

EXECUTIVE SUMMARY

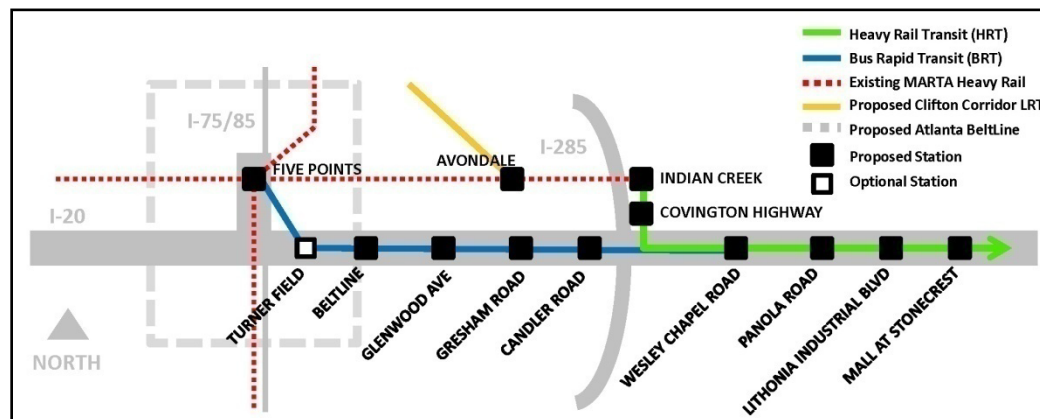
Following a two-tiered Detailed Corridor Analysis (DCA), which evaluated a variety of transit alignments and modes, the Metropolitan Atlanta Rapid Transit Authority (MARTA) I-20 East Transit Initiative has selected and refined a Locally Preferred Alternative (LPA). After presenting the LPA, the document provides an overview of the study background, DCA evaluation process, and next steps.

The Adopted LPA

The LPA represents the HRT3 Alternative from the Tier 2 Screening with refinements, and consists of Heavy Rail Transit (HRT) and Bus Rapid Transit (BRT) components, as shown in **Figure ES-1** below and **Figure ES-2** on page ES-2. The LPA would extend the existing MARTA east-west heavy rail line 12 miles from the Indian Creek Station. The line would extend south parallel to I-285, then east along I-20 to the Mall at Stonecrest.

BRT service would be implemented between downtown Atlanta and Wesley Chapel Road. BRT service would operate in general use lanes and HOV/HOT lanes on I-20, and in the City of Atlanta, BRT service would utilize the Capital Avenue interstate ramps, Capital Avenue, Martin Luther King, Jr. Drive, and Broad Street for access to and from the Five Points Station, or preferably the Multimodal Passenger Terminal (MMPT) if it is implemented.

Figure ES-1: The Recommended LPA – HRT3



The following station locations are recommended based on input from the public and stakeholders, existing and future land uses, and projected ridership:

New Stations Served by HRT

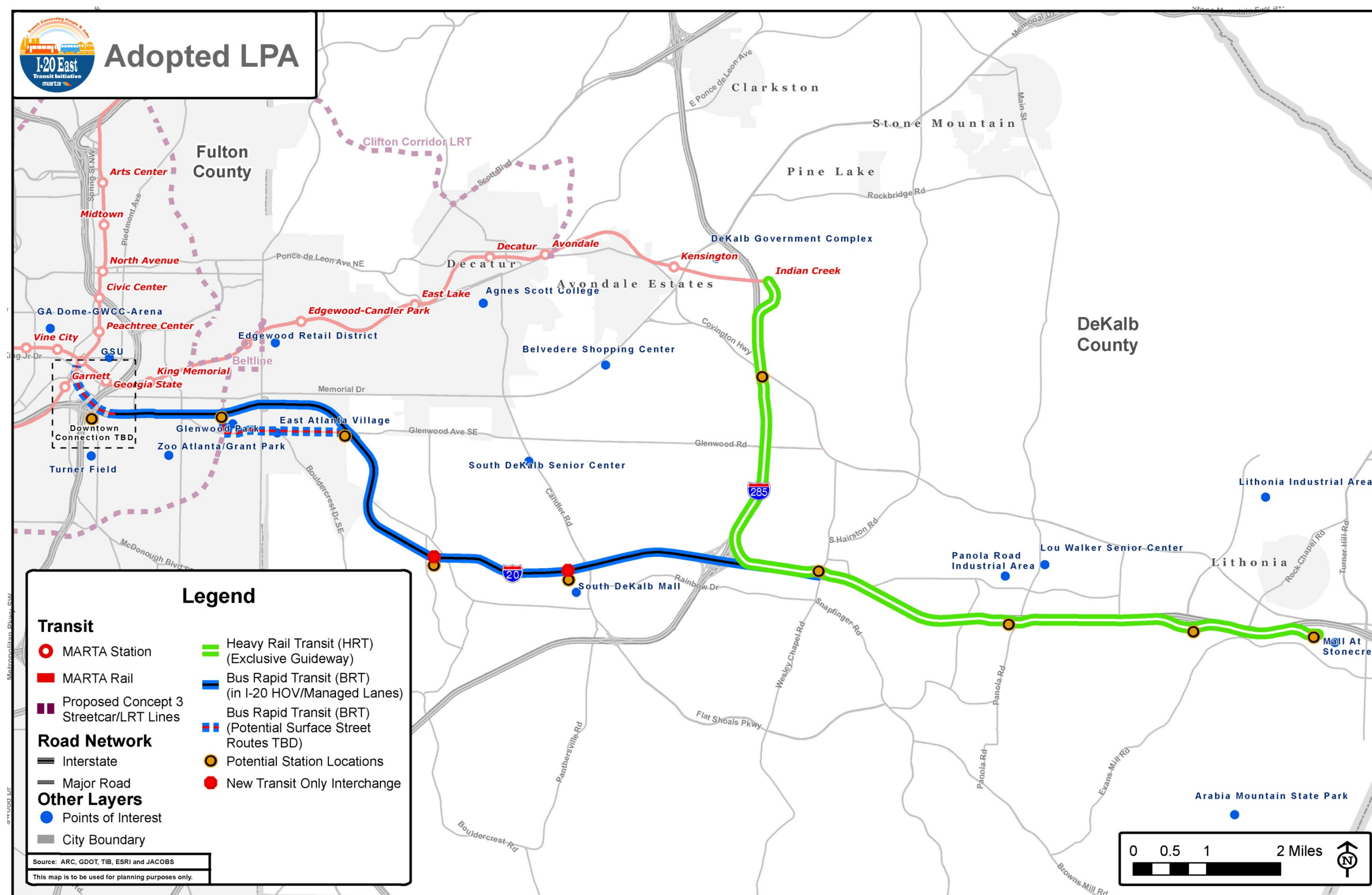
- Covington Highway
- Wesley Chapel Road
- Panola Road
- Lithonia Industrial Blvd/Evans Mill Road
- Mall at Stonecrest

New Stations Served by BRT

- Turner Field (Optional)
- Glenwood Park/Beltline
- Glenwood Avenue
- Gresham Road
- Candler Road
- Wesley Chapel Road



Figure ES-2: Map of the Recommended LPA – HRT3





Currently, MARTA operates two east-west transit lines: the Blue Line, which operates between the Indian Creek Station to the east and the HE Holmes Station to the west; and the Green Line, which operates between the Edgewood/Candler Park Station to the east and the Bankhead Station to the west. As shown in **Figure ES-3** on page ES-4, the extended Green Line would serve all new heavy rail stations listed above and then operate as an express service along the existing east line, serving only select stations in order to minimize travel times between the Mall at Stonecrest and the Five Points Station.

Future connectivity to the proposed BeltLine and Clifton Corridor was a major consideration in the identification of the LPA. **Figure ES-4** on page ES-5 presents a map showing how the I-20 East project would integrate with other existing and planned transit investments.

Refinements to the Recommended LPA

Of the six alternatives considered in the Tier 2 Screening of the DCA, HRT3 was selected as the LPA because it would most effectively address the stakeholder-identified needs of the corridor and goals and objectives of the project, as shown in **Table ES-1** on page ES-6. Corridor stakeholders, the City of Atlanta, the general public, and other interested parties expressed overall support for HRT3. However, due to their shared concerns about the nature of BRT service attached to this alternative, HRT3 was refined after its selection as the recommended LPA.

