



Early Scoping Report Appendix

Attachment B-2:

Announcements of Early Scoping Phase 2:

Federal Register Notice June 23, 2014,

Press Release and Flyer

change in corporate ownership. RVTC also cites economic conditions in its request to continue use of the locomotive as presently equipped. A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Ave. SE., W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Web site:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12-140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE., Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by August 7, 2014 will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable.

Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). See <http://www.regulations.gov/#!privacyNotice> for the privacy notice of www.regulations.gov or interested parties may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477).

Issued in Washington, DC, on June 17, 2014.

Ron Hynes,

Director, Office of Safety Assurance and Compliance.

[FR Doc. 2014-14526 Filed 6-20-14; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Early Scoping Reopening Notification for the Alternatives Analysis of the GA 400 Transit Initiative in Fulton County, Georgia

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of reopening of early scoping and comment periods and announcement of additional scoping meetings.

SUMMARY: The Federal Transit Administration (FTA) and the Metropolitan Atlanta Rapid Transit Authority (MARTA) issue this early scoping notice to advise other agencies and the public that they intend to conduct another round of early scoping. The additional early scoping period will continue the examination of potential alternatives for providing high-capacity transit in the Georgia (GA) 400 corridor in north Fulton County, GA from Dunwoody to Alpharetta. The alternatives would improve transit linkages and coverage to communities within this corridor and would enhance mobility and accessibility to and within the corridor by providing a more robust transit network that offers an alternative to automobile travel. This notice invites the public and agency officials to provide input to the ongoing alternatives analysis and system planning effort by commenting on the project's purpose and need, the project study area, the alternatives being considered, the transportation problems that are being addressed by the alternatives analysis study, public participation and outreach methods, the relevant transportation and community impacts and benefits being considered, known environmental issues raised by public and agency coordination to date, and the projected capital and operating costs of this project.

The early scoping process is intended to support the alternatives analysis and a future National Environmental Policy Act (NEPA) scoping process and will help streamline the future development of an environmental impact statement (EIS), if warranted. In addition, the early scoping process supports FTA planning requirements associated with the New

Starts ("Section 5309") funding program for certain kinds of major capital investments. Although recent legislation has led to changes in the New Starts process, MARTA will comply with all relevant FTA requirements relating to planning and project development to help analyze and screen alternatives in preparation for the NEPA process.

The planned public meetings are described immediately below. A more detailed discussion of the project and this early scoping process is included in sections that follow.

DATES: Three early scoping meetings where the public and interested agencies can learn more about and comment on the scope of the alternatives analysis will be held on the following dates at the locations indicated under **ADDRESSES** below:

- Tuesday, July 8, 2014.
- Thursday, July 10, 2014.
- Thursday, July 17, 2014.

At the early scoping meetings, MARTA will provide information on the alternatives analysis progress along with opportunities for written comments. Written or electronic scoping comments are requested by August 8, 2014, and can be sent or emailed to the MARTA project manager at the address below. Comments may also be offered at the early scoping meetings and will be accepted after the deadline as practicable.

ADDRESSES: Written or electronic comments should be sent to Mark Eatman, P.E., Project Manager, MARTA, 2424 Piedmont Road NE., Atlanta GA 30324-3330 or by email to connect400@ismarta.com. If submitting an electronic comment, please type "Connect 400 Early Scoping Comment for MARTA" in the subject line of the email. MARTA maintains a Facebook page for the Connect 400 project and will notify Facebook followers, in conjunction with publication of this notice, to submit comments to the aforementioned email address as well.

Early Scoping meetings will be held at the following locations:

- Tuesday, July 8, 2014, 6:30 to 8:00 p.m., at Johns Creek Environmental Campus, 8100 Holcomb Bridge Road, Roswell, GA 30022.
- Thursday, July 10, 2014, 6:30 to 8:00 p.m., at Georgia State University Alpharetta Center, 3775 Brookside Pkwy, Alpharetta, GA 30022.
- Thursday, July 17, 2014, 6:30 p.m.–8:00 p.m., Hampton Inn Atlanta—Perimeter Center, 769 Hammond Dr. NE., Atlanta, GA 30328.

The meeting locations are accessible to persons with disabilities. If translation, signing services, or other

special accommodations are needed, please contact the Project Manager, Mr. Mark Eatman at mreatman@itsmarta.com or 404-848-4494, or the Senior Transit System Project Planner, Ms. Janide Sidifall at jsidifall@itsmarta.com or 404-848-5828 at least one week before the scoping meetings.

