



Gwinnett

Gwinnett County Transit Review Committee

11/20/19

Today's Agenda

- Call to Order and Opening Remarks
- Adoption of Agenda and Approval of Minutes
- Old Business
- New Business
 - Transit Scenario Analysis
- Public Comment
- Adjourn

Adoption of Agenda

Approval of Minutes

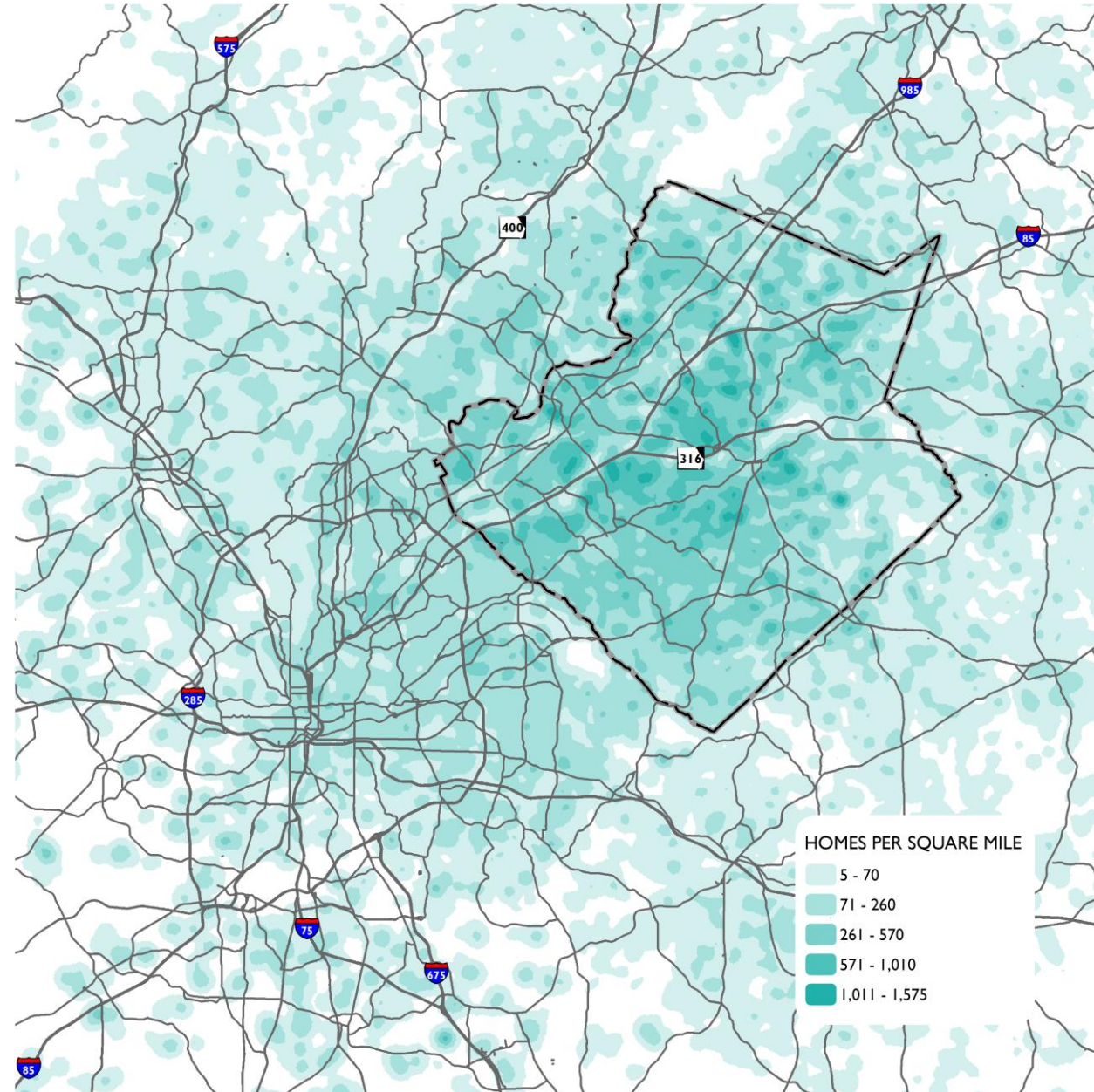
Old Business



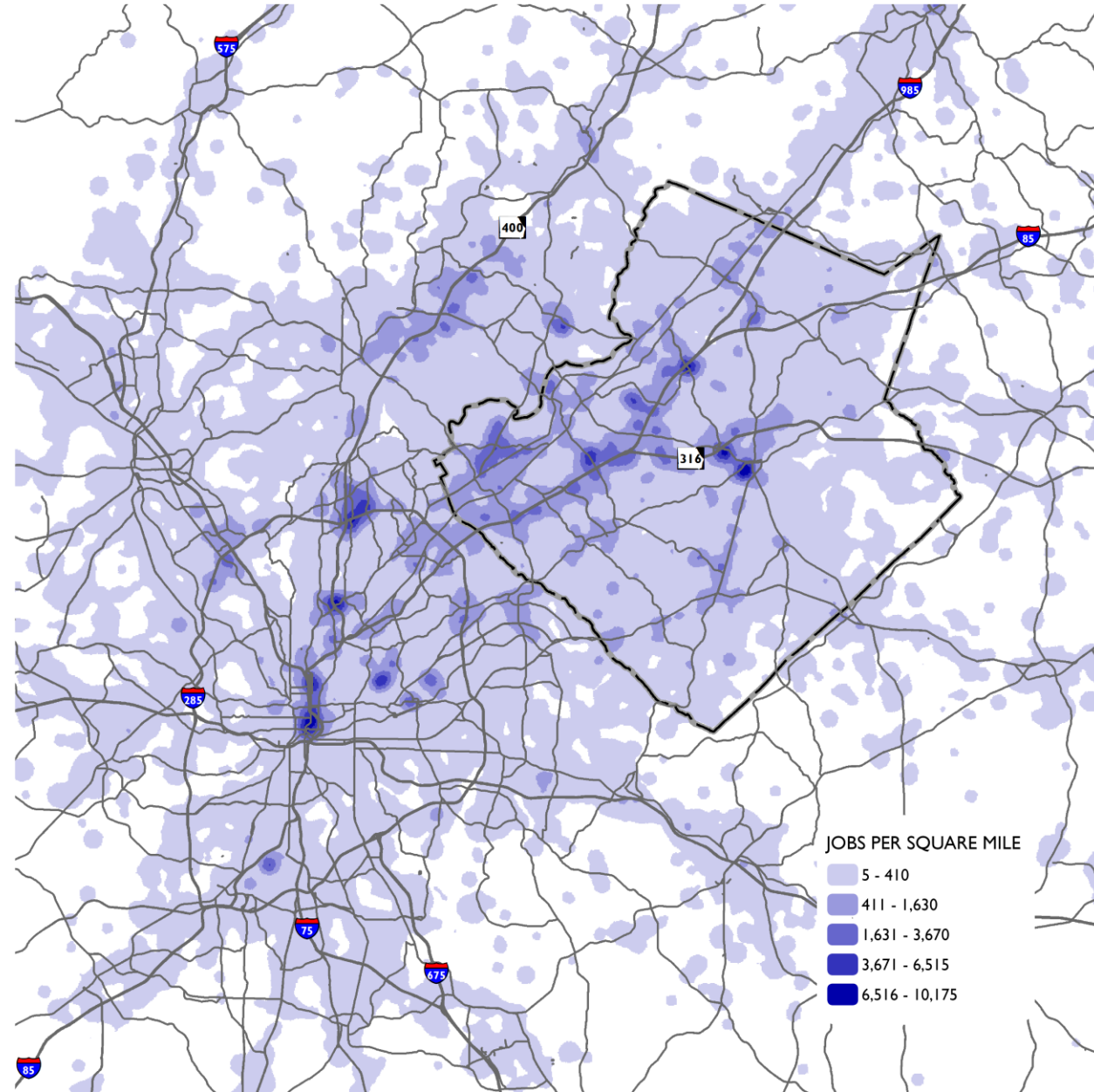
January Extension



Where Gwinnett Workers Live

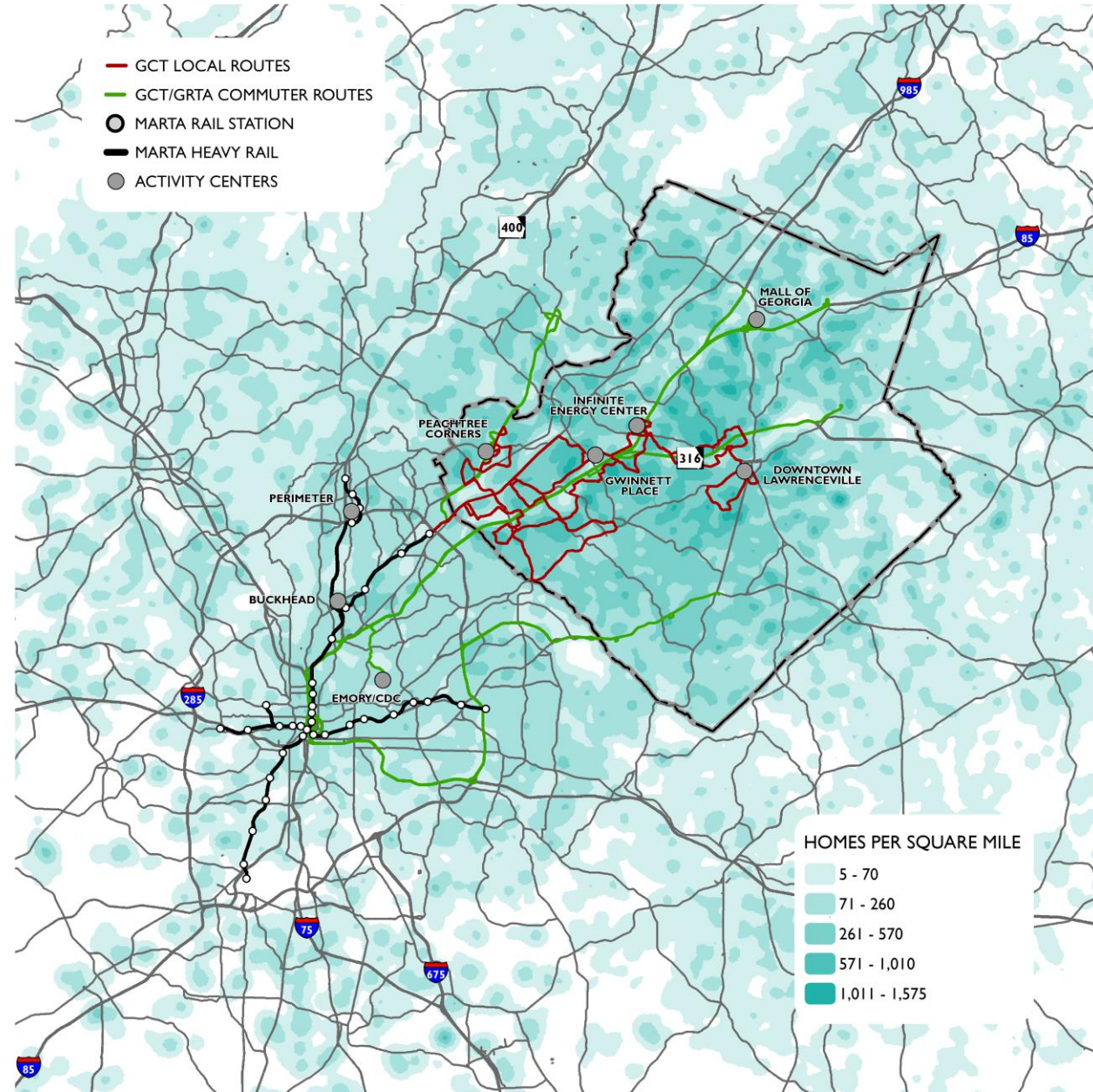


Where Gwinnett Residents Work

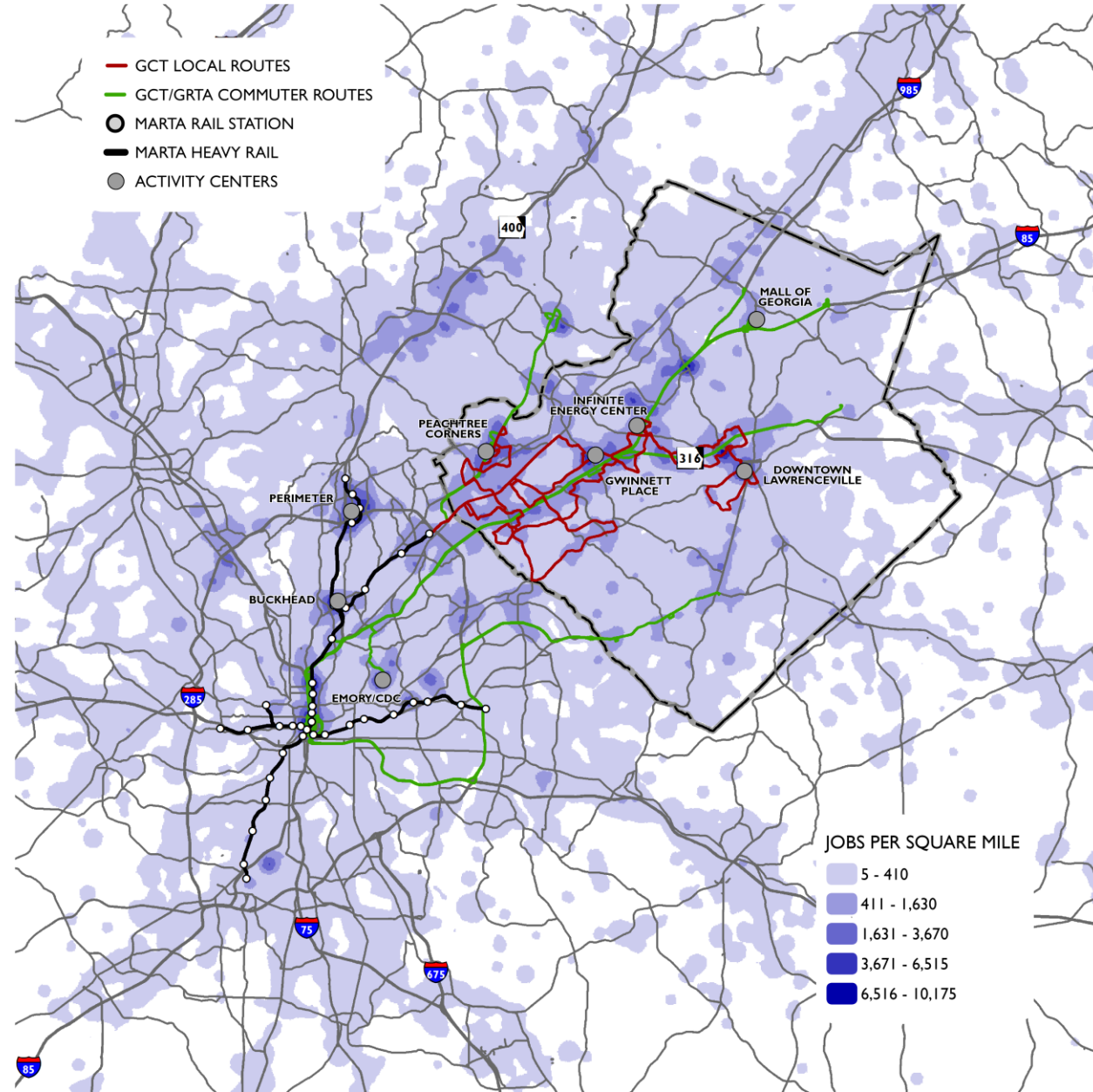


Existing Transit System

