WELCOME

to the
Georgia 400
Scoping
Public Meeting

6:30PM – 8:00PM
WHERE DO YOU LIVE AND WORK?
Build Alternative 1: Heavy Rail Transit (HRT) or Build Alternative 2: Bus Rapid Transit (BRT)*

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

* Build Alternatives 1 and 2 share the same alignment
**TECHNOLOGY CONSIDERATIONS**

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

* Funding opportunities will be identified during the environmental process
** Technology (potential to upgrade from BRT to HRT)
*** Implementation (implement project in segments, i.e. North Springs to Holcomb Bridge, Holcomb Bridge to North Point, North Point to Windward)

**TRADE OFFS AND DECISION MAKING**

- **Intensity:** Impacts, Costs, Cost-Effectiveness, Time to Implement
- **Performance:** Ridership, Vehicle Miles Traveled Reduction, Travel Time Savings

**LOWER**

**HIGHER**
What Is an Environmental Impact Statement (EIS)?

An Environmental Impact Statement (EIS) is:

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

List of NEPA Resource Areas

- **Social Environment**
  - Community Impacts
  - Economic Impacts
  - Environmental Justice

- **Cultural Environment**
  - Historic Resources
  - Archaeological Resources

- **Natural Environment**
  - Streams, Wetlands and Open Water
  - Water Quality
  - Protected Species

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

- **Indirect and Cumulative Impacts**
  - Induced Growth and Development

- **Mitigation**

- **Other Resources**
PROJECT HISTORY

TIMELINE

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>ALTERNATIVES ANALYSIS</td>
</tr>
<tr>
<td>2013</td>
<td>EARLY SCOPING PHASE I</td>
</tr>
<tr>
<td>2014</td>
<td>EARLY SCOPING PHASE II</td>
</tr>
<tr>
<td>2015</td>
<td>LPA ADOPTED</td>
</tr>
</tbody>
</table>

Legend:
- Light Yellow = Feasibility
- Light Green = Feasibility + Feasibility Study
- Gray = Feasibility + Feasibility Study + Feasibility Study
- Dark Green = Feasibility + Feasibility Study + Feasibility Study + Feasibility Study
- Purple = Feasibility + Feasibility Study + Feasibility Study + Feasibility Study + Feasibility Study
NOTICE OF INTENT
- NOI Released on March 31, 2015

SCOPING
- Scoping Booklet Released April 3, 2015
- Three Public Hearings
  - April 14, 2015
  - April 16, 2015
  - April 30, 2015
- Submit Your Comments by May 11, 2015

PREPARE DEIS
- Publish Scoping Document
- Prepare Draft Environmental Impact Statement (DEIS) by Spring 2016

PUBLIC REVIEW
- Distribute Draft Environmental Impact Statement (DEIS) by Spring 2016
- Invite Public Comments on Draft Environmental Impact Statement (DEIS) in Spring 2016

FEIS / ROD
- Combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD) in Spring 2017
- Final Decision by Spring 2017
Need and Purpose Drive the Selection of an Alternative

<table>
<thead>
<tr>
<th>The Draft <strong>Needs</strong> of the Project are Based on:</th>
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<tbody>
<tr>
<td>• Increased Travel Demand and Congestion</td>
</tr>
<tr>
<td>• Limited Transit Mobility</td>
</tr>
<tr>
<td>• Transit Travel Times not Competitive with Auto Travel</td>
</tr>
<tr>
<td>• Congestion May Impact Future Economic Development Opportunities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>The Proposed Project <strong>Purpose</strong> is to:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Provide High Capacity Transit</td>
</tr>
<tr>
<td>• Expand Transit Coverage</td>
</tr>
<tr>
<td>• Improve Transit Connectivity</td>
</tr>
<tr>
<td>• Enhance Transit Accessibility</td>
</tr>
<tr>
<td>• Provide a Reliable Alternative to Automobile Travel</td>
</tr>
</tbody>
</table>
IDENTIFIED ENVIRONMENTAL RESOURCES

*Alignment shown is subject to revision and specific property impacts are likely to change.*
IDENTIFIED COMMUNITY RESOURCES

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