

RESOLUTION ADOPTING A LOCALLY PREFERRED ALTERNATIVE FOR THE

I-20 EAST CORRIDOR

WHEREAS, the I-20 East Corridor has been identified for over 15 years as a high priority of the MARTA Board of Directors for expanded transit service and is identified in the Twelfth and Thirteenth Amendments to the Rapid Transit Contract and Assistance Agreement; and

WHEREAS, the major travel pattern in the corridor is between Southeast DeKalb County and Central Atlanta; and

WHEREAS, the MARTA Board of Directors recognizes the constrained funding environment both regionally and nationally; and

WHEREAS, the MARTA Board of Directors has received public comment through numerous staff meetings with stakeholders, the public and online comments throughout 2010 and 2011; and

WHEREAS, the MARTA staff has recommended a Locally Preferred Alternative known as *Heavy Rail Transit – 3 (HRT3)* based on a combination of technical analysis, public comment and fiscal realities;

RESOLVED THEREFORE, the MARTA Board of Directors adopts **HRT3**, the alternative that extends the existing MARTA Heavy Rail Line from Indian Creek Station to the Mall at Stonecrest parallel to I-285 and I-20 and provides premium Bus Rapid Transit service inside I-285 to central Atlanta, **with at a minimum**, premium, low-floor buses with level platform boarding and fixed-route, branded, high frequency, all day service utilizing transit stations rather than typical bus stops, HOV/HOT lanes and transit only interchanges, as the Locally Preferred Alternative (LPA) for the I-20 East Corridor; 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 respective programs and plans; and

BE IT FURTHER RESOLVED, that the MARTA Board commits to working with our jurisdictional partners, such as DeKalb County, in a separate study effort, to develop supporting technical analysis to examine potential upgrades of the BRT component of this alternative to a higher capacity fixed guideway transit investment, including the necessary steps to convert to a light rail technology that will be regionally adopted and integrated into the regional transit network.

BE IT FURTHER RESOLVED that MARTA planning staff be directed to continue to work through the existing planning process to examine and refine operational scenarios for premium BRT service as described above, as part of subsequent environmental and engineering studies to provide the best possible transit solution within existing constraints; to include in such subsequent environmental and engineering studies a Technical Report which examines potential feasibility of upgrades to a higher capacity transit investment; and to integrate the potential transit investments in Concept 3 Regional Transit Vision Plan that directly connect to HRT 3 such as the Moreland Avenue BRT, Candler Road BRT and the BeltLine to provide for the creation an integrated, seamless transit system. The MARTA Board instructs staff to include funding to conduct this separate Technical Report in the FY 2013 Capital Budget.

BE IT FURTHER RESOLVED that the Board of Directors requests that the Atlanta Regional Commission give every consideration to supporting the full funding of the first minimum operable segment of HRT 3 as the highest priority regional transit project for Federal Transit Administration (FTA) New Starts major transit capital investment funding, given its overall technical merit and project readiness, and assuming success of the July, 2012 Transportation Investment Act (TIA) referendum, which includes local funding of other vitally important regional high capacity transit services, including transit service enhancement in the I-20 East Corridor, which is essential to future high capacity transit expansion.

Approved as to Legal Form:



Counsel, Metropolitan Atlanta
Rapid Transit Authority