Early Scoping Report Appendix

Attachment A-2:

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

**DISCOVERY**
- Goals and Objectives
- Purpose and Need
- Existing Conditions

**2011 Winter**

**DISCUSSION**
- Evaluation Methodology
- Definition of Alternatives
- Refine Ridership Model

**2012 Spring**

**DEVELOPMENT**
- Evaluation of Alternatives
- Refine Alternatives

**2012-2013 Summer-Spring**

**DOCUMENTATION**
- Early Scoping

**2013 Summer**

We are Here
Federal Project Development Process

Project Development: Typically 6 – 12 years

- Alternatives Analysis / System Planning: 1 – 2 years
- Preliminary Engineering / Finalize Environmental: 2 – 3 years
- Final Design: 1 - 3 years
- Construction: 2 – 3 years
- Operation

We are Here
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

**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

Screen 1 Analysis

Screen 2 Analysis/
Alternatives Refinement

Early Scoping
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 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
Distinguishing Performance Measures

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

<table>
<thead>
<tr>
<th>Goal 1: Mobility &amp; Access</th>
<th>Goal 2: Land Use &amp; Economic Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>Transit Supportive Land Use</td>
</tr>
<tr>
<td>Time Savings</td>
<td>Underutilized Land</td>
</tr>
<tr>
<td>Crash Reductions</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Goal 3: Cost Effective Service</th>
<th>Goal 4: Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital</td>
<td>Changes in VMT</td>
</tr>
<tr>
<td>Operations &amp; Maintenance</td>
<td>Pollution</td>
</tr>
<tr>
<td>Cost per Trip</td>
<td>Noise</td>
</tr>
</tbody>
</table>
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

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

<table>
<thead>
<tr>
<th></th>
<th>Heavy Rail Transit (HRT)</th>
<th>Light Rail Transit (LRT)</th>
<th>Bus Rapid Transit (BRT)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Annual Estimated O&amp;M Costs</strong></td>
<td>$18 Million</td>
<td>$20 Million</td>
<td>$10 Million</td>
</tr>
<tr>
<td><strong>Construction Capital Costs</strong></td>
<td>$2.4 Billion</td>
<td>$1.8 Billion</td>
<td>$631 Million</td>
</tr>
<tr>
<td><strong>Cost Per Trip</strong></td>
<td>$17</td>
<td>$21</td>
<td>$12</td>
</tr>
</tbody>
</table>
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
## Environmental/Community Impact

<table>
<thead>
<tr>
<th></th>
<th>Heavy Rail Transit (HRT)</th>
<th>Light Rail Transit (LRT)</th>
<th>Bus Rapid Transit (BRT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change in Vehicle Miles Traveled</td>
<td>-48,000</td>
<td>-24,000</td>
<td>-16,000</td>
</tr>
<tr>
<td>Reduction in Air Quality Pollutants</td>
<td>Highest</td>
<td>Intermediate</td>
<td>Lowest</td>
</tr>
<tr>
<td>Noise-Sensitive Land Uses w/in 750’ of HRT, 350’ of LRT, 200’ of BRT</td>
<td>841 acres</td>
<td>250 acres</td>
<td>73 acres</td>
</tr>
<tr>
<td>(Residential + Low-Density Commercial + Institutional)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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?
Early Scoping

Steering Committee Input

Screen 2 Results

Public Input

Table 2.3.2: Accessibility & Connectivity

<table>
<thead>
<tr>
<th>Alternative</th>
<th>GAMS-1A</th>
<th>GAMS-1B</th>
<th>GAMS-2A</th>
<th>GAMS-3</th>
<th>GAMS-4</th>
<th>SIR-2</th>
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</thead>
<tbody>
<tr>
<td>Number of Stations</td>
<td>4</td>
<td>5</td>
<td>7</td>
<td>7</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Rating (Green = 2, Yellow = 1, Red = 0)</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Population within a 10-Minute Drive of Station</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Households within a 10-Minute Drive of Station</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Employment within a 10-Minute Drive of Station</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Population within a 10-Minute Walk of Station</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
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<tr>
<td>Households within a 10-Minute Walk of Station</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
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<tr>
<td>Employment within a 10-Minute Walk of Station</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Major Trip Generators within a 10-Minute Walk</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td></td>
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<tr>
<td>Major Trip Generators with a 10-Minute Drive</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td></td>
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<tr>
<td>Low-Income Population within a 10-Minute Walk of Stations</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
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<tr>
<td>Minority Population within a 10-Minute Walk of Stations</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
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<tr>
<td>Senior Population with a 10-Minute Walk of Stations</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
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<tr>
<td>Zero-Car Households</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
</tbody>
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Next Steps