FOR FURTHER INFORMATION CONTACT: Mr. Keith Melton, Community Planner, FTA Region IV, 230 Peachtree Street NW., Suite 800, Atlanta, GA 30303 or email: keith.melton@dot.gov.

SUPPLEMENTARY INFORMATION:

Early Scoping

Early scoping is an optional early step in the NEPA process that precedes NEPA scoping, which normally begins when the FTA and the grant applicant publish a notice of intent to prepare an EIS. FTA encourages the use of early scoping for major planning activities and studies that may receive other FTA funding as a way to start the NEPA process during earlier project planning phases. Early scoping is intended to generate public and agency review and comments on the scope of a planning effort within a defined transportation corridor, which helps the agency to determine which particular alignment variations, should receive more focused study and development to streamline the NEPA process. Early scoping can serve not only to streamline the NEPA process, but also to firmly link transportation planning and NEPA, making sure that the public and interested agencies are given the opportunity to review and provide comments on the results of planning activities and studies that can then be used to inform the NEPA process.

Early scoping for the GA 400 Transit Initiative was initially announced in 78 FR 53187, August 28, 2013, and is being conducted in support of NEPA requirements and in accordance with the Council on Environmental Quality's (CEQ) and FTA's regulations and guidance for implementing NEPA (40 CFR 1501.2 through 1501.8 and through 23 CFR 771.111), which encourage federal agencies to initiate NEPA early in their planning processes. Early scoping allows the scoping process to begin as soon as there is enough information to describe the proposal so that the public and relevant agencies can participate effectively. This is particularly useful in situations when a proposed action involves a broadly defined corridor with an array of transit investment alternatives. This notice reopens early scoping and invites public and agency involvement with the ongoing supplementary planning

activities and studies for the GA 400 Transit Initiative, including review of the (a) purpose and need, (b) the proposed alternatives, and (c) the potential environmental, transportation, and community impacts and benefits to consider during the NEPA process.

The GA 400 Transit Initiative and the Regional Transit System

The GA 400 Corridor Alternatives Analysis (AA) was initiated by MARTA in late 2011 to identify potential and feasible transit modal alternatives in the GA 400 corridor to address travel demands. The GA 400 corridor is the transportation spine of northern Fulton County, one of the fastest growing sub-regions in the metro-Atlanta region. The GA 400 Corridor AA addressed the travel market in a study area generally extending north along GA 400 from I-285 in Dunwoody to the Fulton/Forsyth County line north of Alpharetta, a distance of approximately 15 miles. The corridor is home to many employment centers, including Perimeter Center in the southern portion of the corridor, one of the largest employment centers for the region. Transit service to and within the study area is provided primarily by MARTA heavy rail and bus. The Georgia Regional Transportation Authority (GRTA) also operates two bus routes that connect the southern portion of the GA 400 corridor with express bus service at peak hours to/from the north and southeast outside the GA 400 corridor. Rail service extends from Downtown Atlanta to the major retail and employment centers, including the Medical Center and Perimeter Center in Dunwoody and Sandy Springs in the southern portion of the corridor. MARTA bus service primarily functions as feeder service to MARTA heavy rail stations from areas to the north, including Roswell, Alpharetta and Milton. A number of the bus routes and the MARTA heavy rail stations serve park-and-ride facilities.

Purpose and Need for the Proposed Project

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

The purpose of the project is to provide reliable, convenient, efficient, and sustainable transit service in the GA 400 corridor by:

- Providing high capacity transit (bus and/or rail) through the GA 400 corridor study area;
- Improving transit linkages and coverage to communities within the study area; and
- Enhancing mobility and accessibility to and within the study

area by providing a more robust transit network that offers an alternative to automobile travel.

The need for this project arises from the following:

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

Potential Alternatives

MARTA has been exploring alternative transit mode, alignment, and design options for high capacity transit service in the GA 400 corridor using a three-step evaluation process. The three-step evaluation process includes a Fatal Flaw Analysis, Screen 1 and Screen 2 and is generally characterized by the application of an increasingly detailed and comprehensive set of performance measures to a decreasing number of alternatives. Each step in the evaluation process focuses the analysis on progressively fewer alternatives with higher levels of scrutiny. In addition, the Build Alternatives are compared not only to each other but also to the No-Build Alternative, which provides the benchmark for establishing the travel benefits, environmental impacts of the alternatives and the cost-effectiveness of the alternatives. The GA 400 Corridor Transit Initiative is currently in Screen 2. After consideration of the findings of the first and second steps in the evaluation process, MARTA has identified an alignment that would provide approximately 11.9 miles of transit service along the GA 400 corridor within existing right-of-way from the existing North Springs MARTA station