In refining HRT3 as the recommended LPA, its BRT portion was designed to meet premium BRT standards as defined by Federal Transit Administration (FTA). The FTA stipulates that bus service qualifies as BRT when it offers fixed route service that either operates predominantly on fixed-guideways or offers high frequency (15 minute headways, 10 minute headways during peak hours) service separate from mixed traffic with transit stations, traffic signal priority or preemption, low-floor vehicles or level-platform boarding, and separate branding of service. Therefore, the following specific refinements were made to the LPA BRT service:

- BRT service between downtown Atlanta and Wesley Chapel would operate in general use lanes and High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) lanes on I-20 and surface streets as necessary to connect to downtown.
- BRT service would be fixed-route, branded, high frequency, all-day service utilizing transit stations rather than typical bus stops.
- Transit-only interchanges would be constructed at Candler Road and Gresham Road for BRT access to stations at those locations.
- Arterial BRT enhancements such as TSP and queue jumper lanes would be utilized to maximize the efficiency of surface street operations.

Although these refinements altered the costs and ridership projections for HRT3, these changes were not substantial enough to alter HRT3's performance in Tier 2 Screening. The refinements would raise capital costs associated with HRT3 to an estimated \$1,929.6M and right-of-way costs to \$110.4M for a total cost of \$2,040.0M. Operations and Maintenance costs were not affected by the refinements and remained at \$18.0M annually.

