

# Northwest Transit Corridor Alternatives Analysis



*Cobb County...Expect the Best!*



## LOCALLY PREFERRED ALTERNATIVE

### Potential Funding Sources

The following provides an outline of potential capital revenue sources:

1. Federal – Based on recently passed MAP 21 Legislation
  - 1.1. Federal Transit Administration
    - 1.1.1. New Starts – up to 50% of total project costs
    - 1.1.2. Zero Emission Bus Procurement Program (if this propulsion technology is an option)
  - 1.2. Federal Highway Administration – Flexible Highway Funds Programmed by the MPO and/or State
    - 1.2.1. Congestion Mitigation Air Quality Improvement Program (CMAQ)
    - 1.2.2. Surface Transportation Program (STP)
    - 1.2.3. Transportation Alternatives
  - 1.3. Federal Financing
    - 1.3.1. TIFIA (if a dedicated repayment source is available)
2. State
  - 2.1. Managed Lanes Project – would need to identify LPA cost elements that are also costs for the planned Managed Lanes Project. Maybe able to count State dollars used to implement “shared” costs as part of local match – if the State uses non-federal funds for those components.
3. Local
  - 3.1. Future Locally Approved Dedicated Revenue Source
  - 3.2. Public-Public Partnerships:
    - 3.2.1. Implementing a Multi-Jurisdiction Cost Sharing Formula– cities and counties along the corridor pay for their share of capital costs based on agreed upon formula (i.e. potentially route miles)

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- 3.2.2. Identification of planned improvement projects that may benefit implementation of LPA
- 3.3. Shared Cost of a Regional Multimodal Maintenance Facility
- 3.4. Future Cobb County SPLOST – may provide funding for specific elements (i.e. traffic signals, park and ride lots, vehicles)
- 3.5. Benefit Assessment Districts – support construction of stations
- 3.6. Contributions from local partners: Kennesaw State University, Cumberland Community Improvement District, Town Center Community Improvement District
- 3.7. Developer Agreements – Stations Only

The following provides an outline of potential operating revenue sources.

1. Local
  - 1.1. Fare Revenue
  - 1.2. Future Locally Approved Dedicated Revenue Source
  - 1.3. Contributions for local Partners: Kennesaw State University, Cumberland Community Improvement District, Town Center Community Improvement District
  - 1.4. Advertising
  - 1.5. Naming Rights
  - 1.6. Tax Increment Finance Districts / Benefit Assessment Districts
  - 1.7. Parking Fees
  - 1.8. Public-Public Partnership – cost sharing among jurisdictions that benefit from implementation of the LPA
  - 1.9. Student fees
2. State
  - 2.1. Portion of managed lane revenue collected within the corridor
3. Federal
  - 3.1. Section 5307 funds for preventive maintenance costs
  - 3.2. CMAQ – for first three years of operation