to Windward Parkway. This alignment is referred to as the GA 400–1A Build Alternative. Bus rapid transit (BRT), heavy rail transit (HRT), and light rail transit (LRT) are the three transit modes or technologies being considered for this corridor. The three modes each have the same general alignment, following GA 400 from North Springs MARTA station to Windward Parkway. The LRT and the BRT alternatives have six stations, from south to north: Northridge, Holcomb Bridge, Mansell Road, North Point Mall, Old Milton and Windward Parkway. The HRT alternative is similar, but it does not currently include a station at Old Milton. The outcome of Screen 2 will be the recommendation of the preferred alternative. MARTA may also consider other alternatives that arise during the early scoping comment period.

FTA Procedures

At the end of the alternatives analysis process, FTA and MARTA anticipate identifying a preferred mode and corridor for further evaluation during the NEPA process. The classification of the NEPA documentation will be determined by the FTA at the end of the alternatives analysis. If the preferred mode and alignment involve the potential for significant environmental impacts an EIS may be required. If an EIS is required, a Notice of Intent to Prepare an EIS will be published in the **Federal Register** by FTA and the public and interested agencies will have the opportunity to participate in a review and comment period on the scope of the EIS.

Dated: June 18, 2014.

Yvette G. Taylor,

Regional Administrator Federal Transit Administration, Region IV.

[FR Doc. 2014–14560 Filed 6–20–14; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

FEDERAL RESERVE SYSTEM

FEDERAL DEPOSIT INSURANCE CORPORATION

Proposed Agency Information Collection Activities; Comment Request

AGENCIES: Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

ACTION: Joint notice and Request for Comment.

SUMMARY: In accordance with the requirements of the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C. chapter 35), the OCC, the Board, and the FDIC (the agencies) may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The agencies, under the auspices of the Federal Financial Institutions Examination Council (FFIEC), have approved the publication for public comment of proposed revisions to the risk-weighted assets portion of Schedule RC–R, Regulatory Capital, and to line items related to securities lent and borrowed in Schedule RC–L, Derivatives and Off-Balance Sheet Items, in the Consolidated Reports of Condition and Income (Call Report or FFIEC 031 and FFIEC 041). The proposed revisions to the Call Report are consistent with the revised regulatory capital rules published by the agencies (revised regulatory capital rules).¹

For all institutions required to file the Call Report, the proposed revised risk-weighted assets portion of Schedule RC–R and the proposed changes to Schedule RC–L would take effect as of the March 31, 2015, report date.

At the end of the comment period, the comments and recommendations received will be analyzed to determine the extent to which the FFIEC and the agencies should modify the proposed reporting revisions prior to giving final approval. The agencies will then submit the proposed reporting revisions to OMB for review and approval.

DATES: Comments must be submitted on or before August 22, 2014.

ADDRESSES: Interested parties are invited to submit written comments to any or all of the agencies. All comments, which should refer to the OMB control number(s), will be shared among the agencies.

OCC: Commenters are encouraged to submit comments by email. Please use the title “FFIEC 031 and 041” to facilitate the organization and distribution of the comments. You may submit comments by any of the following methods:

- *Email:* regs.comments@occ.treas.gov.
- *Mail:* Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th

Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219.

- *Hand Delivery/Courier:* 400 7th Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219.

- *Fax:* (571) 465–4326.

Instructions: You must include “OCC” as the agency name and “FFIEC 031 and 041” in your comment. In general, OCC will enter all comments received into the docket and publish them on the Regulations.gov Web site without change, including any business or personal information that you provide such as name and address information, email addresses, or phone numbers. Comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not enclose any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649–6700. Upon arrival, visitors will be required to present valid government-issued photo identification and to submit to security screening in order to inspect and photocopy comments.

Board: You may submit comments, which should refer to “FFIEC 031 and FFIEC 041,” by any of the following methods:

- *Agency Web site:* <http://www.federalreserve.gov>. Follow the instructions for submitting comments at: <http://www.federalreserve.gov/apps/foia/proposedregs.aspx#icp>.

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Email:* regs.comments@federalreserve.gov. Include reporting form number in the subject line of the message.

- *Fax:* (202) 452–3819 or (202) 452–3102.

- *Mail:* Robert DeV. Frierson, Secretary, Board of Governors of the Federal Reserve System, 20th Street and Constitution Avenue NW., Washington, DC 20551.

