



CONNECT400

GA 400 TRANSIT INITIATIVE

GA 400 Transit Initiative Scoping Booklet

Environmental Impact Statement

APRIL 2015

What is the Purpose of this Booklet?

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

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

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

FOR MORE INFORMATION:

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

Email: connect400@itsmarta.com

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

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

PLEASE JOIN US AT A PUBLIC SCOPING MEETING:

Scoping Meeting #1:

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

Scoping Meeting #2:

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

Scoping Meeting #3:

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


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List of Acronyms



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

Introduction

What is the Georgia 400 Transit Initiative?

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

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

Where is this project located?

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

Figure 1: Project Overview

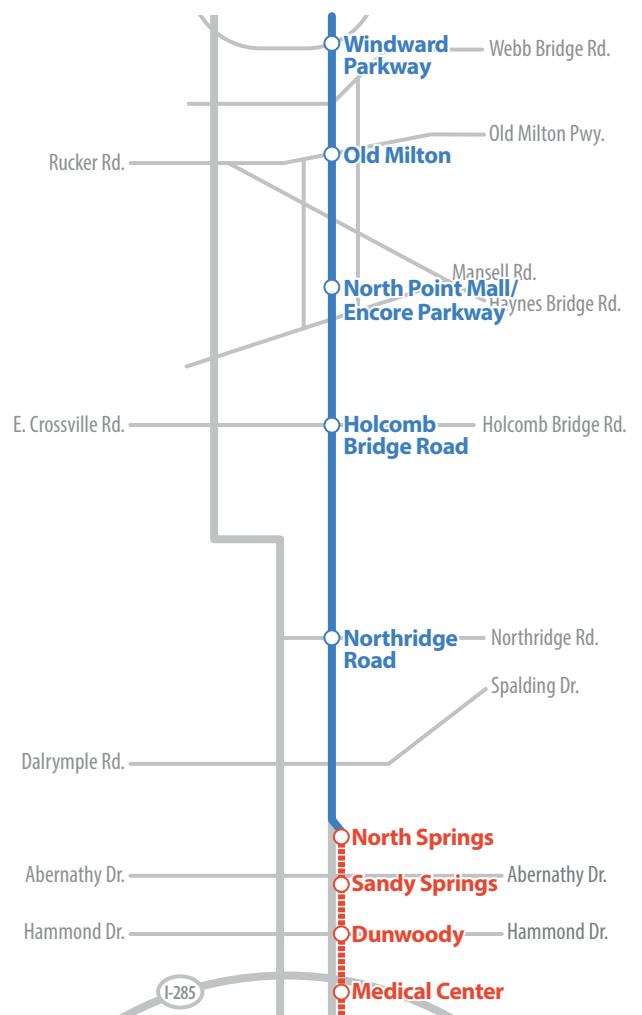
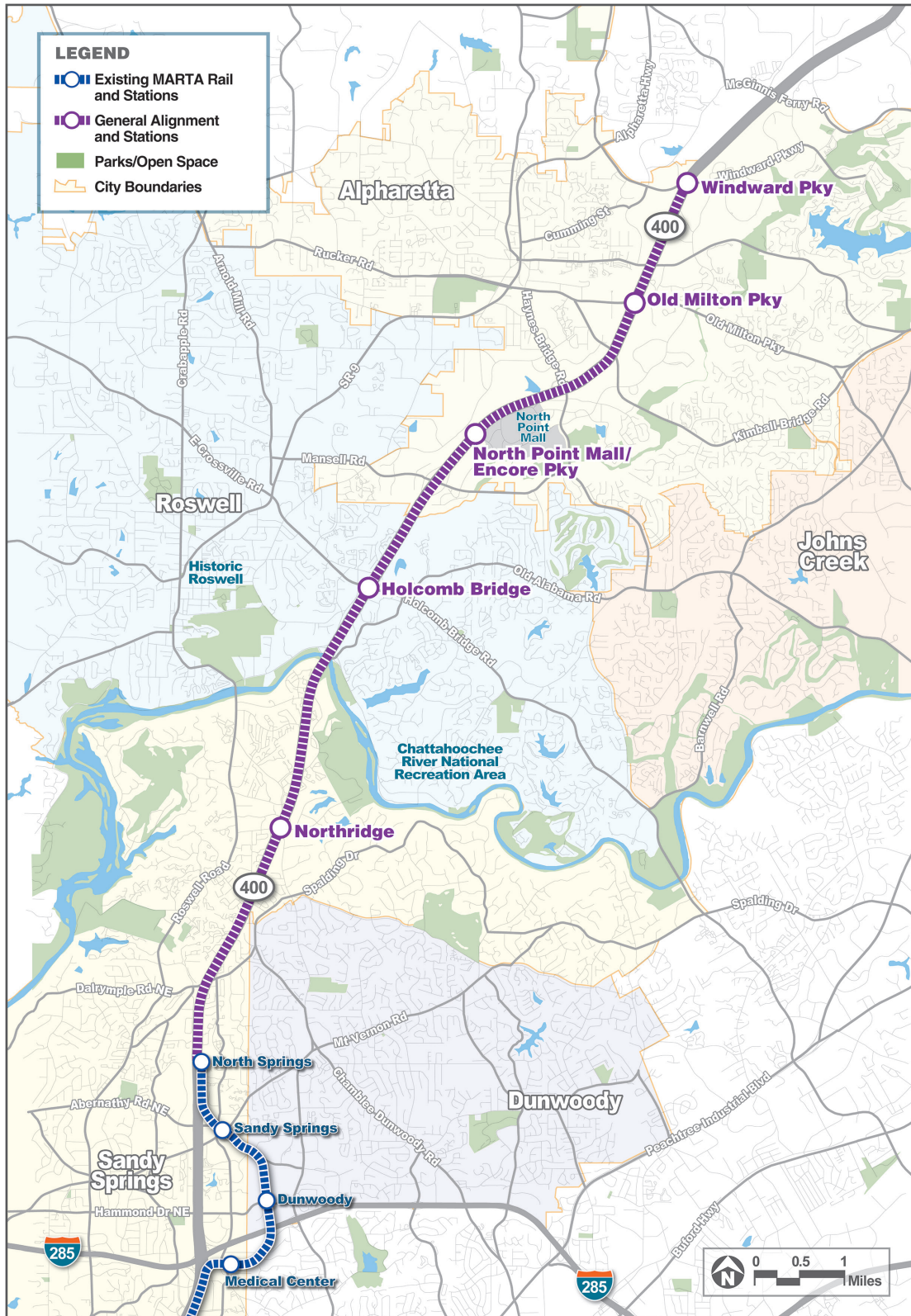


