13,23 35:2,18  38:2,6 48:10,13  48:22 49:20 53:3  53:20  <b>statistic</b> 18:1  <b>statistically</b> 43:2  <b>Stazak</b> 23:3,3 24:16  25:4  <b>step</b> 37:8  <b>steps</b> 56:9  <b>stick</b> 45:1  <b>sticker</b> 45:21  <b>stone</b> 15:8 49:23  50:4 51:21  <b>stop</b> 9:16,16 19:22  22:22 33:21  <b>stops</b> 54:25  <b>story</b> 24:1  <b>strategy</b> 47:5,10  <b>street</b> 1:7 6:6 23:6  25:19 40:4 42:13  55:8  <b>stress</b> 4:10  <b>strongly</b> 31:19  <b>structures</b> 41:17  <b>students</b> 53:18  <b>studies</b> 52:13  <b>study</b> 30:20 35:22  37:24 42:20  <b>stuff</b> 5:24  <b>subdivisions</b> 22:4  <b>sufficient</b> 16:6  <b>suggest</b> 10:21 31:25  39:23  <b>suggested</b> 15:17  <b>suggestion</b> 50:8  <b>suggestions</b> 36:2,3  48:4  <b>suitcase</b> 6:24  <b>Suite</b> 1:21  <b>super</b> 55:13,13  <b>support</b> 12:3 41:25  43:10 47:25 48:20</p>	<p>49:11  <b>supported</b> 31:25  <b>supporter</b> 33:4  40:11  <b>supports</b> 49:10  <b>sure</b> 3:16 11:19  24:9 32:2 35:15  38:14  <b>surely</b> 5:1  <b>surrounding</b> 6:1  <b>survey</b> 42:7 43:3  52:8  <b>switch</b> 3:11  <b>switching</b> 21:9  <b>syphon</b> 51:25  <b>system</b> 9:23 10:5  11:4,10,11 12:5  24:20 25:2 34:7  42:1 54:17  <b>systems</b> 9:19 47:22  <b>S-M-E-A-L</b> 26:20  <b>S-T-A-Z-A-K</b> 23:4</p> <hr/> <p><b>T</b></p> <p><b>T</b> 57:1,1  <b>take</b> 2:16 8:20 18:5  20:19 42:18 50:10  50:15  <b>taken</b> 2:18 12:21  31:3 57:7  <b>takes</b> 16:11 43:13  47:14,23  <b>talk</b> 7:16,19 8:3  10:1 32:8 49:24  51:10 52:21  <b>talked</b> 55:11  <b>talking</b> 5:21 6:16  16:21 17:3 20:23  21:11 32:11 34:20  35:1 36:5 40:10  44:19 54:12,24  55:14  <b>tax</b> 5:16 14:19,20  15:11  <b>taxes</b> 40:23 45:18  <b>team</b> 2:2,3,4 38:12  <b>Tech</b> 33:9 53:18  <b>technology</b> 4:19  <b>tell</b> 43:13 46:6  <b>telling</b> 37:23  <b>ten-minute</b> 10:20  <b>term</b> 47:5 49:6  <b>terms</b> 11:20 16:10  17:3 23:9,10  24:16,18 35:6,10  35:14 39:16 46:5</p>	<p>52:16  <b>terrain</b> 34:9  <b>thank</b> 3:4 4:6 8:1  10:16 11:17,18  18:13 21:7,17,20  30:3 32:18,24  41:23 43:5 45:7  46:4 48:3 53:11  54:9 56:6  <b>thing</b> 3:17 5:14 8:22  11:6 14:24 17:4  26:1 31:8,9 35:5  36:8 39:22 43:17  46:8 50:14 51:19  52:20,25 54:13,17  55:10  <b>things</b> 4:13 5:8 10:3  13:20 15:23 18:2  29:15 30:22 31:11  33:10 40:2 42:25  45:16 54:10,12  55:1  <b>think</b> 2:15 3:9 4:9  6:20 7:4,9,18 8:15  9:3,5,5,6,14 11:4  11:12 13:2 17:25  18:14 19:21 20:6  20:10,18,22 21:19  23:17 24:19 25:14  26:21 27:2 28:4,8  28:17 30:2 33:1  40:14,20 41:1,9  42:2,6,15,22  43:15 44:12 46:22  47:5,8,10,23,24  48:8 49:24 50:14  51:11,12 52:7  53:24 55:20  <b>thinking</b> 13:21 37:7  <b>thinks</b> 38:16  <b>third</b> 50:21 55:17  <b>thirteen</b> 28:1  <b>thought</b> 16:4 33:20  38:20 41:8 45:8  47:10 55:12  <b>three</b> 7:6 9:6,8 15:4  17:18 26:11  <b>Tim</b> 46:11  <b>time</b> 2:19 8:20,23  25:20 26:25 30:20  30:23 31:4 33:18  33:20 46:14 47:19  47:24 51:15 56:5  56:6  <b>timing</b> 9:6  <b>tired</b> 4:12</p>