Figure ES-3: LPA Operation in MARTA System

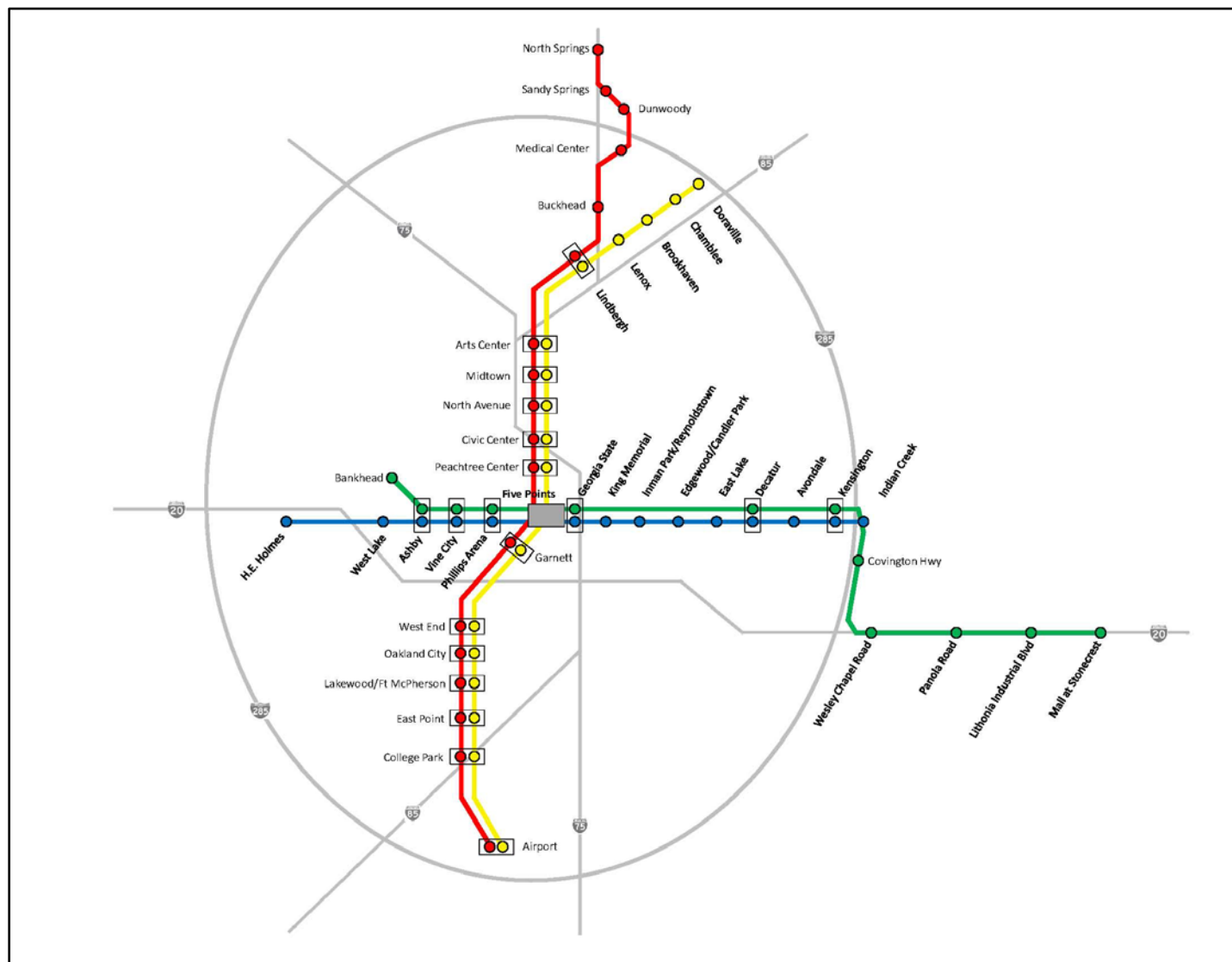


Figure ES-4: System Integration Map

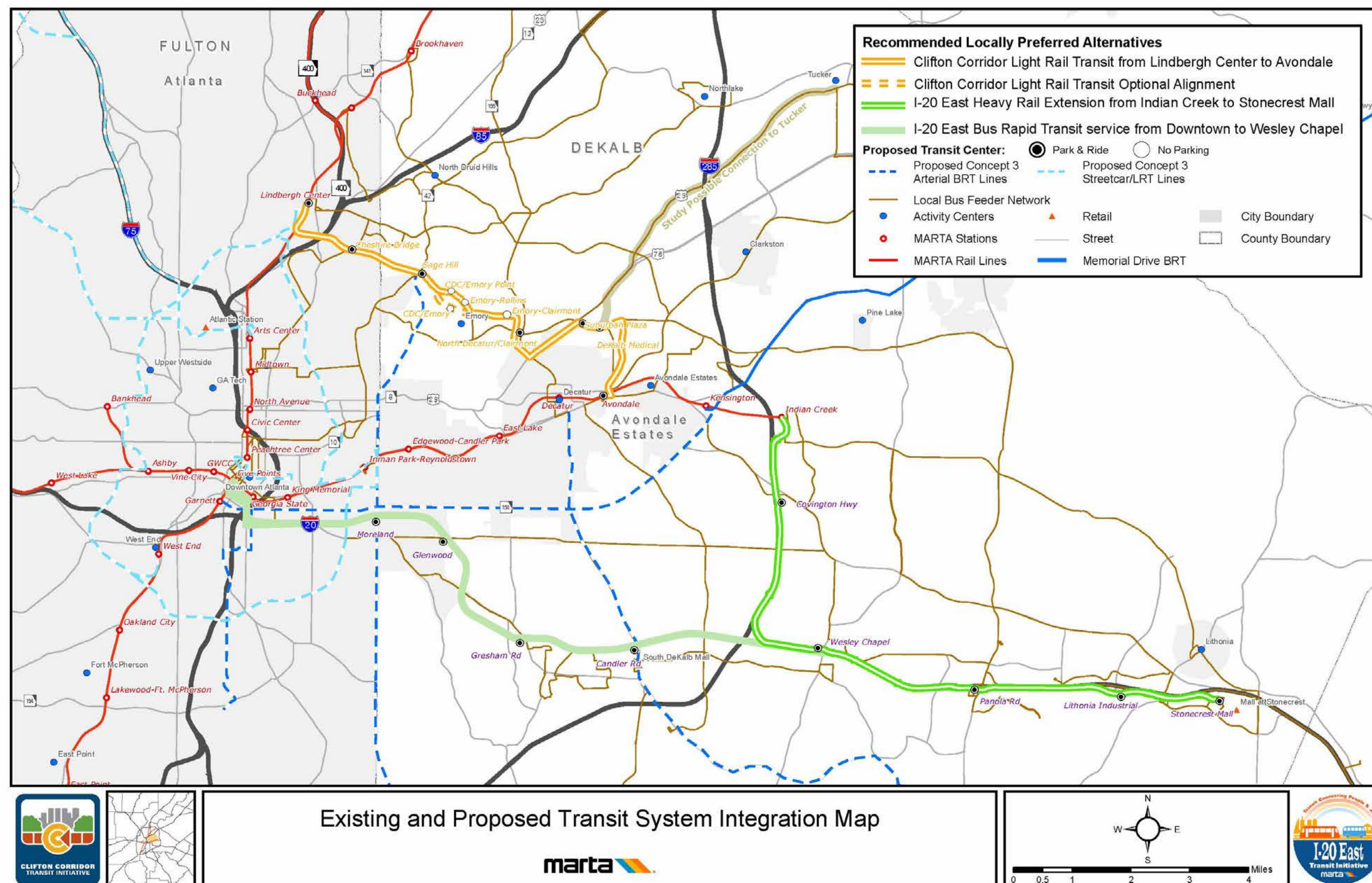




Table ES-1: Reasons for Selection of the LPA

Project Goal	Reason for Selection of LPA – HRT3
Increase Mobility and Accessibility	<p>Fast Travel Times and High Ridership: HRT3 would provide significant 2030 travel time savings for commuters in the corridor. Compared with automobile travel, HRT3 would save 34.5 minutes for commuters travelling between the Mall at Stonecrest and downtown Atlanta. Additionally, HRT3 is expected to attract 28,700 daily riders.</p> <p>Transit Access to Decatur and Proposed Clifton Corridor LRT Line: HRT3 was the only alternative that provides a direct connection to both the City of Atlanta and the City of Decatur, the DeKalb County seat. HRT3 would also provide a connection to the proposed Clifton Corridor light rail line which would provide direct service to the employment center containing Emory University and the Centers for Disease Control and Prevention (CDC).</p>
Provide Improved Transit Service in the Corridor	<p>Service to Heavily Congested Areas of Corridor First: While all alternatives would need to be constructed in multiple phases due to funding and construction limitations, HRT3 was the only alternative that would serve the congested areas east of I-285 in the first phase of implementation. This is important since the average travel time into downtown is 20-30 minutes longer for those commuters outside the I-285 Perimeter than for those inside the Perimeter. All other alternatives would likely not extend beyond the I-285 Perimeter under the first phase of construction. Thus, HRT3 would more quickly reach those areas of the corridor most affected by congestion and long travel times.</p> <p>Ease of Implementation: No major construction issues are associated with the implementation of HRT3. The other alternatives would all require very complicated and expensive bridges or extensive tunneling to avoid impacts to historic neighborhoods.</p>
Support Land Use and Development Goals	<p>Supportive of Economic Development: In addition to being consistent with existing and future land use plans, approximately 900 acres of underutilized or vacant land are located within ½ mile of HRT3 stations. Therefore, this alternative would provide significant opportunity for transit oriented development and redevelopment in the corridor.</p>
Promote Cost Effective Transit Investments	<p>Low Cost: At \$2.04B, the adopted LPA has the lowest total cost of all alternatives and is projected to cost over one billion dollars less than the most expensive alternative (HRT1). Furthermore, the LPA is \$73.7M less expensive than the next lowest cost alternative (BRT1).</p> <p>Utilizes Existing Infrastructure: HRT3 would utilize existing MARTA East-West line to provide a direct transit connection into downtown Atlanta. By utilizing the existing transit investment, HRT3 avoids the construction of an expensive and complicated connection into downtown Atlanta. Furthermore, HRT3 avoids the construction of 11+ miles of new transit line between downtown Atlanta and I-285, which could be viewed as a second, and redundant, transit line in the corridor. HRT3 would also allow for the use of existing MARTA rail maintenance facilities rather than the construction of new facilities in the corridor.</p>
Preserve Natural and Built Environment	<p>Lowest Number of Displacements: With an expected 13 displacements, HRT3 has significantly fewer residential or commercial displacements than all other alternatives. HRT1, LRT1, and BRT1, all are expected to incur 47 displacements and LRT2 and HRT2 are expected to incur 41 and 35 displacements respectively. With much of its alignment within GDOT right-of-way, HRT3 has the least property impacts of all alternatives.</p>
Achieve a High Level of Community Support	<p>Strong Public Support: HRT3 received strong public support, especially from residents of the heavily congested portion of the corridor east of I-285. In a rating of the six Tier 2 Alternatives, 30 percent of all survey respondents rated HRT3 as “most appropriate for the I-20 East Corridor,” as did 51 percent of those respondents who lived east of I-285 (or outside the Perimeter).</p>

Sources: Travel Demand Model, GIS data analysis, HDR Engineering

Adoption of the LPA

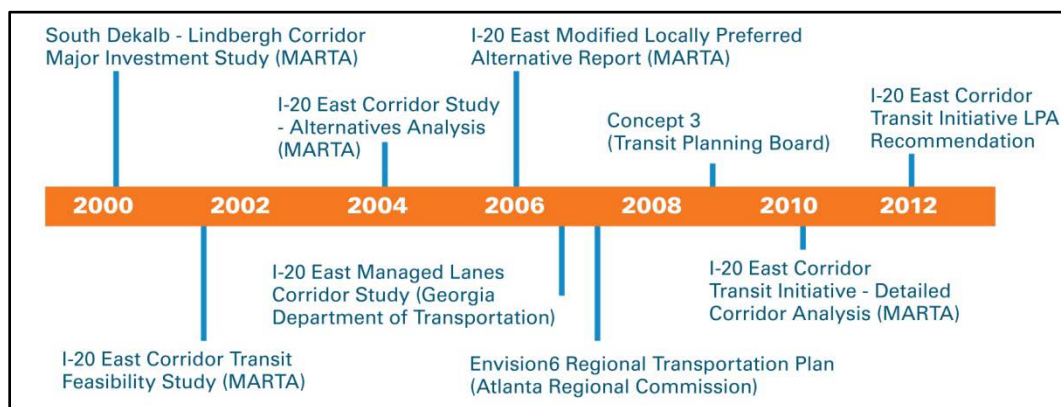
On April 9, 2012, the MARTA Board of Directors voted to adopt HRT3 as the LPA for the I-20 East Transit Initiative. A copy of the Board of Directors’ resolution can be found in Appendix B. The ARC is currently updating Plan 2040, the Regional Transportation Plan, and the regional transportation demand model to include the adopted LPA as a transit mode in the I-20 East Corridor (AR-405, AR-406, AR-407).

Project Description and Background

MARTA, in close coordination with DeKalb County, the City of Atlanta, Georgia Department of Transportation (GDOT), and the Atlanta Regional Commission (ARC), and in cooperation with the FTA, is undertaking the I-20 East Transit Initiative. This initiative will identify and summarize the potential transportation and environmental impacts associated with the implementation of new east-west transit service from Downtown Atlanta to the Mall at Stonecrest, in eastern DeKalb County. The initiative is organized in two study phases. The first phase, a DCA, or update of the previously completed Alternatives Analysis (AA), will be followed by an environmental review process in accordance with the requirements of the National Environmental Policy Act of 1969 (NEPA).

The I-20 East Corridor, shown in **Figure ES-5** below, extends more than 20 miles from downtown Atlanta through southern DeKalb County and into the central portion of Rockdale County. Over the past decade, multiple planning studies have been undertaken to address the transportation issues in the corridor (**Figure ES-6** on page ES-8). The results of these studies indicate that a high capacity transit service, operating predominately in an exclusive right-of-way, is needed to accommodate the increasing transit demands of this corridor.

Figure ES-5: Timeline of Previous Studies



FTA Project Development Process

A DCA/AA is a required element within the FTA's project development process (**Figure ES-7** on page ES-9). The DCA/AA examined a range of feasible alternatives and compared the potential costs, impacts, and benefits of each alternative relative to the demonstrated purpose and need for the improvement. The result of this analysis was an LPA for advancement into environmental studies and preliminary engineering.

The second phase of the I-20 East Transit Initiative will be the preparation of environmental documents to satisfy NEPA, which requires the full consideration of environmental effects for any project that receives federal funding. To this end, the I-20 East Transit Initiative is preparing an Environmental Analysis (EA) for the BRT component and an Environmental Impact Study (EIS) for the HRT component. Both the EA and the EIS are focused on the social, cultural, and physical impacts of potential federal investments, with the EIS documenting these issues in greater depth than the EA. The EIS is completed in two steps, a Draft EIS and a Final EIS that follows the review of the Draft EIS. The EA, if it is determined that no significant impacts will result from the project, results in a Finding of No Significant Impact (FONSI).