All public comments are available from the Board’s Web site at www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm as submitted, unless modified for technical reasons. Accordingly, your comments will not be edited to remove any identifying or contact information. Public comments may also be viewed electronically or in paper in Room MP–500 of the Board’s

¹ 78 FR 62018 (Oct. 11, 2013) (OCC and Board) and 78 FR 55340 (Sept. 10, 2013) (FDIC).

FOR IMMEDIATE RELEASE

CONTACT: Mark Eatman, Project Manager

June 5, 2014

(404) 848-4494 • mreatman@itsmarta.com

MARTA TO HOLD PUBLIC MEETINGS ON CONNECT 400 – MARTA'S GEORGIA 400 CORRIDOR TRANSIT INITIATIVE

MARTA will hold a series of public meetings to gather public input regarding early findings from the Connect 400 Transit Initiative. The study, which continues efforts initiated in 2012, will assess potential transit options to improve regional mobility and accessibility in northern Fulton County. The Georgia (GA) 400 corridor has become a regional hub for population and employment growth, and stakeholders and the public have expressed support for future transit in the corridor.

During the meeting, MARTA will present a summary of public input to date, including results of a public survey conducted by Kennesaw State University, as well as information regarding potential expansion alternatives. The information collected at these meetings will help to inform the selection of a preferred transit alternative for the corridor. In addition, MARTA will share the schedule for future project activities, including detailed environmental studies that are required by the Federal Transit Administration (FTA) for transit system expansion.

To maximize opportunities for participation, meetings will be held at three separate locations within the corridor. The meetings will share identical information.

Meetings are scheduled as follows:

Tuesday, July 8, 2014, 6:30 pm-8:00 pm
Johns Creek Environmental Campus
8100 Holcomb Bridge Road, Roswell, GA

Thursday, July 10, 2014, 6:30 pm-8:00 pm
Georgia State University Alpharetta Center
3775 Brookside Pkwy, Alpharetta, GA

Thursday, July 17, 2014, 6:30 pm-8:00 pm
Hampton Inn Atlanta – Perimeter Center
769 Hammond Dr. NE, Atlanta, GA 30328

All members of the public, MARTA patrons, residents and business owners in the GA 400 corridor, and other stakeholders are encouraged to attend the meetings and stay involved in this important planning process. More information can be found on our Facebook page at Connect400 or on website at <http://www.itsmarta.com/north-line-400-corr.aspx>. If you have any questions or ideas, please contact Mark Eatman, MARTA Project Manager, at 404.848.4494 or e-mail the project team at Connect400@itsmarta.com.

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METRO

Teen killed in triple shooting

By Mike Morris
mmorris@ajc.com

DeKalb County police are investigating a shooting early Tuesday near Lithonia that left a teenager dead and two others in critical condition.

The incident happened about 2:30 a.m. in the 6700 block of Browns Mill

Ferry Drive. Officers found three people in or near a car in the middle of the road, Channel 2 Action News reported. All had been shot.

DeKalb police Capt. Stephen Fore said one of the victims, a teenage boy, later died. Two others, also believed to be teens, are in critical condition. Their

names have not been released. Fore didn't have their exact ages.

He said detectives were interviewing a "person of interest," but have not determined a motive. According to Channel 2, that person of interest lived in the neighborhood and was possibly an acquaintance of the dead teen.

Peachtree

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route will have temporary fencing with specific access points. Manhole covers on route are being secured.

Police are also planning for a secured finish line — which means for licensed firearm carriers, no packing in that specific area — in fact the police would

appreciate no packing at all.

"We feel there are enough law enforcement officers to deal with any issue that comes up," said Turner. "This is a family fun event."

He also asked that anyone carrying backpacks to make sure they are transparent for security reasons.

The chief noted that the department had a sol-

id year of security planning for this road race — unlike the rush job it had to do last year after the disastrous bombing at the Boston Marathon.

He noted last year's rain proved helpful from a crowd-control standpoint but forecasts don't promise that assistance this year.

PolitiFact

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science professor at the University of Georgia and a longtime Capitol observer, said the statement by McGrath is "the kind of campaign rhetoric that is false on its face."

"Obviously, someone like Gene Talmadge who did three terms as governor did less for education than Nathan Deal," Bullock said. "It used to be that the state's budget went disproportionately for transportation; now most of it goes for education."

We contacted Bryan Thomas, Carter's campaign spokesman, to ask for its evidence.

He told us the statement reflects the Carter campaign's "opinion." He also said McGrath's statement was aimed at Deal's record on education funding, though that's not what it says.