• Environmental (NEPA) Process

• Begin second round of stakeholder interviews
OLD New Starts vs. NEW New Starts Process

PROJECT MANAGEMENT OVERSIGHT

FULL FUNDING GRANT AGREEMENT

CONSTRUCTION

FULL FUNDING GRANT AGREEMENT

CONSTRUCTION

OLD New Starts Process

Systems Planning

Alternatives Analysis

Select LPA, MPO Action, Develop Criteria, PMP

Preliminary Engineering
Complete NEPA Process
Refinement of Financial Plan

Final Design
Commitment of Non-Federal Funding, Construction Plans, ROW Acquisition, Before-After Data Collection Plan, FTA Evaluation for FFGA, Begin Negotiations

NEW New Starts Process

Systems Planning

Project Development
NEPA Process
Locally Preferred Alternative Justification under New Starts Criteria

Engineering
Commitment of Non-Federal Funding, Construction Plans, ROW Acquisition, FTA Evaluation for FFGA, Begin Negotiations
Connect 400 Contact

Janide Sidifall, MARTA Project Manager

Connect400@itsmarta.com

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

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

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

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

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

MS. SIDIFALL: We have a lot of equipment that we brought up today. We had boards that we brought up today. And it would not have
been as convenient to do that.

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

MS. SIDIFALL: Thank you for your comment.

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

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

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

So that is my input. All solutions are
good. The heavy rail seems to me the most
seemless and just keep going. Once you get on
the train you just get to the point.

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

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

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

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

MS. SIDIFALL: There have been discussions
with a lot of our stakeholders about, for
example, starting off with something light, an
express bus rapid transit type of treatment;
and building up ridership; and slowly, but
surely, as we find funding to implement heavy rail.

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

MR. BRYANT: Hey, I also agree.

MS. SIDIFALL: Your name, please?

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

But I'm also concerned about -- you were talking about how big the stations are in some places. Like, for example, if you go out on the east line and you see the stations in like, Edgewood and stuff like that that are like, just huge, and they don't integrate with the
surrounding community, and that was a big concern that I had.

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

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

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

But I do think that it's very important that we have stations that are in downtown areas, like downtown Alpharetta, so we can have a walkable -- I could like potentially walk out of my house with a suitcase, you know, ride the train down to the airport, and be in New York
and never have to get in my car. That would be really great.

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

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

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

MS. SIDIFALL: Yes.

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

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

MR. BRYANT: Like I was saying, like, if they find out you got a station like right there and they're going to get customers coming in every day, you might get them to pay for it. I mean, you know, that might be a good idea.
MS. SIDIFALL: We like that idea. Thank you very, very much. There was a comment about the stations. And I'll get Mark to talk a little bit about how we looked at some of our station area planning to try and make the stations that we're looking at fit a little bit better into the context of the community.

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

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

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

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

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

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

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

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

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

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

The first is the financing of MARTA which every so often seems to be in perpetual welfare
with the State Legislator. And as I understand it, 50 percent of the income has to be for capital projects and 50 percent operational. I think if the system had more flexibility it might inspire more confidence.

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

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

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

MR. WINN: Good evening, my name is Matthew Winn. I currently live in Conyers,
Georgia. I'm graduating college soon. I'm considering my options of where to live.

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

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

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

MS. SIDIFALL: No.

MR. WINN: So lanes would be added?