Figure ES-6: Study Area

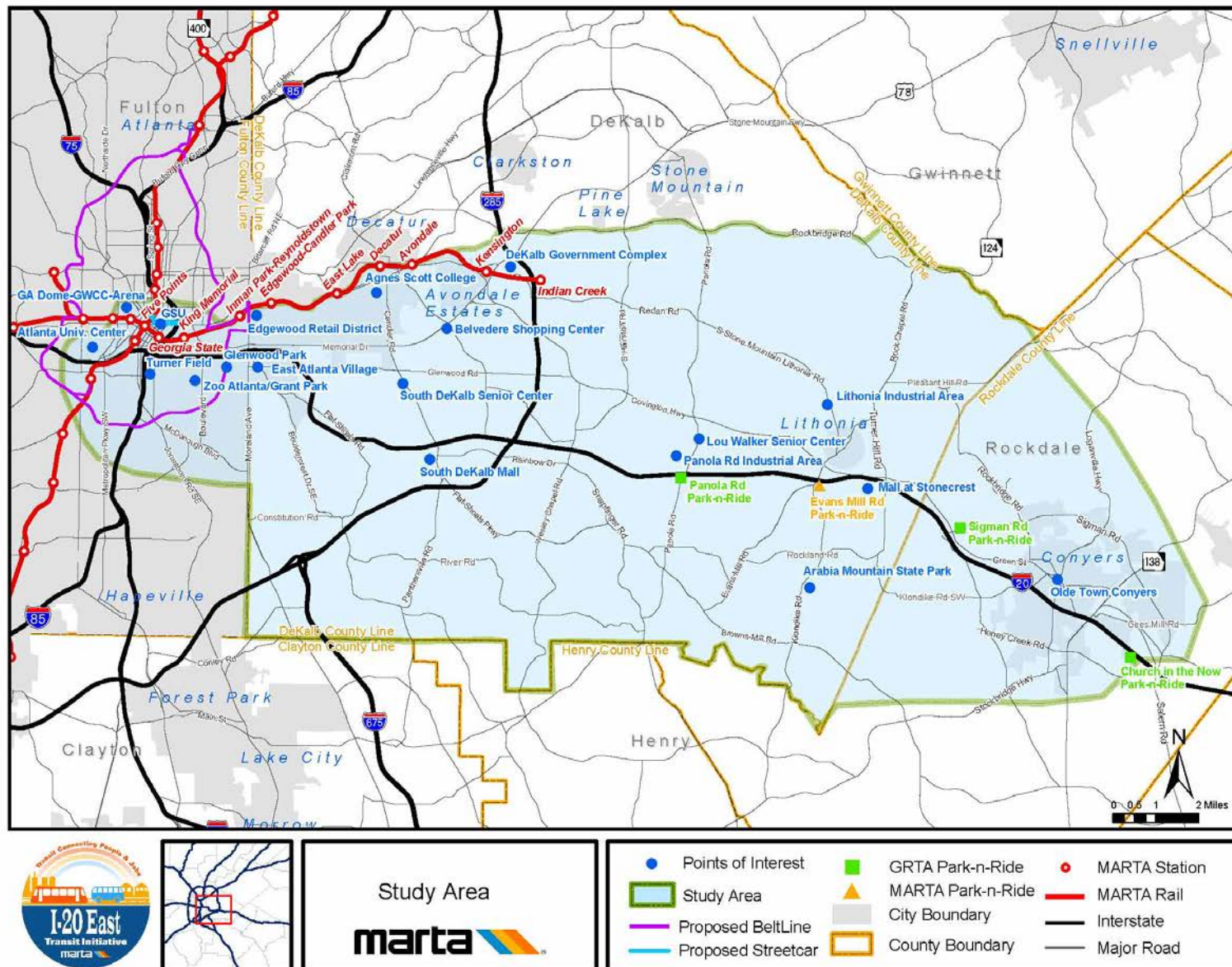
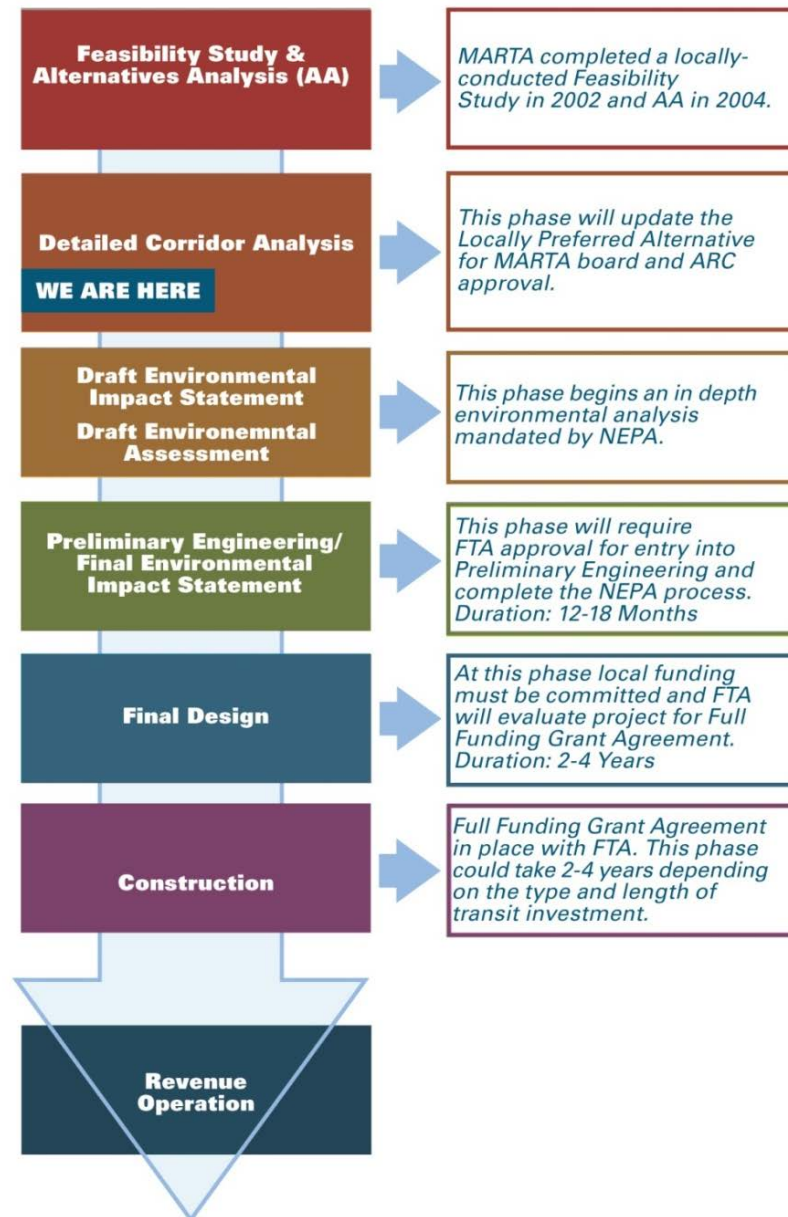


Figure ES-7: FTA Project Development Process


Purpose and Need

The purpose of the I-20 East Transit Initiative is to provide transit investments that enhance east-west mobility and improve accessibility to residential areas and employment centers within the corridor. The existing and future roadway congestion in the I-20 East Corridor will have an increasingly detrimental effect on automobile and bus transit travel in the corridor. The proposed transit investments are intended to improve travel times and travel reliability by providing a rapid transit service for commuters traveling to and from central Atlanta.



Per FTA guidance, the Purpose and Need Statement was developed to clearly and concisely articulate the primary transportation challenges that exist in the I-20 East Corridor. Based on the evaluation of existing and projected conditions, in conjunction with stakeholder input, the major challenges in the I-20 East Corridor that need to be addressed are:

- Traffic congestion causes delay and slow travel times
- There is inadequate transit access to downtown and other employment centers
- There are limited east-west travel options; I-20 is the only real choice
- There are limited planned transportation projects in corridor to accommodate growth
- There is insufficient transit service for a growing demand
- Express bus service operates on congested roadways
- Areas of the corridor are in need of revitalization
- There are limited transportation options for traditionally underserved populations

Goals and Objectives

Based on the identified challenges and needs within the corridor and stakeholder input, goals and objectives were identified for the I-20 East Transit Initiative to serve as a guide for the development and evaluation of transit alternatives for this study (**Table ES-2** below).