He made three points to us. They all deal with the austerity cuts to education that started under Gov. Sonny Perdue in

2003, increased to more than \$1 billion a year in Perdue's final two years in office and have largely continued at that level under Deal. These cuts reflect the difference in what school systems qualify for and actually receive from the state under the education funding formula, the Quality Basic Education Act of 1985.

Here are Thomas' points and what our research shows for each:

1). On average, Deal has underfunded k-12 education in Georgia by more than \$1 billion per year since taking office.

2.). After just four years in office, Deal is responsible for more than half of the total austerity cuts, or about \$4.1 billion.

3). Between fiscal 2003 (when "austerity cuts" began) and fiscal 2011 (when Deal took office) — a period encompassing the worst years of the Great Recession — the average QBE shortfall was just \$380 million per year. Nathan Deal's average has been more than 250 percent higher than that, at just over \$1 billion per

year.

State government documents and our research support these statements, though our numbers differ slightly. Most notably, we show \$8.4 billion in total austerity cuts, and the documents show more than \$7.5 billion.

"Find me another governor who has so incredibly underfunded education according to the state's own guidelines," Thomas said in an email.

Jen Talaber, a spokeswoman for the Deal campaign, said she found the Carter camp's claim hard to believe.

"The Carter campaign believes that segregationist governors had better records than Governor Deal?"

Talaber said economic conditions were tough when Deal took office, yet he increased education funding every year (with favorable votes from Carter in the Senate, except on the fiscal 2015 budget).

Talaber said the governor "believes a strong economy" and has backed school choice,

working for passage of the 2012 charter school amendment. His record on education also includes championing or implementing a plan to increase schools' access to the Internet, educator training in reading and other best practices, and the health education program SHAPE, Talaber said.

Deal also saved the popular lottery-funded HOPE scholarship and pre-kindergarten programs from the brink of bankruptcy, she said. (Some of the HOPE changes that ultimately were approved were brokered by a bipartisan group that included Carter.)

So with the perspective of both camps, we reached out to Thomas V. O'Brien, chairman of the department of educational studies and research at the University of Southern Mississippi, for help with the long view of Deal in history. O'Brien has researched American education in the 20th century and published a book in 1999, "The Politics of Race and Schooling: Pub-

lic Education in Georgia, 1890-1961."

He said he believes that because of the governor's funding cuts to education and his stance on school choice, "it is fair to say that Deal is no friend to public education."

But a declaration of worst is problematic, O'Brien said.

In the 1950s and 1960s, Govs. Herman Talmadge, S. Marvin Griffin and, for a time, Ernest Vandiver threatened to do away with the public schools if they were forced to integrate by race.

Thirty-eight Georgia governors served before the Civil War, when there was no public education to speak of, O'Brien said. It was against the law in most places to teach a slave to read, write or do math. Poor whites had no schools, and wealthy whites brought in tutors or sent their children to school in Europe or the North, he said.

So where does this leave us?

The Carter camp issued a statement saying "Gov. Deal has the worst record

on education in the history of this state." Spokesman Bryan Thomas later said the camp was referring to his record on education funding and specifically pointed to austerity cuts during his administration. Annual austerity cuts topped \$1 billion in his first three budgets, but they also were that high in the last two budgets of his predecessor, Sonny Perdue.

The Carter camp can't prove that among Georgia's 82 governors Deal's record is the worst on education in general or on education funding in specific.

The Carter campaign's charge was incendiary — that the sitting governor has the worst education record in Georgia's history. And we smell smoke.

We award it our lowest rating, Pants On Fire.

This article was edited for length. To see a complete version and its sources, go to www.politifact.com/georgia/

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Classroom

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implemented the concept, such as the math teacher in Houston who used the time saved to launch his students into an exercise showing the real-world value of fractions. His students perused federally approved school lunch recipes and used their new math skills to "scale up" the volume of ingredients for their own cafeteria. The school rewarded them by serving their recipe.

"It's teaching them to use it in a way that's very real," Bergmann said, "because they got to eat the results."

The Cobb County School District has experimented with flipped classrooms, as have private schools in metro Atlanta. This was just one of many topics at the four-day teaching and technology conference, which ended Tuesday.

The DeKalb County School District sent about 200 educators at roughly \$400 apiece, said Chief Information Officer Gary Brantley. Teachers there are using test data to diagnose students' strengths and weaknesses, while the central office is moving to "paperless" processes and letting principals choose devices on the operating systems of their choice. Teaching is better with devices, he said. "The kids seem to engage a lot more with what's being taught when they're using these tools."