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

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

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

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

MS. SIDIFALL: One of the things we're thinking about is the potential of doing a few transit centers. Maybe a transit center at Holcombe Bridge, maybe at North Point. And then adding in some express buses and some local feeder buses as a phase one. And
building up to that heavy-rail or light-rail implementation.

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

MS. CAMMACK: Patty Cammack.

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

MS. SIDIFALL: We will try to avoid that.

MS. CAMMACK: But I'm really concerned is can this be fair? Are you going to tax me or are you going to tax everybody in the county? I've already paid for this service that they get to use. Are they going to get to pay for the service that I use? Is it going to be fair? And the other thing that -- like -- I guess, that is my most important comment.
MS. SIDIFALL: Well, as we have already said. We're not going to be able to fund any of our expansion projects -- and this is just one of three expansion projects that MARTA is currently looking at. The other two are -- one is in the Clifton corridor from Lindbergh to Avondale. The other one is the I-20 east corridor from Stone Crest Mall into downtown Atlanta.

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

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

And the final package of funding sources
is something that we have to work very
diligently towards with a lot of partners,
including the community.

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

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

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

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

And all of the projections that we looked
at, show that employment in this corridor is
going to outpace population growth. So when you look at that factor alone, you don't even need to start talking about minimums in terms of multi-family housing and that type of thing.

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

MS. CAMMACK: But that means apartments?

MS. SIDIFALL: No.

MS. CAMMACK: Okay.

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

So I just want to understand, you know, if we're going to have to have more of a big town type development around 400 to justify this because I don't -- the beauty of heavy rails it carries a lot of people. We don't -- if five percent ride it which I think is the
statistic -- because 95 percent either have too
many things they are carrying or somewhere else
they have to go.

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

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

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

So it's not something that we as MARTA are
going to control. Those are local decisions.
And your local community will have to work
together to determine, you know, what kinds of
development patterns you would like to see if
we're to brings stations in to your area.

MR. KNIGHT: Good evening. My name is
south, Northridge. And the drive up here took
about 20 minutes, so that wasn't bad today. So
I use MARTA when I go to the airport at the
North Springs station. Perfectly fine when I
need to do that. Works great.

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

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

But the number of cars who are driving
down where there's one person in the car will continue. You could put 20 lanes on 400, it will still be just as crowded because it would just increase the population density further north.

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

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

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

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

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

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

MS. SIDIFALL: Thank you, Kerry.

MR. EBERLE: Charles Eberle. E-B-E-R-L-E.

What will that do to the costs switching it over from the west side to the east side, how much more just for that flyover are we talking? I would estimate at least a million dollars, right?

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

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

MR. MASON: I'm John Mason. I live in Sandy Springs. I actually live between the North Springs MARTA station and Northridge. And I am here representing a number of the older communities that back up to Georgia 400
in that Sandy Springs corridor where the
current plan is -- again, the line on the
east-west Georgia 400.

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

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

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

MR. BREEDLOVE: So you don't have to
expand the right-of-way?
MR. WILLIAMS: That would be the intention, not to expand the right-of-way.

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

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

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

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

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

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

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

   MS. SIDIFALL: In terms of east-west, as I
think Adelee explained, one of the elements of
any kind of expansion of the system coming up
north, we would be looking at a pretty robust
feeder service. So as part of our work, we
have looked at some of the main arterials, we
looked at how the flows are moving east and
west. And we would be looking to implement
feeder services that come in to and feed the heavy-rail system. So that would be a big part of the overall-system plan.

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

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

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

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

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

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

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

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

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

MR. SMEAL: My name is Scott Smeal. I'm a 25-year resident of Alpharetta. I've been commuting out of 400 the entire time. I use
MARTA every day. I'm in favor of the heavy-rail option. And I do think that they ought to reconsider placing a station in Old Milton Parkway near Avalon.

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

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

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

MR. WILLIAMS: It varies.

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

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

MS. MONDI: Would you have no parking?

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

MS. MONDI: Okay. So we have a station like Northridge which I know the DOT owns
thirteen acres -- what is it? 17 acres at Northridge. But it's a residential community. And would you -- I mean, there's probably not area there; but I think an elevated or decked parking lot would be detrimental to the station.