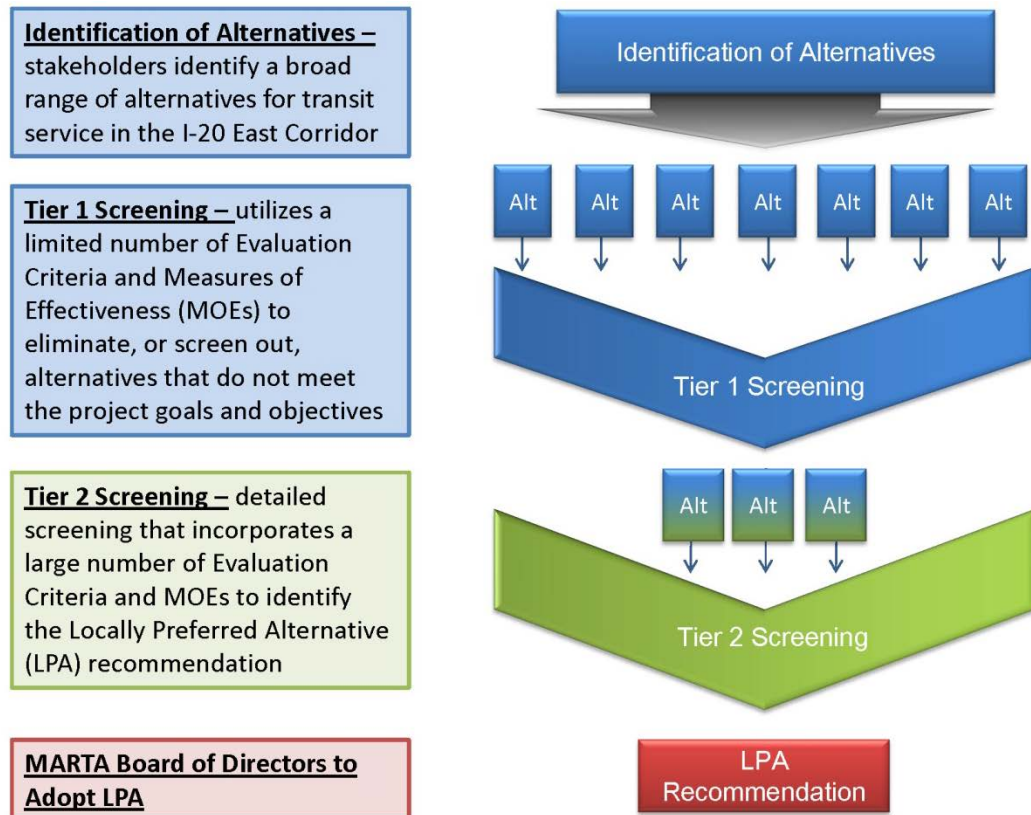
Table ES-2: Goals and Objectives

Goals	Objectives
Goal 1: Increase mobility and accessibility	<ul style="list-style-type: none">• <u>Objective 1.1:</u> Improve travel times for east-west travel• <u>Objective 1.2:</u> Improve transit accessibility within the corridor• <u>Objective 1.3:</u> Improve connectivity with existing and planned transit investments• <u>Objective 1.4:</u> Improve travel options within the corridor
Goal 2: Provide improved transit service within the corridor	<ul style="list-style-type: none">• <u>Objective 2.1:</u> Provide transit service with sufficient capacity to accommodate growing demand• <u>Objective 2.2:</u> Provide travel time competitive transit service in the corridor• <u>Objective 2.3:</u> Provide transit service for traditionally underserved populations
Goal 3: Support regional and local land use and development goals	<ul style="list-style-type: none">• <u>Objective 3.1:</u> Promote economic development/revitalization• <u>Objective 3.2:</u> Support adopted local land use plans• <u>Objective 3.3:</u> Encourage transit supportive land use and development patterns
Goal 4: Promote cost effective transit investments	<ul style="list-style-type: none">• <u>Objective 4.1:</u> Provide transit service that can be implemented, operated, and maintained with available resources
Goal 5: Preserve natural and built environment	<ul style="list-style-type: none">• <u>Objective 5.1:</u> Minimize impacts on environmental resources
Goal 6: Achieve a high level of community support	<ul style="list-style-type: none">• <u>Objective 6.1:</u> Maintain compliance with stakeholder guidance• <u>Objective 6.2:</u> Achieve a high level of public support

Alternatives Evaluation Framework

The methodology used to identify and evaluate the proposed transit alternatives was a two-tiered process in which alternatives were evaluated using increasingly detailed data and evaluation criteria (**Figure ES-8** below).

Figure ES-8: The Alternatives Analysis Process



Tier 1 Screening

The focus of the Tier 1 Screening was the identification of the best performing alignment and connection alternatives, regardless of transit technology, or mode. The Stakeholder Advisory Committee (SAC) was tasked with identifying transit alignments that would connect activity centers throughout the I-20 East Corridor with central Atlanta and the existing MARTA heavy rail system. The process of identifying transit alignments for advancement into Tier 2 was comprised of three primary segments (**Table ES-3** on page ES-12 and **Figures ES-9 and ES-10** on pages ES-13 and ES-14):

- Mainline Alignment Alternatives: Identification of the best mainline, or corridor level, transit alignments.
- Downtown Connectivity Alternatives: Identification of the best connections into downtown Atlanta.
- Panola Road Area Alternatives: Identification of the best alignment in the Panola Road area.



Table ES-3: Tier 1 Alignment Alternatives

Alternative Name	Alternative Description
Mainline Alternatives	
1. Parallel I-20 Alignment	Would run adjacent to I-20 from the Mall at Stonecrest to Downtown Atlanta and has the potential to connect to the MARTA rail system at various locations in central Atlanta. These potential connections make up the Tier 1 Downtown Connectivity Alternatives.
2. Connection to Edgewood Station	Within most of DeKalb County, would be identical to the Parallel I-20 Alignment. Once near the City of Atlanta, it would diverge from the parallel alignment, turn north, and enter a tunnel, which would travel beneath several historic neighborhoods, and connect to the Edgewood-Candler Park Station.
3. Heavy Rail Extension from Indian Creek	Would include the extension of the MARTA east-west rail line south adjacent to I-285 and then east adjacent to I-20 to the Mall at Stonecrest.
Panola Road Area Alternatives	
1. Parallel I-20 Sub-Alignment	Would run parallel to I-20 through the Panola Road Area in a dedicated transitway with no surface street operation or at-grade street crossings. It would feature a station at Panola Road.
2. Snapfinger Woods Drive Sub-Alignment	Would deviate from I-20 between the Wesley Chapel Road and Panola Road Interchanges where it would operate in-street in mixed-traffic along Snapfinger Woods Drive. It would then connect back to the I-20 alignment east of Panola Road.
Downtown Connectivity Alternatives	
1. Connection to King Memorial Station via Memorial Drive	Would follow Bill Kennedy Way north to Memorial Drive, then follow Memorial Drive to the west operating in-street in mixed traffic. From Memorial Drive it would travel north along Grant Street where it would connect with the King Memorial Transit Station.
2. Connection to King Memorial Station and Downtown via Streetcar	The same as the previous alignment, but would continue north along Grant Street to a connection with the Atlanta Streetcar alignment. It would then follow the streetcar alignment, which includes a stop at the Peachtree Center MARTA Station.
3. Connection to King Memorial Station via Hill Street	Would diverge from I-20 at Hill Street and run north along Hill Street operating in-street. It would turn east from Hill Street in exclusive right-of-way and connect with the King Memorial Station.
4. Connection to Downtown via Streetcar	Would deviate from I-20 at Hill Street and run north along Hill Street operating in-street. It would tie into the Atlanta Streetcar alignment at Edgewood Avenue, then follow the streetcar alignment, which includes a stop at the Peachtree Center MARTA Station.
5. Connection to Garnett and Five Points Stations	Would exit the I-20 right-of-way at Hill Street and travel along Glenwood Avenue to Fulton Street in exclusive right-of-way. It would include a station at Turner Field. At Windsor Street it would turn north, cross over I-20 and connect to Garnett Station then Five Points Station.
6. Connection to Multi-Modal Passenger Terminal/Five Points Stations	The same as the previous alignment, except that it would continue on Windsor Street north, where it becomes Spring Street, and bypass the Garnett Station. It would run for a short time on Spring Street operating in-street. This alternative ties into the proposed Multi-Modal Passenger Terminal (MMPT), which would have direct connection into the Five Points Station.
7. Connection to West End Station/Atlanta University Center/Ashby Station	Would deviate from I-20 and follow Glenwood Avenue until it turns into Fulton Street. It would feature a station at Turner Field. The alignment would then turn south onto Capitol Avenue operating in-street and turn west along Ralph David Abernathy Boulevard, which it would follow to a connection with the West End MARTA Station. It would continue west to Joseph Lowery Boulevard where it would turn north to serve the Atlanta University Center before terminating at Ashby Station.
8. Connection to Midtown via Beltline Alignment	Would diverge from I-20 at Bill Kennedy Way and follow the proposed BeltLine alignment north to North Avenue. It would then turn west, operating in-street along North Avenue to a connection with the North Avenue Station.