Figure 2: GA 400 Transit Initiative Project Location Map



What is Heavy Rail Transit?

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

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

Figure 3: Existing MARTA HRT Service



What is Bus Rapid Transit?

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

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

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



Project Background and History

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

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

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

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

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

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

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



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

Increased Travel Demand and Congestion

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

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

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

Table 1: Study Area Forecast Employment and Population Growth

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

Source: ARC Forecasts

Limited Transit Mobility

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

Transit Travel Times

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

Economic Development

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

Project Goals and Objectives

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





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

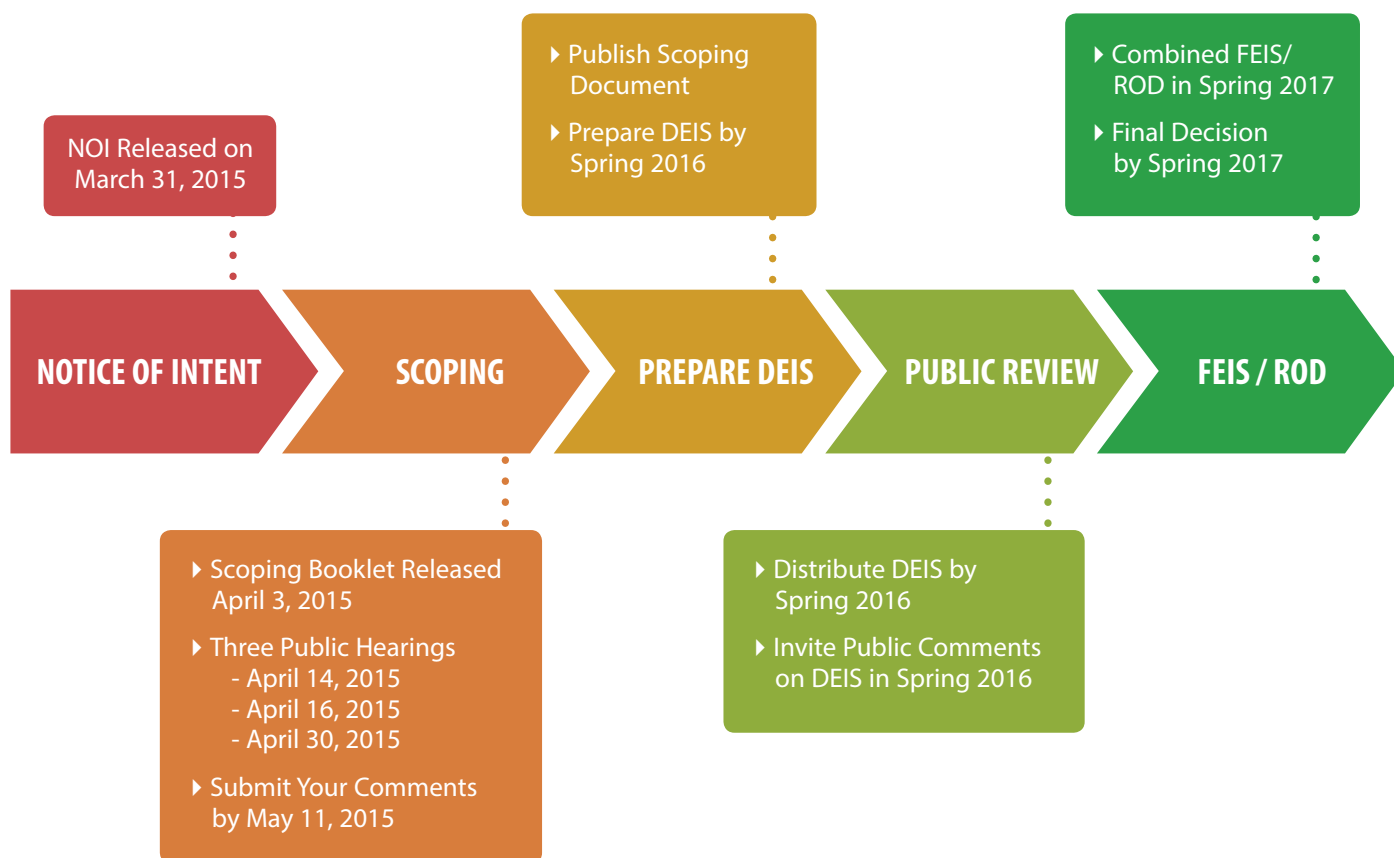
GOAL 1: IMPROVE MOBILITY AND ACCESS	
Challenges	Objectives
Limited transit mobility options	Improve access and connectivity to transit services within the study area and throughout the region
	Improve connections and access to existing transit systems
Increased travel demand and congestion	Increase transit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

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

Environmental Review Process

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

Figure 5: Schedule for the Federal Environmental Review Process





What is an Environmental Impact Statement?

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

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

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

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


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

Draft Environmental Impact Statement

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

Public and Agency Review Period

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



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

Final Environmental Impact Statement/Record of Decision

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

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

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



Alternatives under Consideration

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

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

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

No-Build Alternative

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

Build Alternative 1 (Locally Preferred Alternative)