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

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

The only very large station that we're looking at is at Windward Parkway, where it would be the end of the line type of station. And that would be probably not as big as a footprint as we have at North Point right now.
But it would have a parking deck, for example, to allow commuters from other areas to be able to park and use the facility.

MS. MONDI: At Northridge?

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

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

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

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

MS. MONDI: But at 74 I am not walking
anywhere. I'm sorry.

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

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

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

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

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

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

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

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

And the business community -- and you're also the local development in and around that station would be supported. Not to suggest a
sale, but there is an old, old, old apartment
complex that I'm sure Eva and the rest of Sandy
Springs' folks would love to get rid of right
there on the west side at Northridge. And then
that would be a perfect or a better location
than trying to put it on the east side.

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

MS. SIDIFALL: Thank you. And as I said,
we're -- these are just the exact types of
considerations that we're looking to hear from
you and get input from. So that will
definitely, as Adelee pointed out, that these
are some of the trade offs we're going to have
to make as we move forward. So thank you very
much for your comment.
I think Jerome has been raising his hand.

MR. HORNE: My name is Jerome Horne. H-O-R-N-E. I live here in Alpharetta in Windward. I'm a big supporter of heavy rail, extending heavy rail all the way up here. But my question is, heavy rail has been left off at Old Milton as a station. And I'm just curious as to why that is when we have the Avalon development, and the Gwinnett Tech, and other things down the pipe line.

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

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

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

MR. HORNE: Okay. Then my other question
is heavy rail. I assume the entire alignment would be elevated. There would be no ground and definitely no tunnels?

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

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

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

And I also wondered what the current plans are, what you're leaning towards for the mode for the east-west connection on Holcombe Bridge? One other item, I would be interested
in knowing if you're talking about a need for transit-oriented development at these stations, if that one is going to be a more major station, what kind of UPA are you looking at, units per acre, that kind of thing?

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

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

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

MS. SIDIFALL: That was the initial footprint. But for this study, we are looking at something that is more -- that is further north and more situated between Holcombe Bridge and Mansell. At least that's what we're
looking at at present. If you have some
suggestions or where you prefer to see, we're
open to looking at your suggestions.

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

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

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

       You know, what is the alignment going to
be? How does he get across -- Kerry
Engineering says how do they get across these
interchanges? We don't have those answers
right now because we're not at that level of analysis.

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

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

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

Because when we go back, we document it. We'll have written details as far as what you're telling us so that when we go and look at the next phase of study, since we're now in a federal process, and this is early scoping,
we can now say, okay, this is how we need to modify the various stations. And we need to look at these elements.

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

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

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

So again, those dots don't reflect exactly where the station locations are going to be, just the vicinity and area. And then we will
get into more detail in the later phase.

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

    MS. LEGRAND: Right.

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

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

    MS. DECARBO: Yes.

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

    MS. DECARBO: Then the one thing I would
suggest, then, if you're looking to serve some
of the more denser areas to get a better
ridership through that Holcombe Bridge station,
if you are taking a BRT across Holcombe Bridge, one of the other things might be to pick it up at some point on Highway 9. Because along Alpharetta Street, that is where a lot of our older, more denser communities are. It would be better to be able to link that up all the way.

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

And I'm just wondering when you create this station there, I would think that many, many people from Forsyth County will be driving their cars. And they're not paying for this with their taxes. Are we going to get some type of break because we have been paying all along and they're not paying.
And, also, I think, it's very important that that station be very attractive and be very user friendly for the people who do live there. Because those of us who do live there don't really appreciate them being the next big, you know, corridor for everyone from Forsyth to bring their car and congest our neighborhoods. So that is my thought.

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

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

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

MR. GUY: My name is Stacy Lee Guy.

G-U-Y. I live in South Forsyth. I support a
bus system over the heavy rail mainly for costs
reasons. I don't think people understand this
is going to cost billions and billions of
dollars to come up here. It's a lot of money.

