



**Q: What is happening with the GA 400 Transit Initiative?**

**A:** On March 5, 2015, the MARTA Board approved a resolution considering three high-capacity rapid transit alternatives, including Heavy Rail Transit (HRT) and two lower cost Bus Rapid Transit (BRT) alternatives.

The project is currently in the Scoping phase, which serves as the first step in the federal environmental review process.

A formal Notice of Intent to prepare an Environmental Impact Statement (EIS) has been filed as required by the Federal Transportation Administration and U.S. Department of Transportation. The project is ready to proceed to the next steps—finalizing the EIS and project evaluation.

**Q: What is the Locally Preferred Alternative (LPA)?**

**A:** MARTA’s Planning staff has held dozens of public and stakeholder meetings to identify an expansion plan that will receive community buy-in.

Of the three extensions under consideration, extending rail from North Springs station has received the strongest public support throughout the process (this is the LPA). Five new transit stations will be studied at each of the following interchanges along GA 400:

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

In addition, two BRT alignments will be studied as lower cost options. One BRT alternative uses the same alignment as the LPA. Another BRT alternative operates within future Georgia Department of Transportation (GDOT) managed lanes along GA 400 and shares Right of Way with other vehicles.

**PROJECT TIMELINE**





**Q: What is BRT? Why are two BRT alternatives being studied?**

**A:** BRT is a high-capacity, reliable, and safe public transit service that uses modern buses on roadways or dedicated lanes to quickly and efficiently transport passengers to their destinations. BRT combines the reliability, comfort, and amenities of rail transit with the flexibility and comparatively lower cost of bus service.

**Q: What happened to the LRT alternative?**

**A:** The light rail 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.

**Q: What are the next steps in advancing the project?**

**A:** MARTA is now conducting public and stakeholder scoping meetings to present findings of recent studies, review the environmental process and gather public input for issues that should be studied during the environmental impact process.

Following the conclusion of the Scoping process, the LPA and the two lower-cost BRT alternatives will be assessed in an environmental evaluation, sponsored by MARTA in partnership with the FTA. An Environmental Impact Statement (EIS) is being prepared for the project and should be ready for public comment in Spring 2016.

The federal government requires transit projects of this size to consider potential natural, cultural, physical and socio-economic impacts.

**Q: How will this project be funded? When will it be constructed?**

**A:** MARTA intends to seek funding for up to 50 percent of the capital costs of the project through FTA's Capital Investment Grant program. MARTA is also exploring additional revenue sources, including local sources (such as sales tax or bond revenues), private sources (such as public-private partnerships), or other alternative finance and project delivery methods. With future funding secured, the project would start operating in approximately 10 to 12 years from now.

**Q: How can I provide input or learn more about the project?**

**A:** Attend the Scoping meetings or provide your comments via the website, email or mail.

**Tuesday, April 14, 2015**

North Fulton Service Center  
7741 Roswell Road, #104  
Sandy Springs, GA. 30350

**Thursday, April 16, 2015**

GA State University  
3775 Brookside Pkwy  
Alpharetta, GA. 30022

**Thursday, April 30, 2015**

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