

Transportation Investment Act of 2010 Final Investment List Project Fact Sheet (FINAL - January 2012)*

Identification

TIA-CL-006

Project Name

Clayton County Local Bus / Fixed Route Transit Service

Project Type

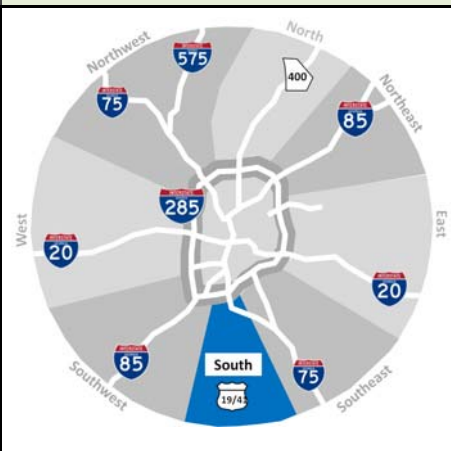
Transit

- | | |
|---|---|
| <input type="checkbox"/> Road Capacity Expansion | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Road Asset Management | <input type="checkbox"/> Bicycle / Pedestrian |
| <input type="checkbox"/> Road Safety / Operations | <input checked="" type="checkbox"/> Transit Network Expansion |
| <input type="checkbox"/> Freight / Logistics | <input checked="" type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Not identified as a line item in PLAN 2040, but Project identified as line item in plan policy to expand modal options
Related Project Numbers: N/A

Location: South Subregion



Description, Purpose and Benefits

This project implements fixed route local bus service and complementary paratransit service in Clayton County. While it is anticipated there will be some similarities to the County's previous bus service, connections to existing and new regional transit services included in the Transit Planning Board's Concept 3 Plan will be analyzed through a transit development plan. As the need for transit is evident by the dynamic ridership growth previously experienced, exceeding 8,500 weekday boardings in 2009, this project provides increased mobility options for the County's citizens and expands existing economic development opportunities. The new service will directly connect to regional employment/activity centers of Hartsfield-Jackson Atlanta International Airport, Clayton State University, Southern Regional Medical Center, Clayton County Justice Complex, Fort Gillem, and Southlake Mall. Potential corridors for service analysis include SR 3 Tara Boulevard, SR 85, SR 54, Upper Riverdale Road, SR 331 Forest Pkwy, SR 139 Riverdale Road, and Mt Zion Road. The desire for service is evident by a non-binding referendum where 70% approved participation in a regional transit system, including levying a sales tax to support system funding. Following the transit development plan, implementation of the local bus service is expected to be straightforward and achievable within a two to four year time frame. Required resources will include buses, paratransit vans, bus shelters, maintenance / storage facility and other support elements such as service vehicles and office equipment. Funding will also be utilized to offset operation costs not covered by the farebox for the next 10 years. ARC regional travel demand model calculations indicate the service will produce 13,000 daily systemwide transit boardings by 2025. Total TIA funding to be committed to the program is \$100,000,000.

Project Length

N/A

miles

These fields are only applicable to certain types of projects.

Lanes (Current)

N/A

Lanes (Proposed)

N/A

Funding

Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$100,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$100,000,000

* Additional local funds may be identified prior to the referendum to deliver some projects.

Implementation Band

Funds likely to be used throughout all bands (2013-2022)



* This fact sheet provides supplemental scope information related to projects approved by the Atlanta Regional Roundtable on October 13, 2011. For certain project types, it may also include performance data derived through a technical analysis conducted by the Atlanta Regional Commission following approval of the investment list. Grammatical corrections and clarifications were also made to the text as necessary. No changes to project scopes, schedules or budgets were made. For the original fact sheets, as approved by the Roundtable, refer to the Final Report available at www.atlantaregionalroundtable.com.