

**RESOLUTION TO ADOPT THE LOCALLY PREFERRED ALTERNATIVE FOR THE GEORGIA 400  
TRANSIT INITIATIVE (CONNECT 400)**

**WHEREAS**, the Georgia 400 corridor has been identified as a priority of the MARTA Board of Directors and the Atlanta Region for expanded transit service and is identified in the Thirteenth Amendment to the Rapid Transit contract and Assistance Agreement; and

**WHEREAS**, the Authority, in partnership with the municipalities in northern Fulton County, the North Fulton Community Improvement District, the Georgia Department of Transportation (GDOT), Federal Transit Administration, Fulton County, DeKalb County, and the projects stakeholders has conducted an Alternatives Analysis study and completed Early Scoping; and

**WHEREAS**, the purpose of the Alternative Analysis and Early Scoping is to identify a high-capacity transit investment that provides reliable and competitive travel times between North Springs Station and the Windward Parkway area; and

**WHEREAS**, MARTA staff presented the analysis of a broad range of alternatives to the community in a series of public meetings, and carefully reviewed public comment, concerns and proposed refinements in transit alternatives; and

**WHEREAS**, based on a combination of technical analysis and public comment, staff has recommended a Locally Preferred Alternative (LPA) to be studied in a future draft environmental impact statement (DEIS). This LPA consists of a heavy rail transit alternative (hereinafter referred to as East-West-East HRT) that would be constructed on fixed guideway and cross to the west side of Georgia 400 north of North Springs Station and south of Spalding Dr. This alternative would have a second crossover north of the Chattahoochee River which would be determined in the future DEIS.

**WHEREAS**, given funding uncertainties, a bus rapid transit alternative operating on the East-West-East alignment will be studied (hereinafter referred to as East-West-East BRT). This alignment would be constructed in dedicated right-of-way and cross to the west side of Georgia 400 north of North Springs Station and south of Spalding Dr. This alternative would have a second crossover north of the Chattahoochee River which would be determined in the future DEIS.

**WHEREAS**, given the potential for cost sharing and agency coordination, a bus rapid transit alternative operating in a future GDOT managed lane project (hereinafter referred to as BRT in GDOT Managed Lanes) will be studied in the DEIS as a lower cost comparative alternative. A future agreement would need to be reached for MARTA to operate bus rapid transit in any future GDOT managed lane project within the Georgia 400 corridor.

**WHEREAS**, a future DEIS would compare the East-West-East HRT LPA, the East-West-East BRT, the BRT in GDOT Managed Lanes and No-Build scenarios for impacts, mitigation to those impacts and overall viability for future project development.

**RESOLVED THEREFORE**, the MARTA Board of Directors adopts the East-West-East HRT as the Locally Preferred Alternative (LPA) for the Georgia 400 Transit Initiative (Connect 400); and

**BE IT FURTHER RESOLVED**, that this LPA be transmitted to the Federal Transit


Administration and the Regional Transit committee (RTC) of the Atlanta Regional Commission for incorporation into their programs and plans; and

**BET IT FURTHER RESOLVED**, that MARTA will continue to work cooperatively and collaboratively with the community, stakeholders, and regional planning partners in all remaining aspects of the Georgia 400 Transit Initiative (Connect 400) including station area planning, financial planning, environmental review, mitigation solutions, preliminary engineering, final design, and project implementations

**Approved as to Legal Form:**

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