--	--	---	--	--

September 26, 2013

<b>today</b> 2:17,24,25 13:9 19:7,23 25:23 26:7 48:19 49:10,12 <b>toll</b> 23:23 <b>Tom</b> 17:13,15 <b>top</b> 27:13 <b>town</b> 10:7 17:21 <b>towns</b> 10:12 <b>track</b> 37:18 38:11 47:25 <b>trade</b> 32:23 38:17 <b>traffic</b> 3:20 19:16 19:20 20:9 23:16 29:10 41:11,13 47:12 52:1,2,7,8 52:13,14 53:14 <b>train</b> 3:17,21 4:3 6:25 9:24 10:1 12:12 18:8,11 50:15,18 52:6 <b>training</b> 13:9 <b>trains</b> 9:15 55:12 <b>transcript</b> 57:10 <b>transit</b> 4:24 5:19 9:19 12:5,16,25 13:22,22 16:19 25:8 30:24 34:19 39:13 43:25 44:8 44:9 45:3 46:8 48:24 49:19 53:5 54:6,12 <b>transits</b> 26:5 <b>transit-oriented</b> 16:14 28:10 35:2 49:14,19 <b>transplant</b> 45:5 <b>transportation</b> 17:16 19:20 20:7 29:22 <b>transporting</b> 13:14 <b>travel</b> 9:18 33:18,20 47:11 <b>treatment</b> 4:24 39:21 <b>trip</b> 12:12 <b>trips</b> 18:5 <b>Truck</b> 6:5 42:13 <b>true</b> 57:10 <b>truly</b> 13:10 49:14 <b>try</b> 8:5 13:3 14:17 34:8 43:2 <b>trying</b> 6:3,9 11:21 24:5 29:14,18,20 30:19 32:6 43:21 55:17	<b>tunnel</b> 34:11 <b>tunnels</b> 34:3 <b>Turner</b> 3:14 20:21 21:1 <b>turning</b> 10:11 <b>twenty</b> 9:12 <b>twice</b> 55:25 <b>two</b> 3:6 5:13 8:25 10:22 15:5 25:24 36:5 48:12 50:20 51:8 54:19 <b>two-lane</b> 46:16 <b>two-rail</b> 11:10 <b>type</b> 4:24 17:4,22 28:11,12,23 29:6 29:16 35:10 39:20 39:21 40:24 45:19 <b>types</b> 9:19 18:21 25:16 26:4 32:19 49:4,4,17 52:13 <b>typology</b> 28:11	<b>versus</b> 10:2 36:21 <b>vicinity</b> 37:8 38:25 <b>viewpoints</b> 43:4 <b>views</b> 43:4 <b>voice</b> 43:10 <b>voiced</b> 47:1 <b>vote</b> 54:14	35:25 36:2,13,18 37:1,7,15,17,24 38:5,20 39:6,20 42:25 48:14,16 49:7,15 52:15 55:24 56:8,9 <b>we've</b> 42:24 44:25 <b>whichever</b> 11:15 <b>WILLIAMS</b> 2:4 10:18 21:14 22:12 23:1 27:15,17,22 34:6 <b>Williamson</b> 10:19 <b>willing</b> 15:17 <b>win</b> 32:16,16,16 <b>Windward</b> 5:7 9:9 12:6 14:10 17:14 25:4 28:22 29:5 30:21 33:4 40:14 43:11 44:17 45:3 45:14 48:12,15 50:9 <b>Winn</b> 11:24,25 12:23 <b>woman</b> 48:8 <b>wondered</b> 34:22 <b>wonderful</b> 4:4 41:14 44:3 <b>wondering</b> 34:19 40:19 <b>Wood</b> 43:8 <b>words</b> 22:8 <b>work</b> 3:7,17 10:23 15:15 16:1,12 17:8 18:25 24:22 25:23 38:22 50:11 <b>worked</b> 13:6 23:6 30:14,18 32:14 <b>working</b> 3:14 18:19 18:20 25:12 43:1 49:2 53:14 <b>works</b> 19:10 46:4 <b>world</b> 47:11 <b>worth</b> 15:23 <b>wouldn't</b> 9:23 16:16 20:20 25:19 27:13 <b>wound</b> 11:15 32:15 <b>written</b> 2:8 37:22 <b>wrong</b> 9:7 <b>W-I-L-L-I-A-M-...</b> 10:19	<b>Y</b> <b>Yeah</b> 7:8 <b>year</b> 30:18 <b>years</b> 3:7 5:18 8:22 11:22 13:7 16:22 43:9,19 44:21,25 46:10 51:13 53:15 <b>York</b> 6:25 <b>youth</b> 54:3
