



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

Identification

TIA-CO-035

Project Name

Enhanced Premium Transit Service - Acworth / Kennesaw / Town Center to MARTA Arts Center Station

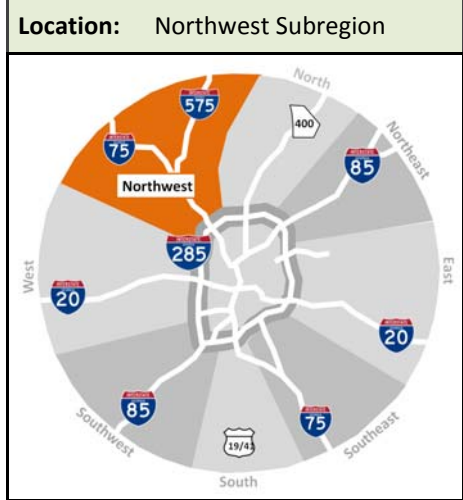
Project Type

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

Project identified as a line item in PLAN 2040 with construction planned beyond 2040
Related Project Numbers: ASP-AR-415



Description, Purpose and Benefits

This project will implement enhanced premium transit service along the Northwest Corridor between Acworth / Kennesaw / Town Center and the MARTA Arts Center Station including express commuter service in northern Cobb County and Cherokee County. Operational improvements include Queue Jumper Lanes and Smart Corridor Implementation (signal pre-emption) which benefit the Region by improving safety and operations of Cobb Community Transit Route 10, currently one of the busiest public transit bus routes in the Southeast. The project includes design, right of way and construction. Also included is a maintenance depot, parking facilities and the purchase of transit vehicles. Premium transit service benefits residents of the Region by improving access between CCT and MARTA, and alleviating traffic congestion on major corridors. Contingent upon additional funding, this project may also provide a fixed guideway rail service along a route generally parallel to I-75 and US 41. Phase 1 will provide fixed guideway improvements between Cumberland/Galleria and the MARTA Arts Center Station. Numerous studies support the feasibility of this project. ARC regional travel demand model calculations indicate the project will result in 18,500 daily transit boardings along the corridor by 2025. It is also estimated that the labor pool which will now have access to the Cumberland area within 45 minutes or less by transit will increase by 13,000 workers, while the increase for Town Center is 35,000. A more detailed analysis conducted as part of the Northwest Corridor Transit Implementation Study estimates that a robust network of circulator services operating within major activity centers along the corridor and feeding into the mainline transit corridor could produce a systemwide daily ridership of over 90,000. The Northwest Corridor High Capacity Transit System is defined in the Regional Transportation Plan (RTP), and is included in both the Cobb County 2030 Comprehensive Transportation Plan (CTP) and Concept 3 as developed by the Transit Planning Board. If implemented, Phase 1 will provide economic and traffic benefits for the Region as a whole. Specific details will be further determined in an Alternatives Analysis Study, which is currently underway. The total cost of the project is \$695,000,000, of which \$689,000,000 will be funded under TIA and the remaining \$6,000,000 covered by local funds.

Project Length

28 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	\$689,000,000
Federal Funds	\$0
Local Funds*	\$6,000,000
Total Funding	\$695,000,000

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

Implementation Band

Construction likely to occur in Band 3 (2020-2022)



* 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.