Bob Farrace, the spokesman for the National Association of Secondary School Principals, led a session Monday for principals. He said school leaders are realizing that educational technology is driving fundamental change in the classroom.

"What we're starting to see is, more and more, educational technology is being seen as less of a layering on of technology to things we already do and more of a way to transform the practice of education," he said.

Raid

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faces a long recovery.

"He needs to learn to walk again," his mother said. There was significant scarring to his face — doctors had to re-attach his nose — and additional plastic surgery awaits.

But for a family that's had little to be thankful for this year, Bou Bou's recovery qualifies as an unexpected blessing. "It's a miracle," the boy's father, Bounkham Phonesavanh, said. "We want to thank everyone for their prayers."

On Monday, Bou Bou had his first meal with his family since the May 28 raid. The Phonesavans plan to return to Wisconsin — where they lived before relocating to Cornelia due to a house fire earlier this year — following a farewell breakfast Wednesday with supporters at Delightful Eatz in southeast Atlanta.

Meanwhile, the FBI's investigation into the actions of a special response unit, composed of Haber-



Alecia and Bounkham Phonesavanh, the parents of Bounkham "Bou Bou" Phonesavanh, plan to return to Wisconsin, where they lived before relocating to Cornelia due to a house fire. CURTIS COMPTON / CCOMPTON@AJC.COM

sham sheriff's deputies and Cornelia police officers, that conducted the raid is nearing completion, the family's attorney, Mawuli Davis, told The Atlanta Journal-Constitution.

The unit was acting on a tip from an undercover agent with the Mountain Judicial Circuit Narcotics Criminal Investigation and Suppression Team who said she bought methamphetamine from suspect Wanis Thonetheva at the home where the Phonesavans were stay-

ing. Thonetheva was arrested without incident at a different location the following day.

"He did not live [where the family was staying]," Alecia Phonesavanh said,

adding she spotted Thonetheva at the end of the driveway the day the alleged undercover purchase of \$50 worth of methamphetamine was made.

The raid was conducted early the next day. Bou Bou, his parents and three siblings were all asleep when they heard commotion outside the door.

"I thought it was a robbery," Alecia Phonesavanh said. "When I sat up in bed I saw the flash."

The decision to use the flash bang device was made prior to the raid "due to the violent history of Wanis Thonetheva and the stated possibility of weapons on scene," one of the deputies wrote in the incident report ob-

tained from the Habersham sheriff's office.

The response team said they were unaware children were inside the home even though a minivan equipped with children's car seats was parked in the driveway.

The Habersham raid has renewed debate over the use of "no-knock warrants," in which law enforcement can enter a home unannounced.

"We're concerned about our neighborhoods and communities being treated as war zones by the police," Davis said.

Habersham officials have declined comment, citing the ongoing investigation.

Legal Notices

Atlanta BeltLine, Inc. (ABI) Request for Proposal (RFP) for Parking Management Services to operate and manage a parking facility on the Atlanta BeltLine Corridor.

The FULL text of the RFP is found at: <http://beltline.org/about/work-with-us/rfps-and-rfq-2/>

Inquiries should be directed to: Kristin Olson, Atlanta BeltLine, Inc., 86 Pryor Street SW, Suite 300, Atlanta, GA 30303, kolson@atbeltline.org

Fourth of July Holiday Deadlines

The Atlanta Journal-Constitution Legal Advertising Department will be closed FRIDAY, JULY 4th, 2014, in observance of the Independence Day holiday. We will reopen Monday, July 7th, at 8:00 am.

PUB DATE	DEADLINE
Saturday, 7/5	THURSDAY, 7/3
Sunday, 7/6	THURSDAY, 7/3
Monday, 7/7	THURSDAY, 7/3
Tuesday, 7/8	THURSDAY, 7/3

Wednesday, 7/9: RESUME NORMAL DEADLINES

NOTICE OF INTENT TO AWARD: Notice is hereby given that not sooner than five (5) days after the publication hereof, the Metropolitan Atlanta Rapid Transit Authority (MARTA) intends to award the following contract:

AE 31185 Geotechnical Engineering Consulting Services. Golder Associates, Inc. and Universal Engineering Sciences \$1,000,000.00. Local Capital/Federal Funds.
AE 31187 Materials Testing Consulting Services. Cardino ATC and Terracon \$3,000,000.00. Local Capital/Federal Funds.
AE 31189 Surveying Consulting Services. Landstar Surveying Co., Atlanta, North America, Inc., and Woolpert, Inc. \$3,000,000.00. Local Capital/Federal Funds.
CP 832640 Revenue Vehicle Towing Services. Gibbs Automotive & Electronics, LLC \$397,500.00. Local Operating Funds.
A summary of the terms of the contract is available at the Office of Contracts & Procurement and Material, MARTA, 2424 Piedmont Road, N.E., Atlanta, GA 30324.
Keith T. Parker, AICP
General Manager/CEO
View MARTA'S
VENDOR OPPORTUNITIES
<http://www.itsmarta.com>

WYZE Public Notice
On June 12, 2014, an application was filed

with the Federal Communications Commission seeking consent to transfer control of WYZE Radio, Inc. from the Estate of George H. Buck, Jr., to the George H. Buck, Jr. Trust, James G. Clements, Trustee. WYZE Radio, Inc. is the licensee of AM Station WYZE, 1480 KHz, Atlanta, Georgia. The officers and directors of WYZE Radio, Inc. are Nancy H. Walker, Jacob E. Bogan, and Ethel Nina Buck. A copy of this application, including any related material, is available for public inspection during regular business hours at 1111 Boulevard SE, Atlanta, Georgia.

Burn Lounge, LLC, whose Pres. S. Crocker (licensee) and VP. D. Hodge, has applied to the Bd of Commissioners for the consumption on premise sale of beer/wine/liquor at 3435 Roosevelt Hwy, Ste. 15, Col Pk, GA. Hearing to be held at Fulton CTY Assembly Hall, 141 Pryor St. Atl. GA on 7/16/14 at 10am.

JCDC, LLC, dba Swerve Grille, whose owner/licensee, B. Anthony, has applied to the Bd of Commissioners to sale & consume on premise beer/wine/liquor at 3220 Butner Rd, Ste. 110, Atl. GA 30331. Hearing to be held at Fulton Cty Assembly Rm, 141 Pryor St. Atl. on 7/16/14 at 10am.

For more information on Legal Guidelines, Contact your County Newspaper.

YOU ARE INVITED!

Please join MARTA and the Connect 400 Team for a public meeting to gather input and discuss the status of the Georgia (GA) 400 Transit Initiative. This meeting will present public feedback to date and provide opportunity for discussion of potential alternatives for transit expansion.

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

Tuesday, July 8, 2014
6:30pm to 8:00pm
Johns Creek Environmental Campus
8100 Holcomb Bridge Road, Roswell

Thursday, July 10, 2014
6:30pm to 8:00pm
Georgia State University
Alpharetta Center
3775 Brookside Pkwy, Alpharetta

Thursday, July 17, 2014
6:30pm to 8:00pm
Hampton Inn Atlanta-Perimeter Center
769 Hammond Dr. NE, Atlanta

Contact: Mark Eatman, MARTA Project Manager
404-848-4494
www.itsmarta.com/north-line-400-corr.aspx
Connect400@itsmarta.com
facebook.com/Connect400

marta
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY



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Contact: Mark Eatman, *MARTA Project Manager*