Where Gwinnett Workers Live

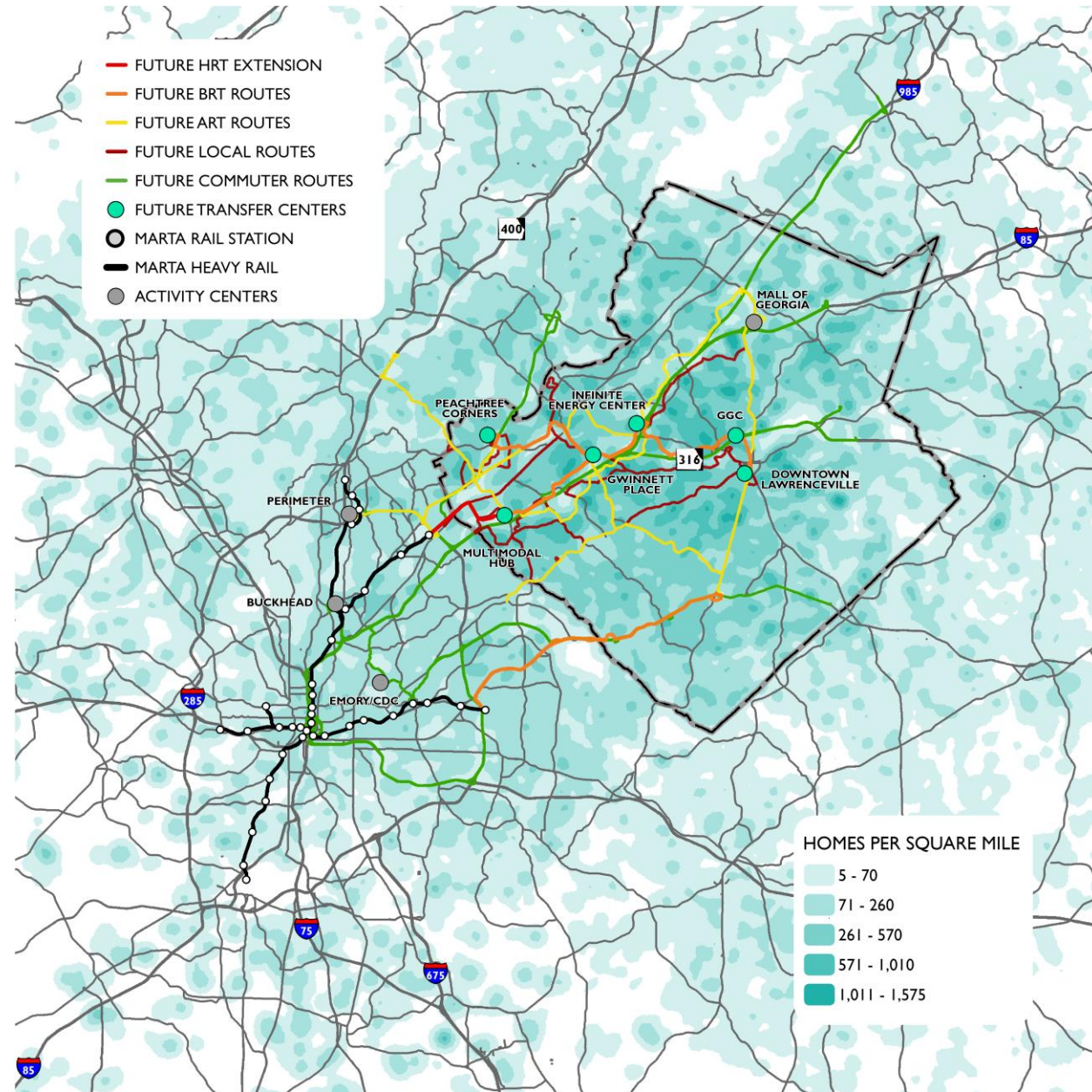


Where Gwinnett Residents Work

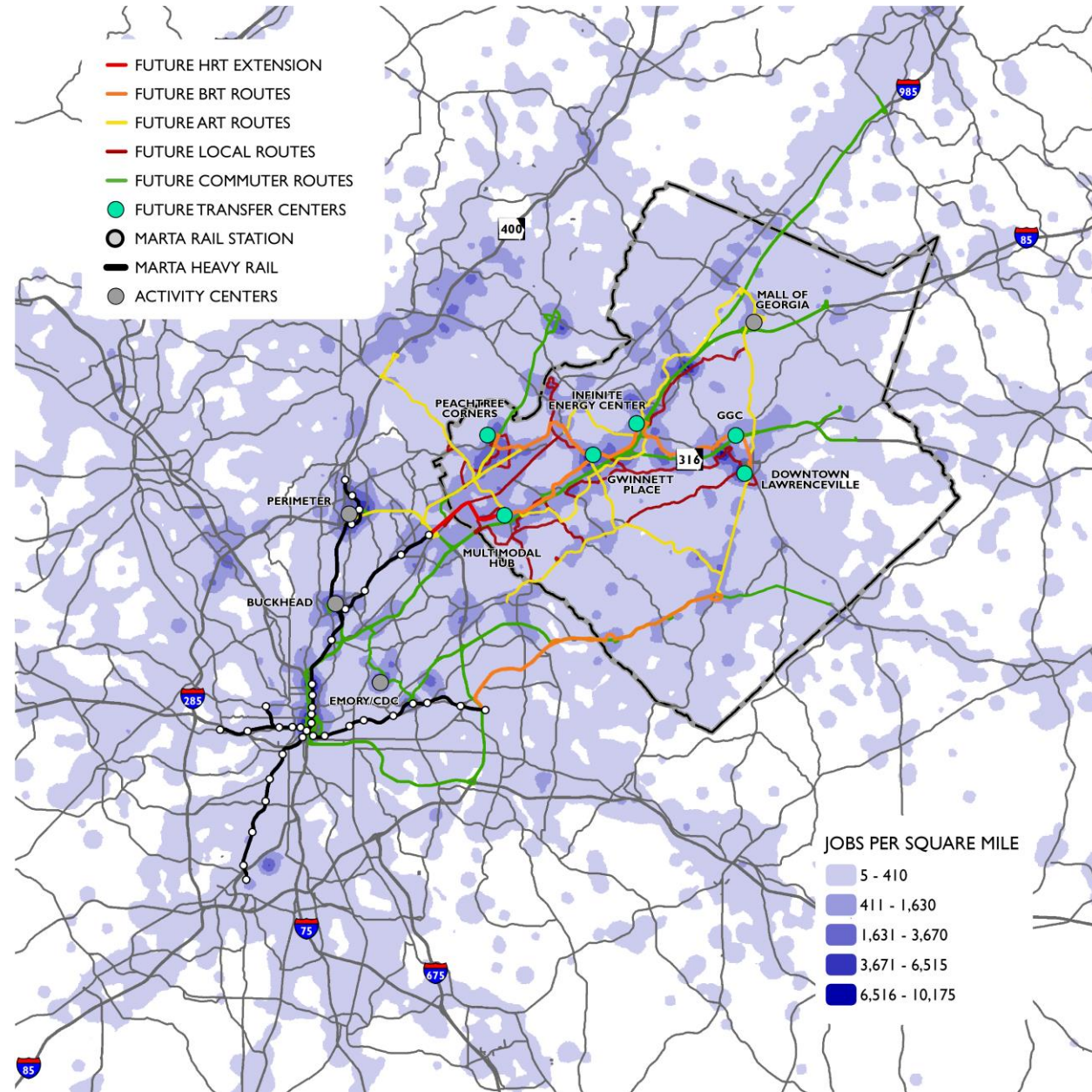


Proposed Transit System

Where Gwinnett Workers Live



Where Gwinnett Residents Work



Lyft/Uber Partnerships

PSTA Direct Connect (St. Petersburg)