Figure ES-9: Tier 1 Mainline and Panola Road Area Alternatives

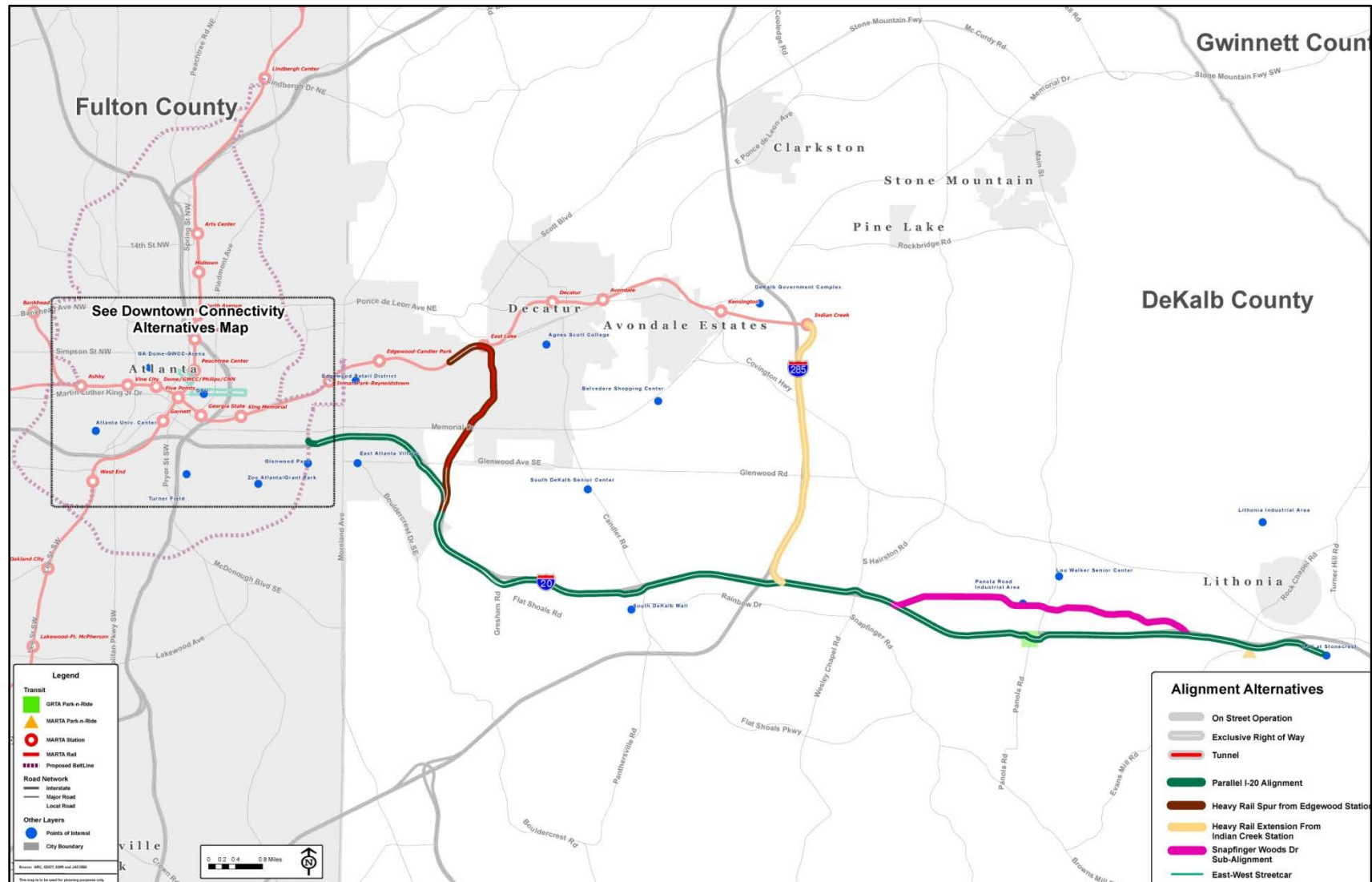
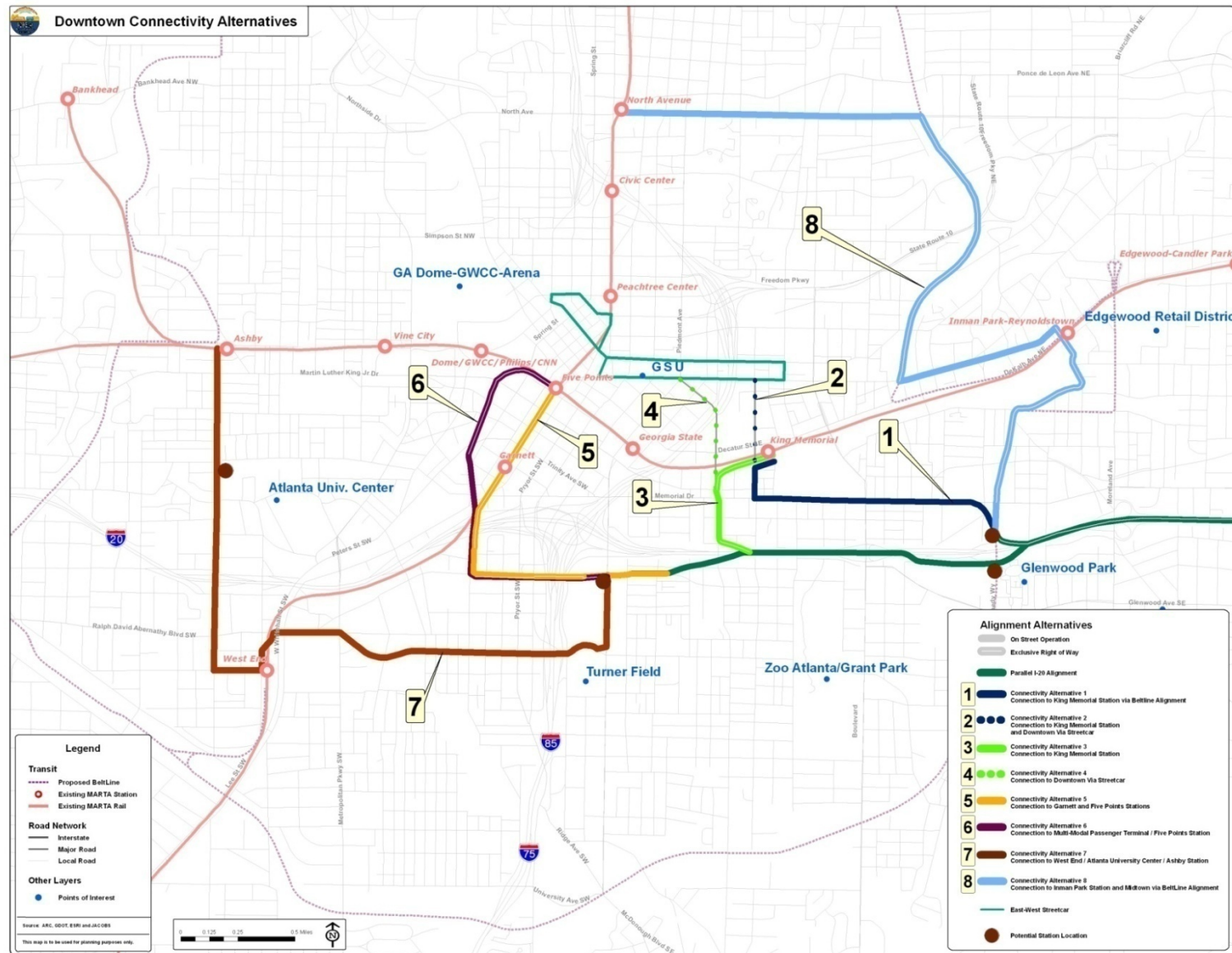


Figure ES-10: Tier 1 Downtown Connectivity Alternatives






The Tier 1 Screening utilized a limited number of evaluation criteria and measures of effectiveness (MOEs) to evaluate which alternatives best addressed the identified project goals and objectives. All three Mainline Alternatives were advanced to Tier 2 because they all performed well in the evaluation. The only Panola Road Area Alternative that advanced to Tier 2 was the Parallel I-20 alignment because it performed significantly better than the Snapfinger Woods Drive alignment. Based on the technical evaluation and input from the City of Atlanta, two Downtown Connectivity Alternatives were advanced into Tier 2. These were the Connection to Garnett and Five Points Stations and the Connection to Midtown via BeltLine Alignment. Despite rating well in the Tier 1 Screening, the Connection to Multi-Modal Passenger Terminal/Five Points Station was not promoted to Tier 2 Screening. First, this alternative was virtually identical to the Connection to Garnett and Five Points Station alternative, but was projected to incur longer travel times and attract fewer daily riders as well as fewer new riders. Second, with the MMPT in its initial planning stages, there are far too many unknowns about the actual facility to pursue a connection at this time. The results of the Tier 1 Screening are presented in **Table ES-4** on page ES-16.