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

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

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

MS. SIDIFALL: And we've heard you. And
that is definitely one of the things that we're
working on. So as part of this process, we would like to try and do a statistically valid survey, and get a good sampling, and a representative sampling of views and viewpoints in the entire corridor. So thank you very much.

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

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

Well, if they want to have single high-tech professionals come to Alpharetta, they have to have some mass transit. They're
not going to live in Alpharetta. They are
going to look at it as a community which you've
got married families. And that is wonderful.

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

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

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

But up in Alpharetta we have been paying
for many years and we've really gotten the
short end of the stick getting the service that we deserve. So I would encourage high-rail, heavy-rail transit up to Windward.

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

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

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

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

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

It's raw un-development here. Atlanta is a southeast hub of the U.S. It is not going anywhere. We continue to build. And, I think, in general, I'm very in favor of the high or the heavy rail solution. I read the paper, the local paper a couple of weeks ago that our city
councilmen voiced their opinion and said nobody in Alpharetta wanted high rail or hard rail.

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

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

You know, that combination of express and local, where the feeder systems in place, I think -- long range planning takes a lot of time, a lot of money. I think you're on the right track. I highly support it. And I
represent a number of folks that feel the same way. And I look forward to future meetings.

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

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

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

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

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

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

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

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

MS. RICHARD: Okay.

MARTA PERSON: I just wanted to say something. Nothing is etched in stone. I want you to think about that. When we talk about station location, this is very high level of
conceptual location. So again, what is going
to drive it is your input and your concerns.
And more importantly, at what speed. So again,
it's not etched in stone. It is something that
is conceptual at this point.

MR. KNAZEK: I'm still Jerry Knazek.
comments and then a question. A suggestion for
running the express bus service up to Windward
later in the evening because I take it every --
I work downtown. And I just can't leave my
office early enough. And it ends at 7:00.
It's kind of crazy.

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

Third, the question about Forsyth County.
Maybe there might be some way of looking at
peoples' credit cards and their addresses
for -- and have a premium that they have to pay
for people out of the county. That is
something of concern. Because I venture to say, if you looked at the people who are getting on at North Springs right now, a lot of them are from Forsyth County.

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

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

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

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

MR. KNAZEK: We will get a lot more vampire movies that way. The last thing, though, is a question, though. And I know you were saying about it's not etched in stone. What is the impact if you would instead run up either some place like Medlock Bridge or Peachtree Industrial and/or some place up through East Cobb that would maybe help syphon
off some of the traffic from 400 and also
relieve some of the east-west traffic?

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

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

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

MS. SIDIFALL: And another thing we
discussed with a lot of our stakeholders in
some of our stakeholder meetings was the
concept of having satellite stations that --
where people would park and ride, a bus rapid
transit into the high capacity.

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

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

MS. SIDIFALL: Thank you, sir.

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

I know the professionals have their level
of attractive and scalable projects and --
actually here endorsing the heavy rail along
with the satellite commuter options. I think
that is a key as I don't live 3 miles from
Holcombe Bridge. But I do live 3 miles away.
So I can't walk 3 miles.

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

MS. SIDIFALL: Thank you for your comment.

MR. BRYANT: Just a couple of things.

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

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

But you were talking about reducing the
number of like, stops per, you know, for the
whole ride. And one of the things that I
wanted to say is that Mansell is probably the
one that you want to, you know, eliminate.
Because on one end, Mansell runs into Haynes
Bridge Road. And on the other end it runs into
Holcombe Bridge Road. It's a little bit
redundant. It's kind of more of a connector
street rather than, you know, an east-west
corridor connection.

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

If there is a possibility for express rail
in the future, I think that it needs to be --
you need to go ahead and put it on there
because it's so difficult to retrofit it
afterwards. And once the rail is already
there, it's so hard to say we're going to add
express rail. It might end up costing twice as
much, whereas before it could cost only, you
know, 10 percent more or something like that.

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

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

        (Thereupon, the meeting ended at
        8:50 p.m.)
CERTIFICATE

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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