- Partnerships with Uber, United Taxi and Wheelchair Transport
- Riders can access services at 24 locations
- Uber and United Taxi riders receive a \$5 discount
Wheelchair Transport riders receive a \$25 discount
- Inclusion of United Taxi and Wheelchair Transport addresses ADA accessibility concerns and FTA drug and alcohol testing requirements
- Estimated program cost to agency \$250,000-\$300,000



Lyft/Uber Partnerships

DART GoLink (Dallas)

- 12 GoLink Zones
- Trip bookings completed via app
- Customers have two options:
 - GoLink (DART-operated microtransit)
 - UberPool (takes you to the Uber app)
- Fares
 - GoLink – Normal DART fare
 - UberPool - \$1 to/from DART service and \$3 for point-to-point within zone
- Program operated by DART's Mobility Management Services contractor



Summary of Public Feedback



New Business

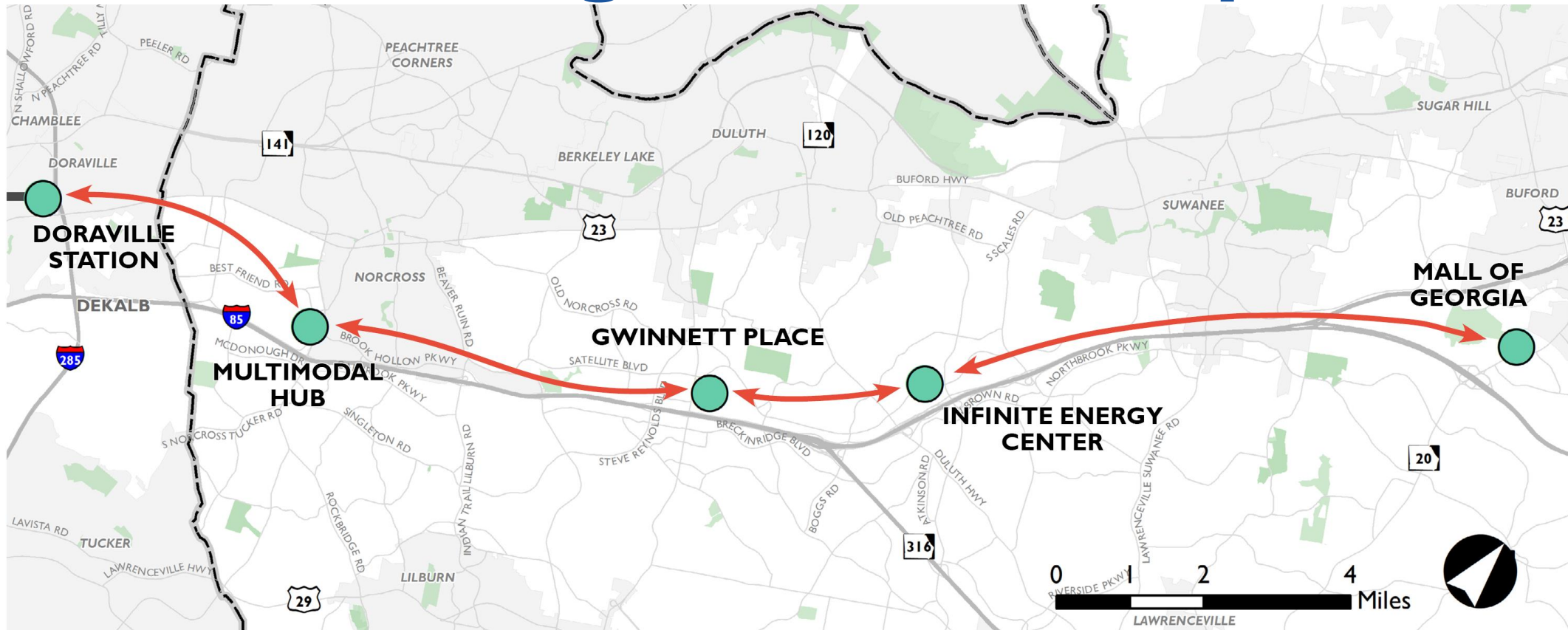




Gwinnett

Recap of Rail and Funding Options

Rail Mode Alignment Assumptions



Guidance: Rail Extension Options

Section	Heavy Rail		Light Rail	
	Distance	Capital Cost (2018\$)	Distance	Capital Cost ¹ (2018\$)
Doraville to Multimodal Hub	4.6 miles	\$1.05B	5.2 miles	\$0.84B
Doraville to Gwinnett Place ¹	11.4 miles	\$2.75B	11.7 miles	\$1.73B
Doraville to Infinite Energy Center ¹	14.4 miles	\$3.47B	14.6 miles	\$2.15B
Doraville to Mall of Georgia ¹	22.9 miles	\$5.41B	24.0 miles	\$3.29B
Cost per Mile		\$237M		\$137M

1-Includes cost of Operating and Maintenance Facility

Costs are estimates based on limited concept development

Guidance: No Rail

- Instead of rail into Gwinnett County, provide expanded bus network
- Frees up funds for a combination of bus priority treatments, higher frequencies, more coverage, and longer spans of service relative to scenarios with rail included
- Added costs:
 - To reroute proposed network to Doraville, annual bus O&M costs would increase by \$7.4M
 - Provision of BRT treatments between Doraville and OFS and capital improvements at Doraville to accommodate added bus service (additional \$70M-\$110M)
- Savings (relative to service to OFS):
 - \$11.1M in annual rail O&M
 - \$1.05B in rail capital costs



FTA CIG PROGRAM FUNDING – MODAL BREAKDOWN

- ▶ Average federal funding levels across all modes are at **37.53%** for new transit projects
- ▶ Total of 13 FFGAs and additional 8 projects with anticipated agreements (21 total projects)



Bus Rapid Transit

CIG Fed. Share: 57%

Total Projects: 12



Streetcar

CIG Fed. Share: 35%

Total Projects: 3



Commuter Rail

CIG Fed. Share: 34%

Total Projects: 2



Light Rail

CIG Fed. Share: 36%

Total Projects: 3



Heavy Rail

CIG Fed. Share: 39%

Total Projects: 3

RECENT FTA DATA ON CIG FUNDING

FTA recently published a new report in June highlighting CIG funding with new administration:

FFGAs Awarded From Jan. 2017 - June 2019

Project Name	Project Sponsor	Mode	Date Signed	Total project cost	CIG Funding Commitments
Current Administration					
Caltrain Peninsula Corridor Electrification Project (CA)	Caltrain	Commuter rail	5/23/2017	\$1,930,670,000	\$647,000,000
Purple Line LRT (MD)	Maryland Transit Administration	Heavy rail	8/22/2017	\$2,407,030,286	\$900,000,000
Wave Streetcar (FL)	Florida Department of Transportation	Streetcar	10/12/2017	\$195,280,826	\$60,660,000
Laker Line BRT (MI)	Interurban Transit Partnership	BRT	2/9/2018	\$70,237,085	\$56,189,668
Jacksonville First Coast Flyer BRT East Corridor (FL)	Jacksonville Transportation Authority	BRT	2/23/2018	\$34,009,455	\$16,930,000
SMART Regional Rail - San Rafael to Larkspur Extension (CA)	Sonoma-Marín Area Rail Transit	Commuter rail	4/5/2018	\$55,435,057	\$22,533,000
Prospect MAX BRT (MO)	Kansas City Area Transportation Authority	BRT	4/9/2018	\$54,160,330	\$29,890,000
Everett Swift II BRT (WA)	Community Transit	BRT	4/9/2018	\$73,631,772	\$43,190,000
IndyGo Red Line (IN)	Indianapolis Public Transportation Corporation	BRT	5/14/2018	\$96,329,980	\$74,989,685
Tacoma Link Extension (WA)	Sound Transit	Light rail	5/15/2018	\$214,613,395	\$74,999,999
Albuquerque Rapid Transit (NM)	ABQ Ride	BRT	8/30/2018	\$133,700,000	\$75,035,549
Santa Ana Streetcar (CA)	Orange County Transportation Authority	Streetcar	11/30/2018	\$407,759,966	\$148,955,409
Lynnwood Link (WA)	Sound Transit	Light rail	12/20/2018	\$3,260,357,587	\$1,172,730,000
Dallas DART Red and Blue Line Platform Extensions (TX)	Dallas Area Rapid Transit	Light rail	5/28/2019	\$128,744,912	\$60,760,380
Minneapolis Orange Line BRT (MN)	Met Council	BRT	6/18/2019	\$150,700,532	\$74,078,782
TOTAL 1/20/17 - 6/18/19				\$9,212,661,183	\$3,457,942,472