	<b>U</b> <b>unbearable</b> 13:10 <b>underground</b> 55:16 <b>understand</b> 11:1 17:20 20:13 33:16 42:2 48:11 <b>understanding</b> 18:9 <b>units</b> 17:17,19 35:5 35:14 <b>unpredictable</b> 3:13 <b>un-development</b> 46:20 <b>UPA</b> 35:4 <b>uphill</b> 10:22,23 <b>upset</b> 31:7 <b>use</b> 10:6 14:11,22 14:23 19:8,21 22:5,10 24:5 25:22 26:25 29:3 29:17,21 41:19 43:11 47:19 <b>user</b> 41:3 <b>uses</b> 39:8 49:18 <b>usual</b> 58:21 <b>usually</b> 26:12 <b>U.S</b> 46:21	<b>W</b> <b>wait</b> 9:12 51:12 <b>waiting</b> 8:22 <b>walk</b> 6:23 10:20 29:17 35:14 54:2 54:4 56:8 <b>walkable</b> 6:23 28:15 29:14,24 <b>walked</b> 29:10 38:21 <b>walking</b> 29:9,25 <b>wall</b> 22:21 <b>walls</b> 22:19 <b>want</b> 7:16 8:14 14:11 17:20 18:11 19:13,15,21 41:11 43:23 49:18,23 54:18 55:3 56:5 <b>wanted</b> 17:14 47:2 49:22 55:2,10 <b>wasn't</b> 19:7 <b>way</b> 6:17 8:15 9:16 19:5 30:21 33:5 34:8 40:7 41:21 47:15 48:2 50:22 51:19 52:4 53:10 <b>ways</b> 8:13 10:22 41:16,20 <b>week</b> 43:12 <b>weeks</b> 46:25 <b>weird</b> 54:17 <b>welcome</b> 21:18 <b>welcoming</b> 6:3 <b>welfare</b> 10:25 <b>went</b> 18:10 <b>west</b> 6:19 7:11 13:17 20:17 21:10 23:12 24:25 30:25 31:12,20 32:4 36:21 37:5 <b>we'll</b> 37:22 38:18 <b>we're</b> 5:8,15 6:3 8:6 10:15 11:22 13:20 14:4 15:2,12 16:8 16:21 17:21 19:3 20:23 22:15 23:21 25:17 26:7,10,20 28:19,21 29:18 32:19,20,23 35:7	<b>X</b> <b>X</b> 16:17 23:22	<b>Z</b> <b>zoning</b> 39:6 49:4,18
	<b>V</b> <b>valid</b> 43:2 <b>values</b> 46:5 <b>vampire</b> 51:19 <b>varies</b> 27:15,17 <b>various</b> 13:9 38:2 <b>venture</b> 51:1		<b>1</b> 1 57:9 10 16:22 56:2 10.B 58:2 10/9/13 58:24 12 16:22 46:10 51:13 13 1:20 136 42:7 140 1:21 15-14-37 58:15 17 13:7 28:1 181 42:11	<b>2</b> 2 1:7 20 8:22 19:7 20:2 23:17 2000 18:9 2013 1:5 57:12 2014 57:16 25-year 26:24 26 43:9 26th 1:5 285 54:21
			<b>3</b> 3 9:14 53:25 54:1,2 30 5:18 47:18 30-year 23:5 30009 1:8 30329 1:22 305 43:8 31st 57:16 321-3333 1:23 35 17:17	<b>4</b> 4,000 42:13 40 17:17 47:17 400 4:11 6:18 8:25 12:20 17:22 19:17

September 26, 2013

19:21 20:2,7,9,15 20:17 21:25 22:3 22:16,18 23:14,18 23:20,24 26:25 30:25 31:13,20 46:15 51:15 52:1 52:7 <b>404</b> 1:23 <hr/> <b>5</b> <hr/> <b>50</b> 11:2,3 26:14,15 <b>50/50</b> 26:12 <b>56</b> 57:9 <hr/> <b>6</b> <hr/> <b>6:30</b> 53:9 <hr/> <b>7</b> <hr/> <b>7:00</b> 40:16 50:12 <b>74</b> 29:25 <b>75</b> 52:22 54:20 <hr/> <b>8</b> <hr/> <b>8:50</b> 56:13 <b>85</b> 54:20 <b>870</b> 10:1 <hr/> <b>9</b> <hr/> <b>9</b> 6:16 40:3 <b>9th</b> 57:12 <b>9-11-28</b> 58:9 <b>91</b> 46:13 <b>95</b> 18:1				
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