Call us!
404-848-4494



Email us!
Connect400@itsmarta.com

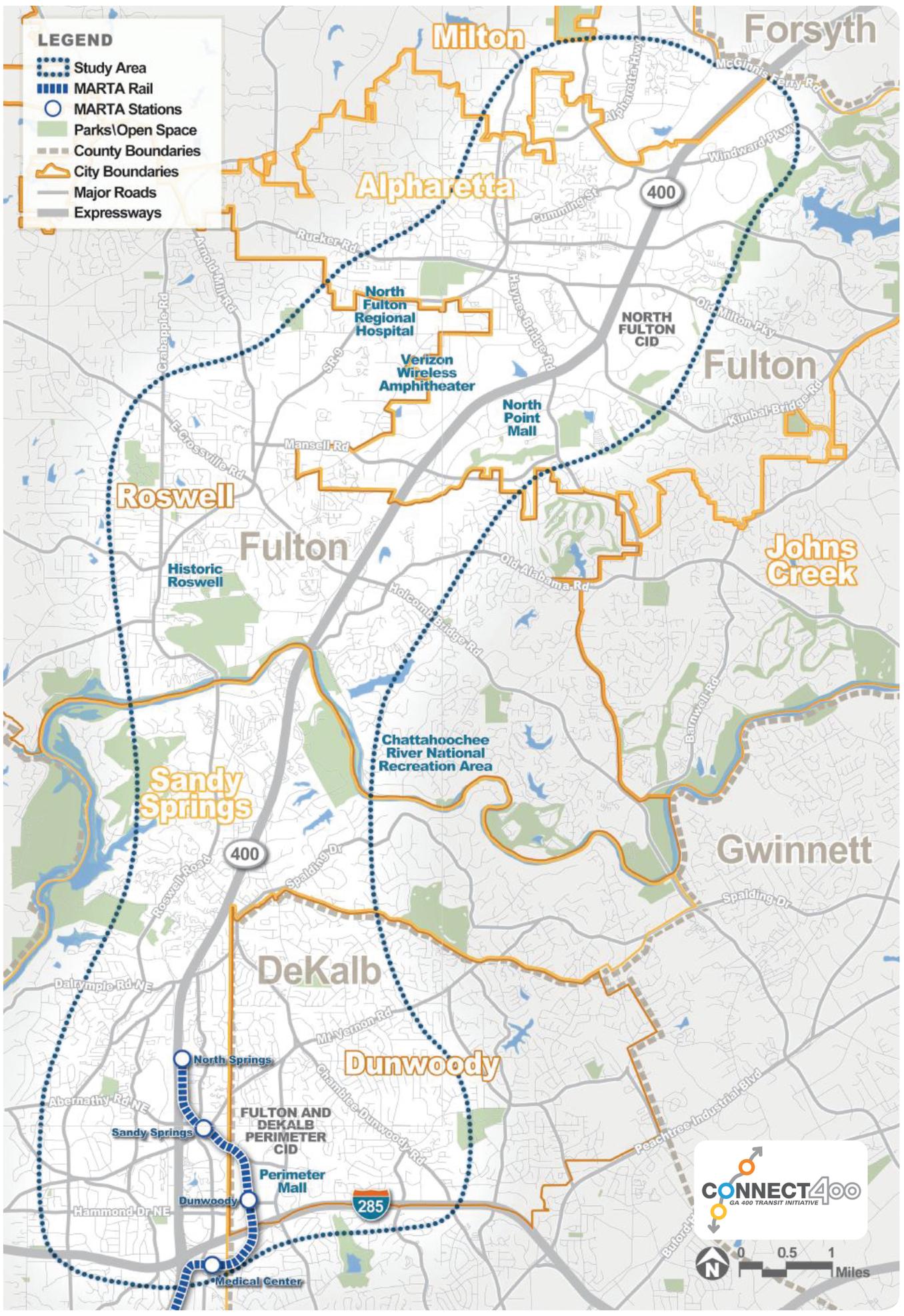


Visit us on the Web!
www.itsmarta.com/north-line-400-corr.aspx



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

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



Notification Distribution Locations

Malls

- Perimeter Mall 30346)
- North Point Mall

Employment Centers

- Wilton Center, Roswell
- Colonial Park, Roswell
- Heritage Square, Roswell
- Mansell Overlook, Alpharetta
- One Glenlake, Sandy Springs
- 3 Glenlake, Sandy Springs
- Lakeside Office Park, Sandy Springs
- GA 400 Center, Alpharetta
- Deerfield Commons, Alpharetta
- Deerfield Park, Alpharetta
- Northpark Complex, Sandy Springs
- One, Two & Three Ravinia, Atlanta
- Cox Communications Building Atlanta
- Royal 400, Alpharetta
- Royal Ridge, Alpharetta
- Parkway 400, Alpharetta
- Highwoods, Alpharetta
- Two Point Royal, Alpharetta
- Glenlake South, Sandy Springs
- Glenridge Point, Sandy Springs
- Windward Concourse, Alpharetta
- Perimeter Center Parkway, Atlanta
- 400 Northridge, Atlanta
- Concourse Office Park (“King and Queen”), Sandy Springs
- Bluegrass Office Park, Alpharetta
- HP, Alpharetta
- Johns Creek Business Association (email)
- IBALnet (email)
- Business400.com (email)

Schools

- Atlanta Intercontinental University
- Art Institute of Atlanta
- Georgia State University, Alpharetta Center
- Georgia Perimeter College, Alpharetta Center

Other

- North Fulton Community Improvement District / North Fulton Chamber of Commerce
- Hammond Park Gymnasium
- Mt. Pisgah Church North Campus
- Park Terrace Apartments
- Campbell Apartments
- Hammond Glenn Retirement Home
- The Hammonds Condominiums
- Mt. Vernon Towers
- Mt. Vernon Library
- Abernathy Apartments
- Serrano Condominiums
- The Granville Condominiums
- Alderwood Apartments
- Foxcroft Condominiums
- The Lodge at Sandy Springs
- Provence North Apartment