RECENT FTA DATA ON CIG FUNDING

Anticipated FFGAs by FTA as of 6/20/2019

Project Name	Project Sponsor	Mode	Total project cost	CIG Funding Commitments
Current Administration				
Los Angeles Westside Purple Line Extension Section 3 (CA)	Los Angeles County Metropolitan Trans. Authority	Heavy rail	\$3,662,992,384	\$1,300,000,000
Tempe Streetcar (AZ)	Valley Metro	Streetcar	\$201,849,332	\$75,000,000
Southwest Corridor BRT (FL)	Jacksonville Transportation Authority	BRT	\$33,200,000	\$16,600,000
Virginia Street BRT Extension (NV)	Regional Transportation Commission of Washoe County	BRT	\$98,500,000	\$40,387,863
River Corridor/Blue Line BRT (NY)	Albany Capital District Transportation Authority	BRT	\$41,400,000	\$26,922,248
Division Transit Project BRT (OR)	Tri-County Metropolitan Transportation District of Oregon	BRT	\$174,800,000	\$87,422,752
Central City Line BRT (WA)	Spokane Transit Authority	BRT	\$72,000,000	\$53,425,000
San Francisco, Transbay Corridor (CA)	Bay Area Rapid Transit	Heavy rail	\$2,771,200,000	\$1,250,000,000
Total anticipated funding agreements			\$7,055,941,716	\$2,849,757,863

Guidance: Federal Funding Assumptions

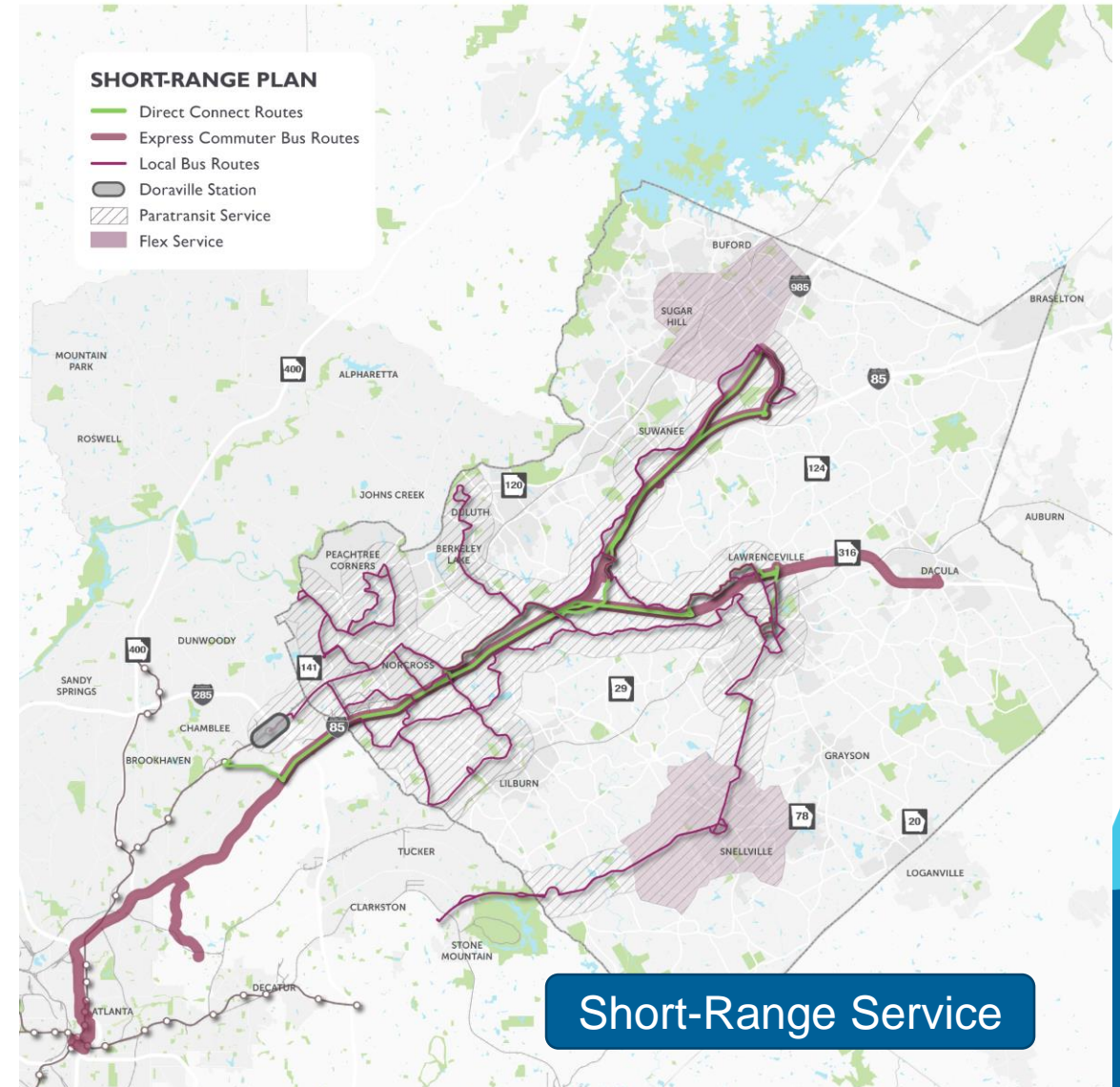
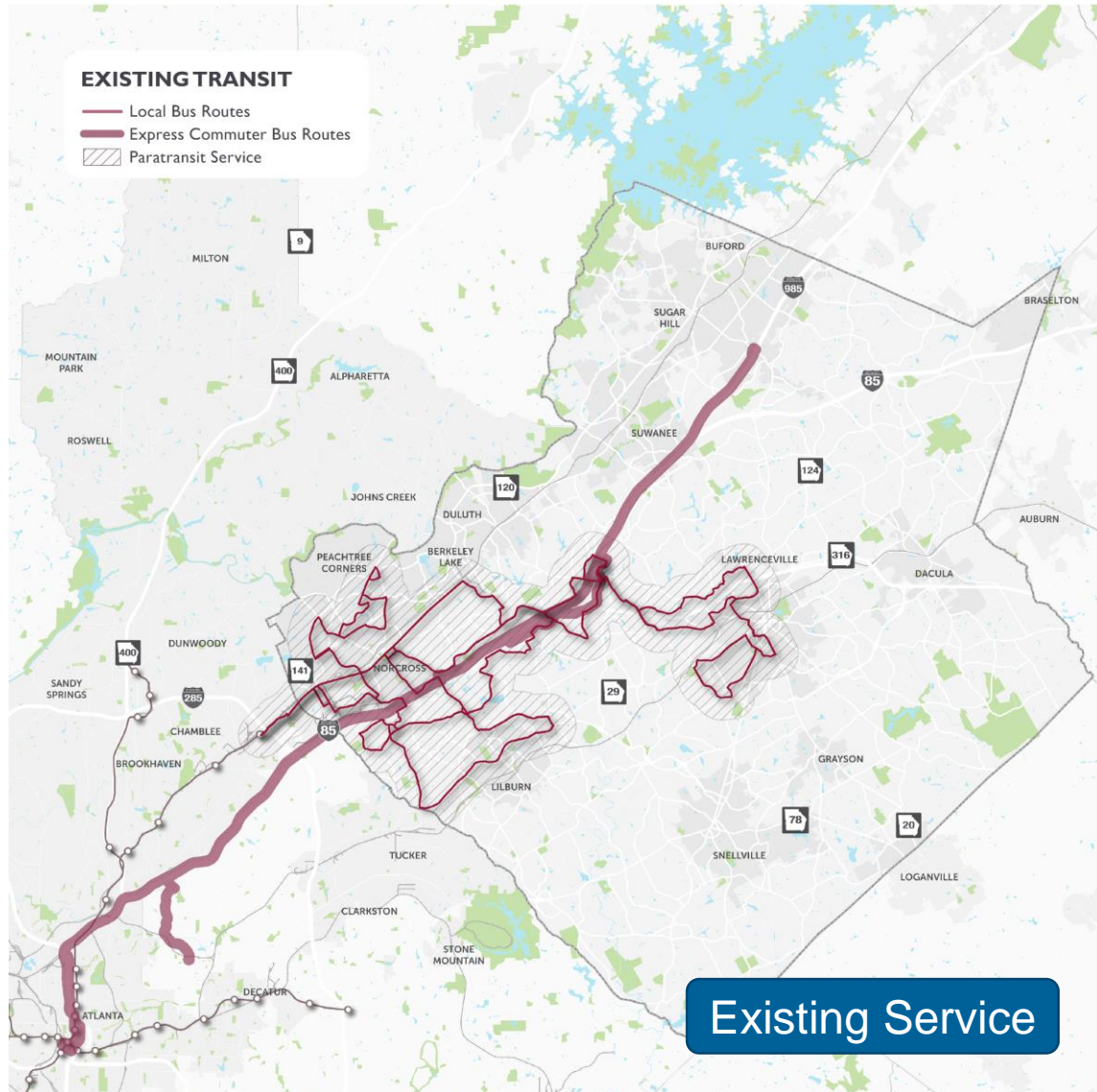
- 35% for non-BRT High Capacity projects
 - Aligns with new regional policy from the ATL
- 50% for BRT projects
 - Based on recent FTA awards per ATL analysis