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

Build Alternative 2

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

Build Alternative 3

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

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

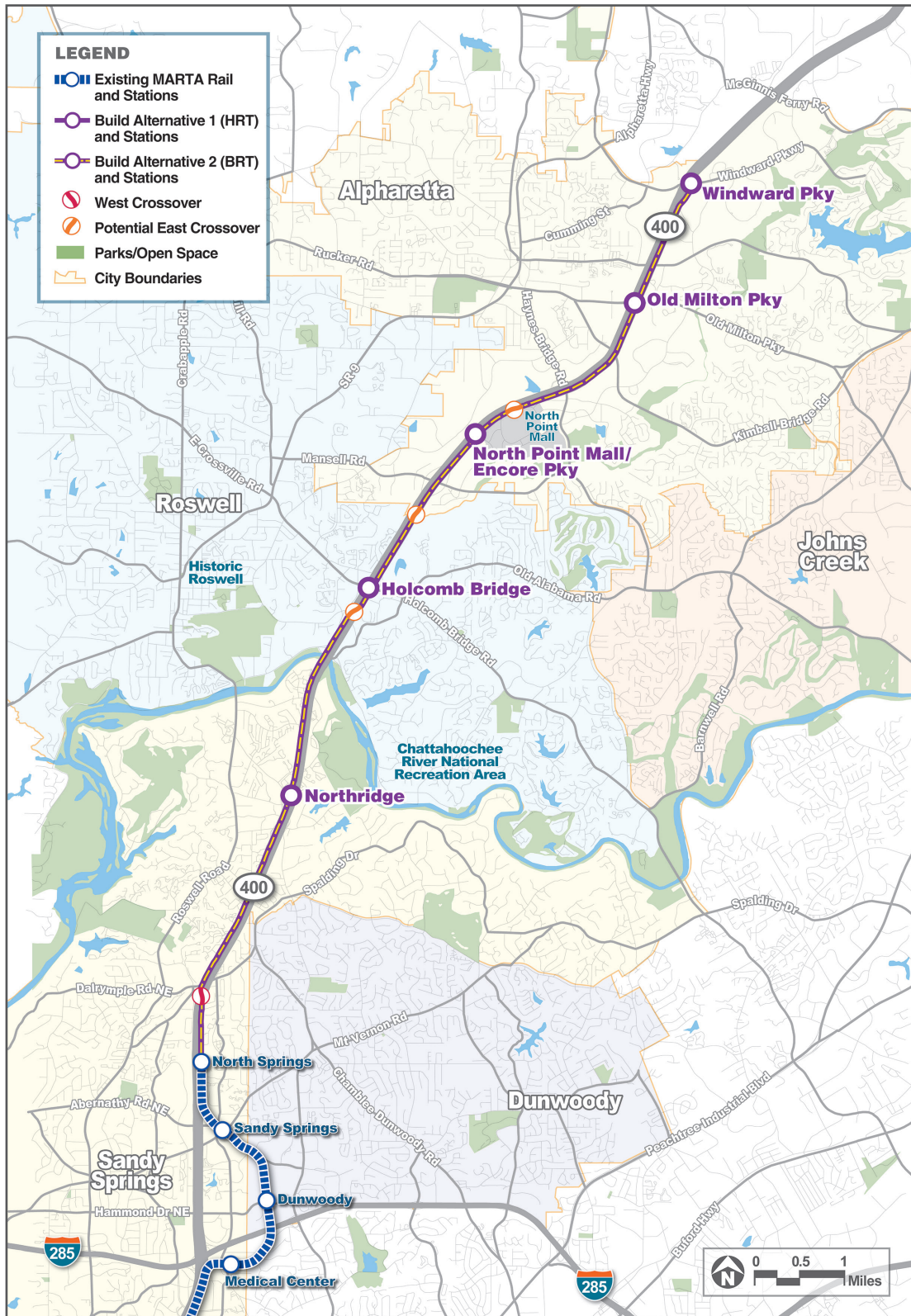
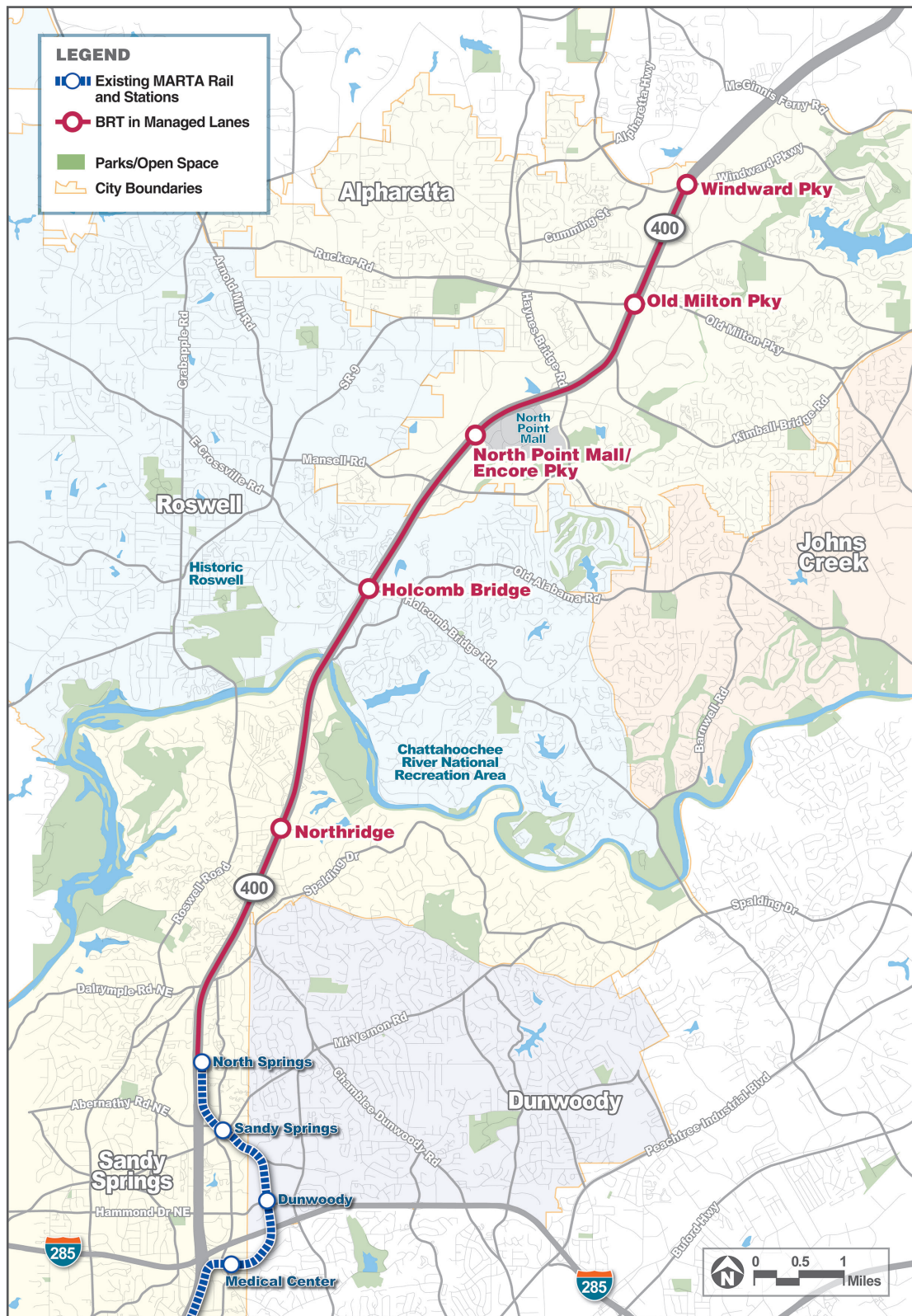


Figure 7: Map of Build Alternative 3



Environmental Resources to Be Studied in the Draft Environmental Impact Statement

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

What types of resources will be considered for impacts?

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

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

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



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

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

Environmental Impact Mitigation Measures

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

Public Participation in the Scoping Process

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

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

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

Who is involved in this process?

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

Public Involvement and Agency Coordination

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

Public Scoping Meetings

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



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

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

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

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

How can I learn more about the project?

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

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

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

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

How can I voice my opinion in the process?

How can I submit comments?

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

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

Mr. Mark Eatman

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

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

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

MARTA and FTA Contacts

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

Mr. Mark Eatman, Project Manager

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

Mr. Stan Mitchell, Environmental Protection Specialist

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

What happens after Scoping? Can I still be involved?

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

Next Steps

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

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



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