Tier 2 Screening

The Tier 2 Alternatives represented the highest performing Tier 1 Alternatives. The purpose of the Tier 2 Screening was to identify the LPA utilizing a more robust list of evaluation criteria and MOEs. The result of the Tier 1 Screening was a set of feasible transit alignments that would connect activity centers along the I-20 East Corridor with central Atlanta and the existing MARTA heavy rail system. The Tier 2 Screening paired these alignments with compatible transit technologies, or modes. As such, all Tier 2 Alternatives were evaluated with all feasible transit technologies. Thus, if a given alignment was compatible with multiple transit technologies, it was analyzed with each technology. The transit technologies identified as suitable for this project include HRT, light rail transit (LRT), and BRT, as depicted in **Figure ES-11** below. **Figure ES-12** on page ES-17 provides a map of these alternatives and **Table ES-5** on page ES-18 presents descriptions of the six Tier 2 Alternatives that resulted from the technology analysis.

Figure ES-11: Transit Technologies Considered

<p>BRT offers high-frequency, limited-stop service. BRT operates in shared or exclusive right-of-way. This service usually has dedicated stations, traffic signal priority or pre-emption, level-platform boarding or low-floor vehicles, pre-boarding fare payment, and is separated from normal traffic.</p>	<p>LRT consists of passenger rail cars powered by overhead catenaries. Operating individually or in short trains, service is usually on fixed rails in exclusive right-of-way. LRT and streetcar service can occasionally operate in shared traffic.</p>	<p>HRT operates on electric railway, and is characterized by high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated rights-of-way from which all other vehicular and foot traffic are excluded.</p>
		

Source: I-20 East Technology Assessment Report



Table ES-4: Tier 1 Screening Results

Project Goal	Mainline Alternatives			Panola Road Area Alternatives		Downtown Connectivity Alternatives							
	1. Connection Directly to Downtown Atlanta	2. Connection to Edgewood Station	3. Heavy Rail Extension from Indian Creek	1. Parallel I-20 Sub-Alignment	2. Snapfinger Woods Drive Sub-Alignment	1. Connection to King Memorial Station via Memorial drive	2. Connection to King Memorial Station and Downtown via Streetcar Alignment	3. Connection to King Memorial Station	4. Connection to Downtown via Streetcar	5. Connection to Garnett and Five Points Stations	6. Connection to Multi-Modal Passenger Terminal/Five Points Stations	7. Connection to West End Station/ Atlanta University Center/Ashby Station	8. Connection to Inman Park Station and Midtown via Beltline Alignment
Increase Mobility and Accessibility													
Provide Improved Transit Service within the Corridor													
Support Land Use and Development Goals													
Promote Cost Effective Transit Investments													
Preserve Natural and Built Environment													
Achieve a High Level of Community Support													
Advanced to Tier 2 Screening	YES	YES	YES	YES	NO	NO	NO	NO	NO	YES	NO	NO	YES

Legend



Performed well



Performed moderately well



Performed poorly

Figure ES-12: Map of Tier 2 Alternatives

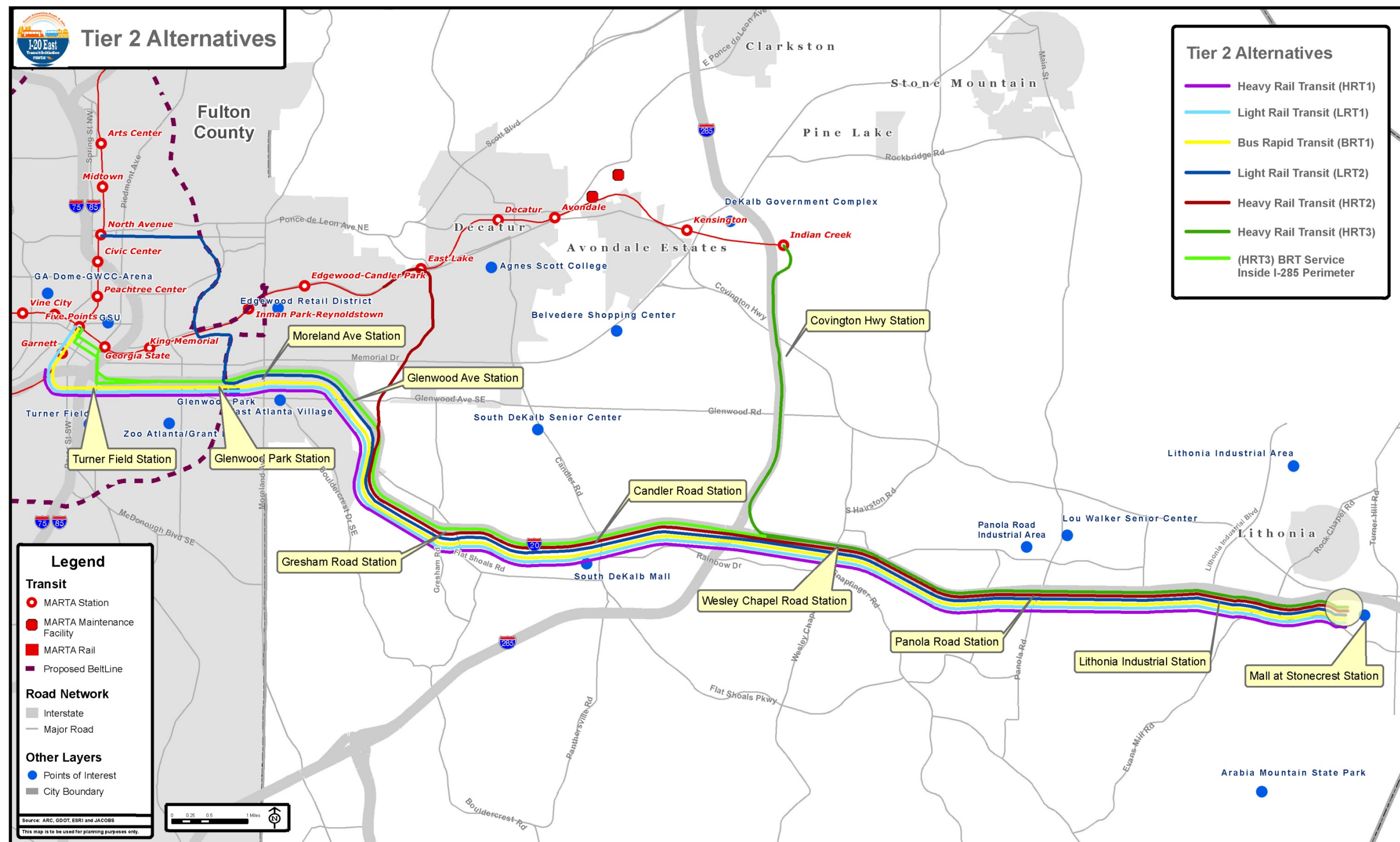




Table ES-5: Tier 2 Description of Alternatives

Alternative Name	Description
HRT1	• Heavy rail transit line from downtown Atlanta, east, adjacent to I-20, to the Mall at Stonecrest
LRT1	• Light rail transit line from downtown Atlanta, east, adjacent to I-20, to the Mall at Stonecrest
BRT1	• Bus rapid transit line from downtown Atlanta, east, adjacent to I-20, to the Mall at Stonecrest
LRT2	• Light rail transit line utilizing BeltLine alignment from North Avenue Station to I-20, then east, adjacent to I-20 to Mall at Stonecrest
HRT2	• Heavy rail spur from existing MARTA rail line between East Lake and Edgewood Stations, south in a tunnel to I-20, then east, adjacent to I-20 to the Mall at Stonecrest
HRT3	• Heavy rail transit extension of existing MARTA line from Indian Creek Station, south, adjacent to I-285, then east, adjacent to I-20 to Mall at Stonecrest • Areas along I-20 inside the I-285 Perimeter would be served with BRT

Tier 2 Screening developed cost estimates based on conceptual engineering and realistic operating plans; completed preliminary station area planning; performed land use analysis; assessed right-of-way impacts on adjacent properties; considered impacts to natural and community resources; analyzed ridership; and calculated FTA New Starts performance criteria. Key findings from the Tier 2 Screening can be found in **Table ES-6** below. **Table ES-7** below presents the major assumptions of alternative development and analysis. **Table ES-8** on page ES-19 presents the evaluation matrix for the Tier 2 Alternatives.