Gwinnett

Review of Connect Gwinnett Plan Phases

Short-Range Plan (Years 1-5)



Short-Range Plan (Years 1-5)

Local Service Expansion

- Gwinnett Place – Duluth
- Gwinnett Place – Buford/Mall of GA
- Lilburn – Peachtree Corners
- Snellville – DeKalb County (US 78)
- Snellville – Lawrenceville (Scenic Hwy)

Direct Connect Service

- Mall of GA – Chamblee
- Lawrenceville – Chamblee

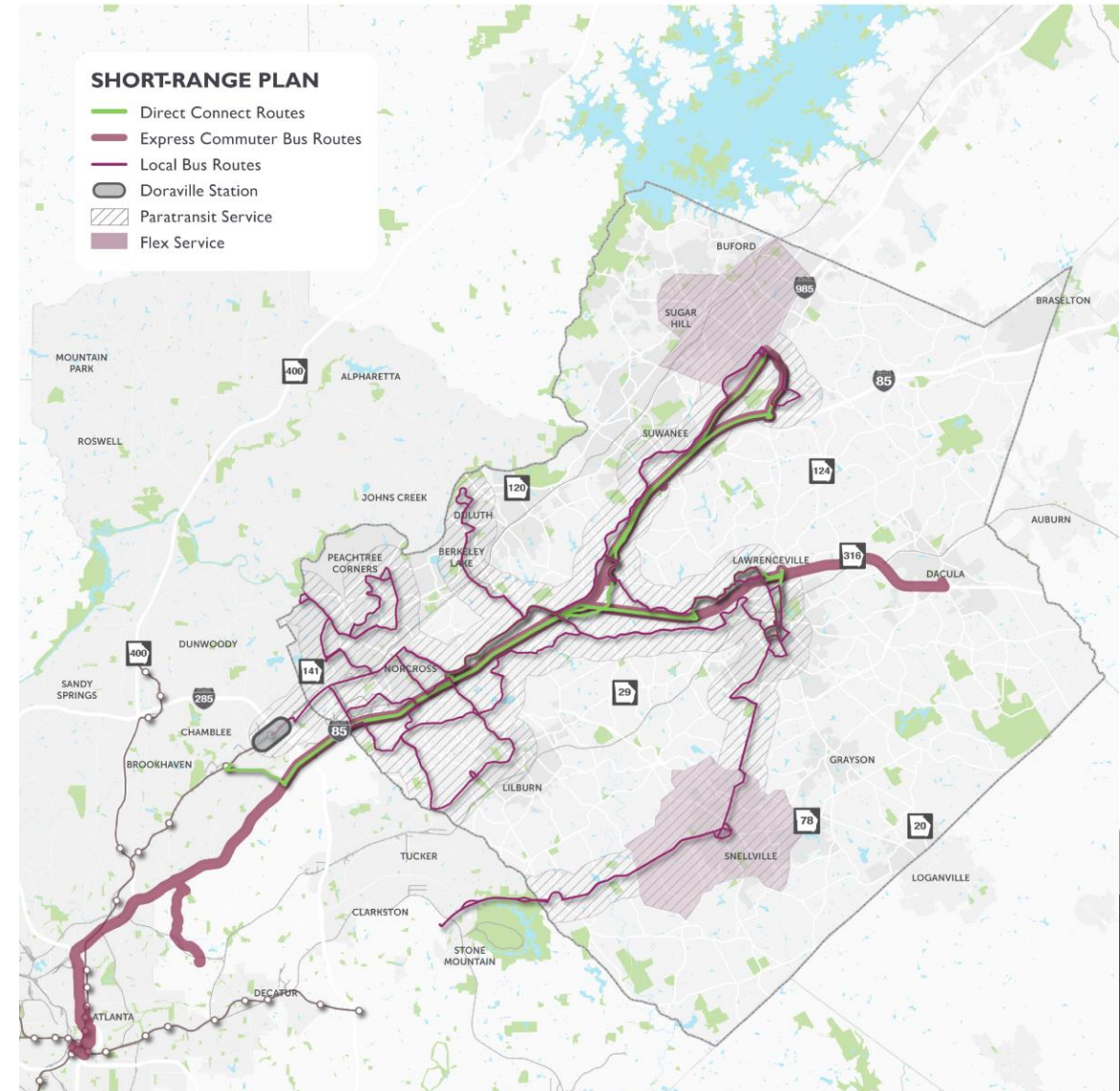
Express Service Expansion

- Dacula-Lawrenceville – Downtown Atlanta

Flex Service Areas

- Buford/Sugar Hill
- Snellville

Most service expansion in place in Year 2



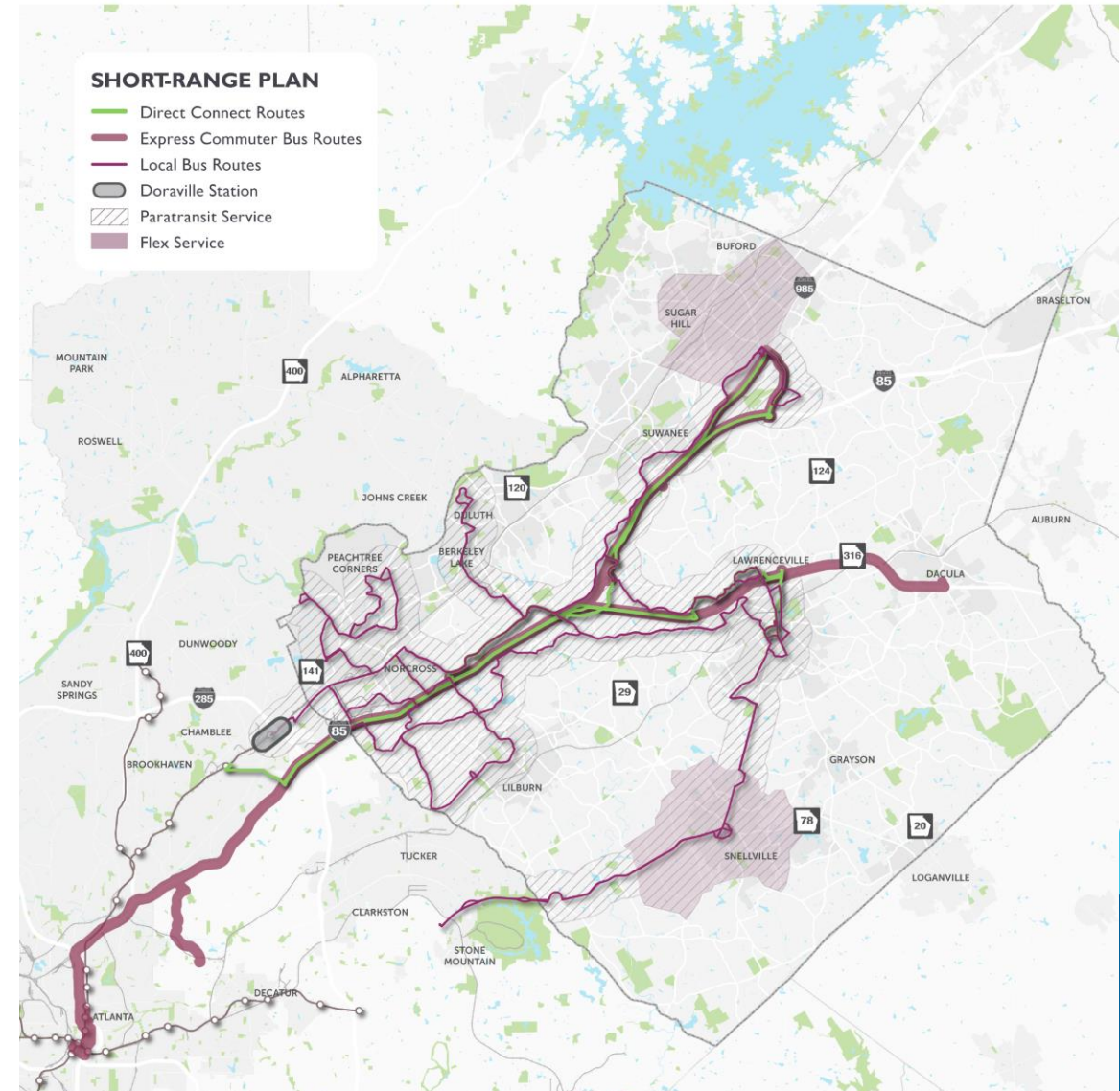
Short-Range Plan (Years 1-5)

Major Transit Facilities

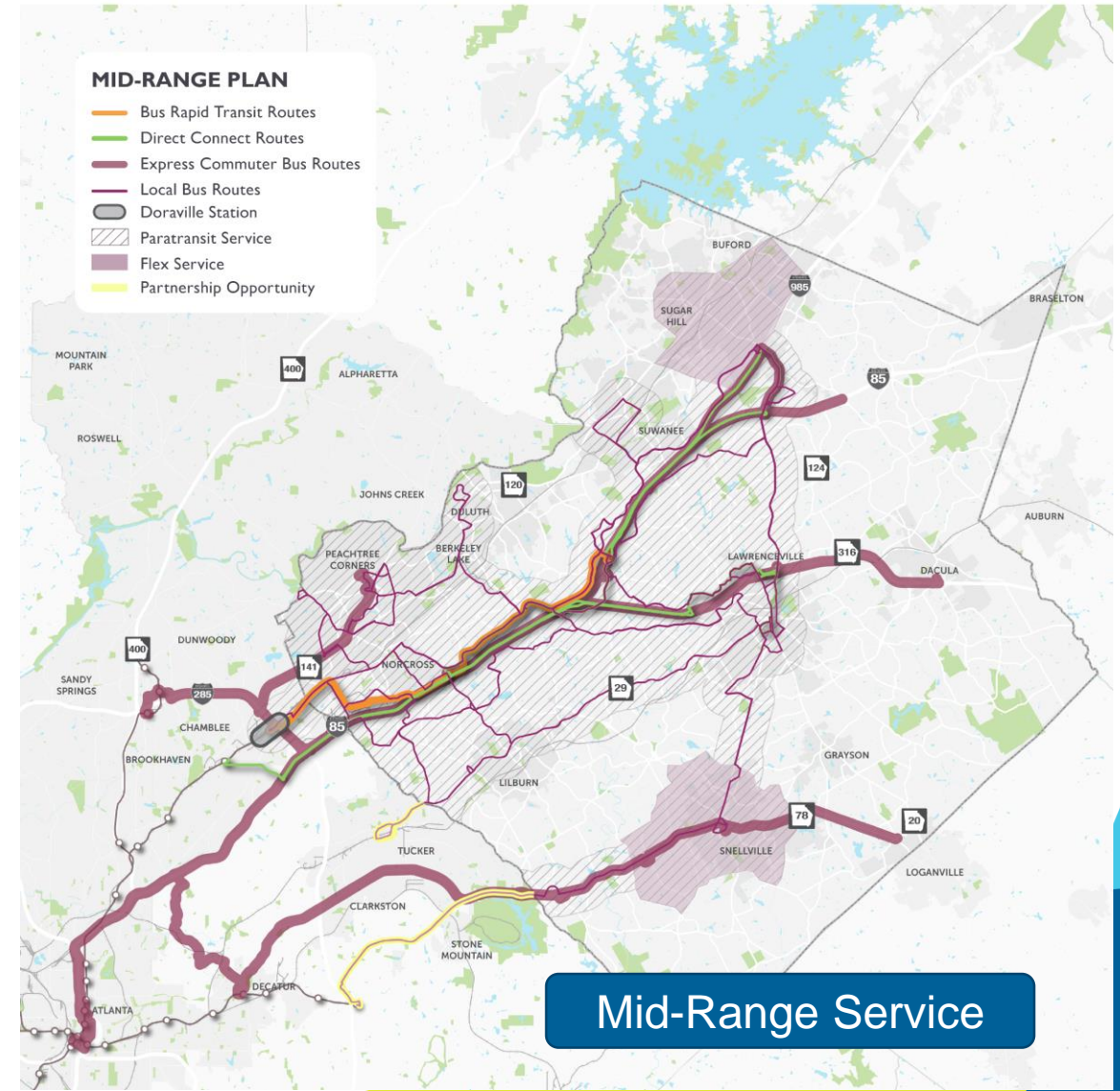
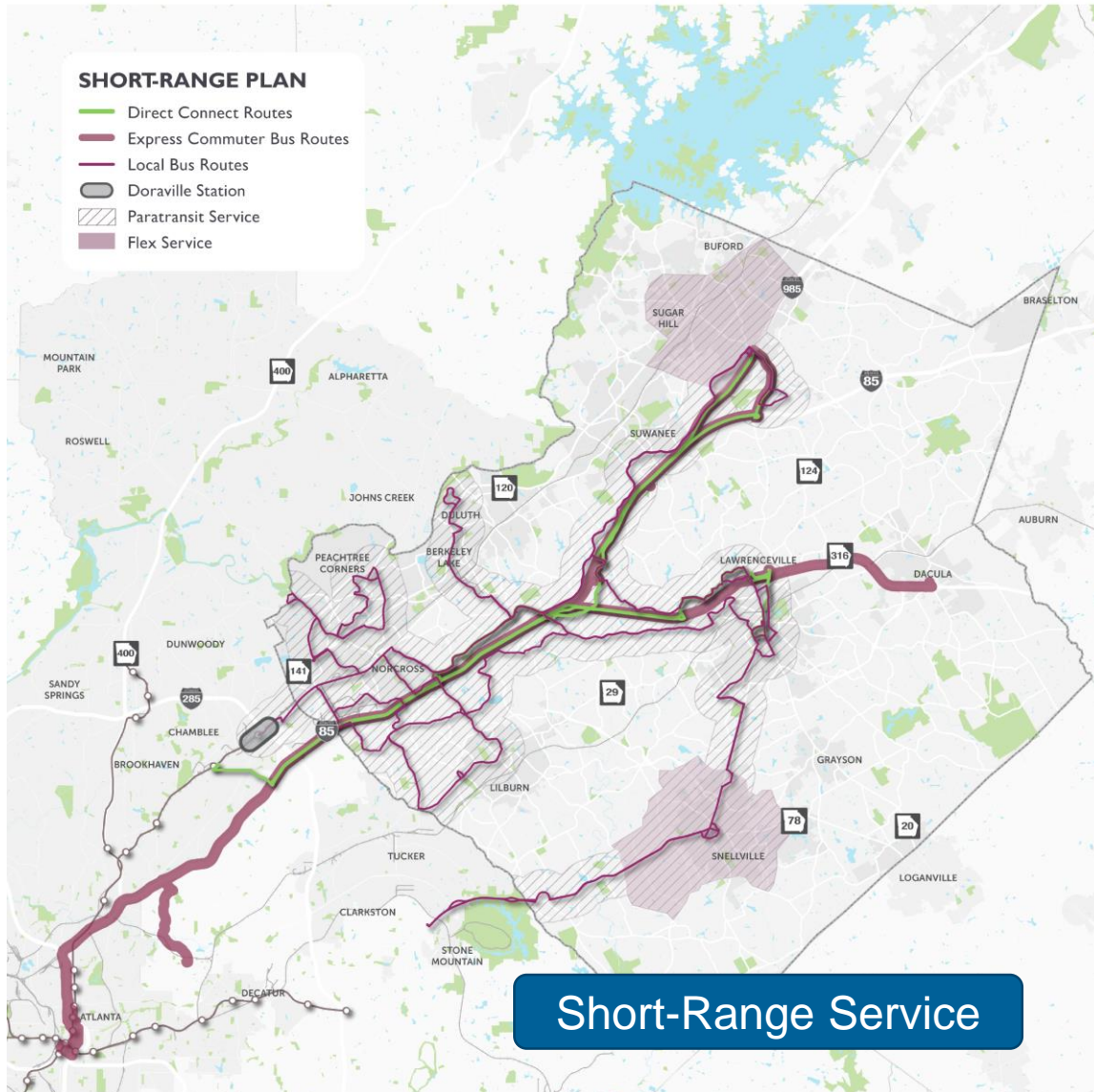
- New park-and-ride lots in Dacula and Lawrenceville
- Upgrade at I-985/Buford Park-and-Ride
- New transit centers at GA Gwinnett College and Peachtree Corners
- Gwinnett Place Transit Center upgrade