Table ES-6: Tier 2 Comparison of Alternatives

Alternative Name	Alignment Length	Capital and Operations & Maintenance Costs	Daily Boardings	New Transit Riders	# of Displacements
HRT1	19.2 miles	\$3.28B, \$35.2M	41,900	12,300	47
LRT1	19.6 miles	\$2.70B, \$10.4M	33,300	8,200	47
BRT1	19.6 miles	\$2.11B, \$6.4M	27,700	5,200	47
LRT2	20.3 miles	\$2.12B, \$10.4M	18,400	5,300	35
HRT2	18.2 miles	\$2.73B, \$23.8M	32,200	8,200	41
HRT3	12.0 miles (HRT) 12.8 miles (BRT)	\$1.84B, \$18.0M	28,700	6,400	13

Source: Travel Demand Model, HDR Engineering

Table ES-7: Assumptions

Design Assumptions	<ul style="list-style-type: none"> • All new HRT stations would be smaller, simpler stations that will cost less than traditional MARTA HRT stations. • No surface street operation or at-grade rail crossings for LRT alternatives with exception of BeltLine alignment for LRT2. • Sufficient capacity at existing rail maintenance facilities to maintain HRT vehicles. • Sufficient capacity at existing bus maintenance facilities to maintain BRT vehicles. Some additional equipment may be necessary. • A new storage/maintenance facility in the I-20 corridor would be required for LRT alternatives.
Capital Cost Estimates	<ul style="list-style-type: none"> • All cost estimates are reported in 2011 dollars. • Storage and maintenance facilities were only deemed necessary for LRT alternatives. Assumed that HRT and BRT vehicles would be stored and maintained at existing MARTA facilities.
Service Assumptions	<ul style="list-style-type: none"> • 10-minute peak and 20 minute off-peak headways. • Six trains consists for HRT service. • Four train consists for LRT service.
Forecasting Assumptions	<ul style="list-style-type: none"> • No HOV or managed lanes along I-20 east of I-285 in year 2030. • GRTA express bus service would no longer serve the Panola Road park-and-ride lot.
Right-of-Way Cost Estimates	<ul style="list-style-type: none"> • 80' required right-of-way assumed for corridor. • Property costs based on current assessed value plus escalations factors. • Right-of-way requirements on publicly owned property assumed to have no cost.



Table ES-8: Tier 2 Evaluation Matrix

Project Goal	Project Objective	HRT1	LRT1	BRT1	LRT2	HRT2	HRT3
Increase Mobility and Accessibility	Improve East-West Travel Times						
	Improve Transit Accessibility within the Corridor						
	Improve Connectivity with Existing and Planned Transit Investment						
	Improve Travel Options within the Corridor						
Provide Improved Transit Service within the Corridor	Provide Transit Service with Sufficient Capacity to Accommodate Growing Demand						
	Provide Travel Time Competitive Transit Service in the Corridor						
	Provide Transit Service for Traditionally Underserved Populations						
Support Land Use and Development Goals	Promote Economic Development and Revitalization						
	Support Adopted Local Land Use Plans						
	Encourage Transit Supportive Land Use and Development Patterns						
Promote Cost Effective Transit Investments	Provide Transit Service that Can be Implemented, Operated, and Maintained with Available Resources						
Preserve Natural and Built Environment	Minimize Impacts to Environmental Resources						
Achieve a High Level of Community Support	Maintain Compliance with Stakeholder Guidance						
	Achieve a High Level of Public Support						

Legend	High	Moderate	Low
Performance			



Stakeholder and Public Involvement

Public and stakeholder involvement are an invaluable facet of the I-20 East Transit Initiative. Public and stakeholder input and feedback were critical to the identification of corridor transportation needs, project goals and objectives, the identification of transit alternatives, and the evaluation of these alternatives. **Table ES-9** below presents an overview of public involvement techniques and when they were utilized throughout the study. Further information can be found in Appendix C, *I-20 East Interim Public Involvement Report*.

Table ES-9: Public Involvement

Public Involvement Technique	Audience	Purpose	Frequency
Initial Stakeholder Interviews	Elected officials, business leaders, neighborhood groups, major churches, individual citizens	To allow corridor stakeholders to identify major transportation challenges facing the I-20 East Corridor.	29 stakeholders in 22 interviews early in the study
Stakeholder Advisory Committee (SAC)	Elected officials, business leaders, neighborhood groups, major churches, individual citizens	To provide input on corridor needs, project goals and objectives, evaluation methods, transit alternatives, station areas	4 SAC meetings at major milestones throughout the study
Technical Advisory Committee (TAC)	Key federal, state, and local agency staff	To provide technical input at key project milestones	4 TAC meetings at major milestones throughout the study
General Public Meetings	The general public	To provide an opportunity for the general public to give input and feedback at key project milestones	3 rounds of public meetings at 3 locations each, for a total of 9 public meetings throughout the study
Project Webpage and Facebook Page	The general public	To provide project updates	6,107 website hits and 140 Facebook "likes" through April 2012.
Online Surveys	SAC members and the general public	To allow SAC members and the public to provide feedback on project alternatives	1700+ surveys taken at key milestones
Project Briefings	Stakeholders, neighborhoods organizations, agencies	To provide updates on the findings of the study	28+ briefings in 2011

Early in the public involvement process, stakeholders identified several common themes, or characteristics, regarding new transit service, which they felt were essential to the success of a transit investment in the corridor. These common themes became the guiding principles for new transit service in the I-20 East Corridor, against which all project alternatives were evaluated. These stakeholder-identified guiding principles are listed below.

**Stakeholder-Identified Guiding Principles**

- Transit should be a rapid service to downtown serving commuters with few stops
- Dedicated transitway for entire length of project. None, or very limited, operation on surface streets in mixed traffic
- System must have a direct connection to MARTA heavy rail system
- There must be a way for riders to transfer to/from the BeltLine
- It is important to limit the number of transfers to reduce travel times
- The most desirable connection to downtown would be at the Five-Points/MMPT since it would provide a connection to the north-south and east-west MARTA rail lines without additional transfers

Moving Forward: Challenges and Opportunities to Implementing the LPA

With adoption of the LPA by the MARTA Board, the I-20 East Transit Initiative has entered into the environmental studies phase of the project. The study will complete an EA and a DEIS in order to satisfy the National Environmental Policy Act of 1969 (NEPA), which requires the full consideration of environmental effects for any project that receives federal funding. The following challenges and opportunities will face MARTA as the project moves forward through the project development process.

Refinement of Station Locations: Although all station areas have been presented to the public, it is anticipated that refinement of the station location, size, access points, parking facilities, and layout will be required. This will likely involve outreach efforts to business owners, residents, jurisdictional staff, and elected officials.

Continued Public Involvement: Public, stakeholder, and agency outreach must continue throughout the life of this project in order to educate the public, identify local issues, and build support. One key issue that arose during public engagement in the fall of 2011 was concern regarding BRT service inside the I-285 Perimeter. While there was overwhelming support for HRT3 from residents outside Perimeter, residents within the Perimeter voiced concern that they would not be served by rail transit. The specific routing and integration of the BRT portion of HRT3 will be continuously refined through future work.

Refinement of Project Costs: It is anticipated that capital, right-of-way, and Operations and Maintenance (O&M) costs will be adjusted as more detail regarding the transit alignments, operations, and station locations is prepared.

Coordination with GDOT: Since much of the LPA alignment is proposed within or partially within GDOT right-of-way, close coordination is necessary. MARTA has engaged GDOT throughout the study process to ensure the protection of a transit corridor within GDOT right-of-way where possible. As a result of these coordination efforts, the GDOT Board recently adopted a resolution that guides cooperation between the two agencies with regard to implementation of transit initiatives in corridors designated for managed lane projects. The intent of the resolution is to foster thoughtful utilization of existing and planned assets for both highway and transit modes. A Memorandum of Understanding (MOU) will be developed to outline specific commitments for the I-20 East Corridor.



Identification of Project Funding: The identification of possible funding sources is essential to the implementation of the I-20 East project. One possible funding source is the FTA New Starts program. The New Starts program is the federal government's primary financial resource for supporting major transit investments. This highly competitive program evaluates potential New Starts projects based on mobility improvements, cost effectiveness, transit supportive land uses and policies, local financial commitments, as well as other criteria. MARTA is also looking at alternative funding mechanisms for project delivery and implementation.