Costs/Funding

- 10% of 30-year plan costs
- \$500 million surplus at end of 5 years
 - Surplus utilized on large capital projects in future phasing to reduce bonding



Mid-Range Plan (Years 6-10)



Mid-Range Plan (Years 6-10)

BRT Service

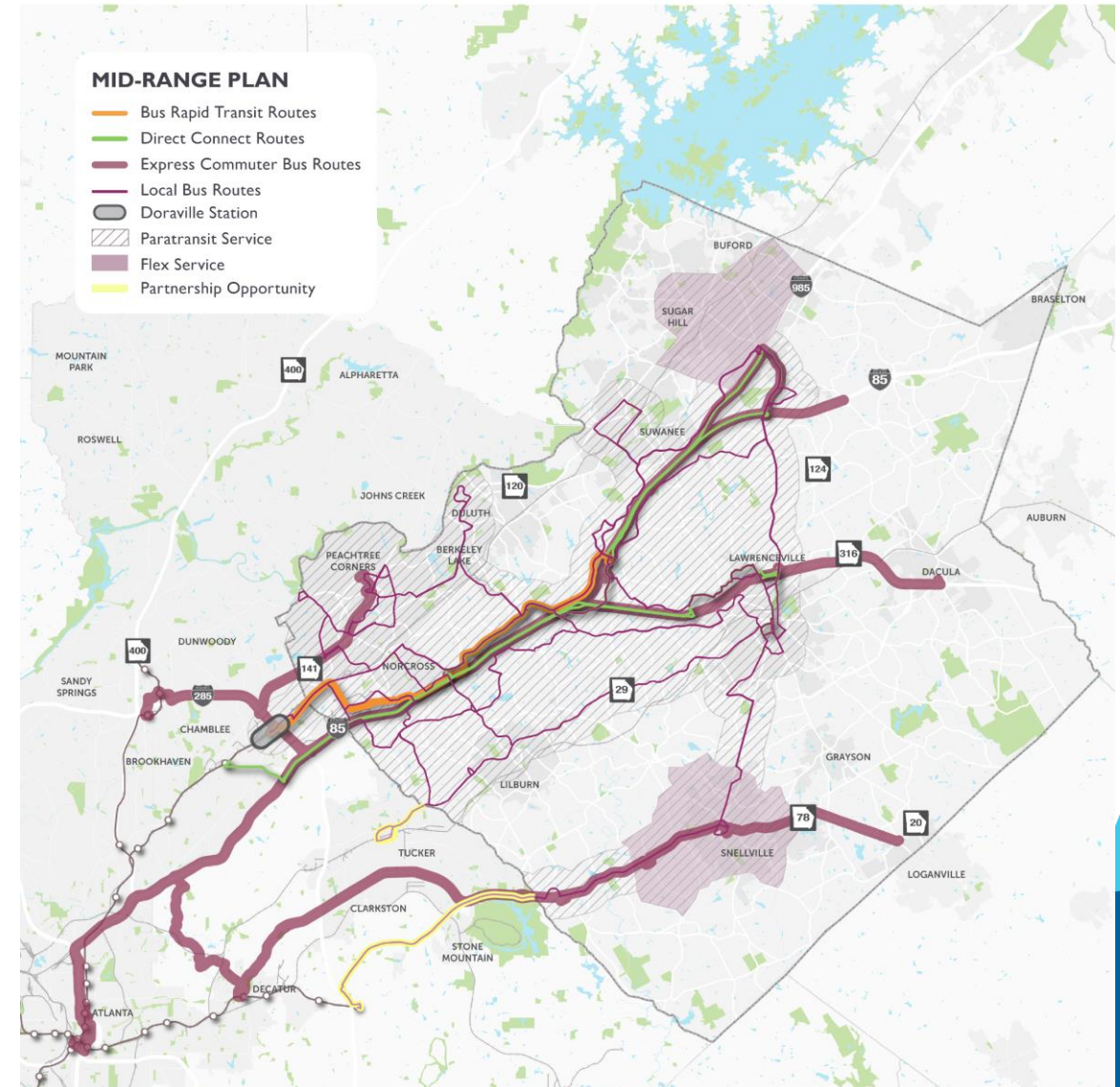
- Doraville to Sugarloaf Mills (Year 6)

Local Service Expansion

- Sunday service on six local routes
- Suwanee – Gwinnett Place
- Lawrenceville – DeKalb County (US 29)
- Peachtree Corners – Gwinnett Place
- Lawrenceville – Buford/Mall of GA
- Sugarloaf Mills – Buford/Mall of GA

Express Service Expansion

- Peachtree Corners – Perimeter Center
- Loganville – Snellville – Emory/CDC
- Dacula – Lawrenceville – Perimeter Center
- Braselton – Chamblee MARTA



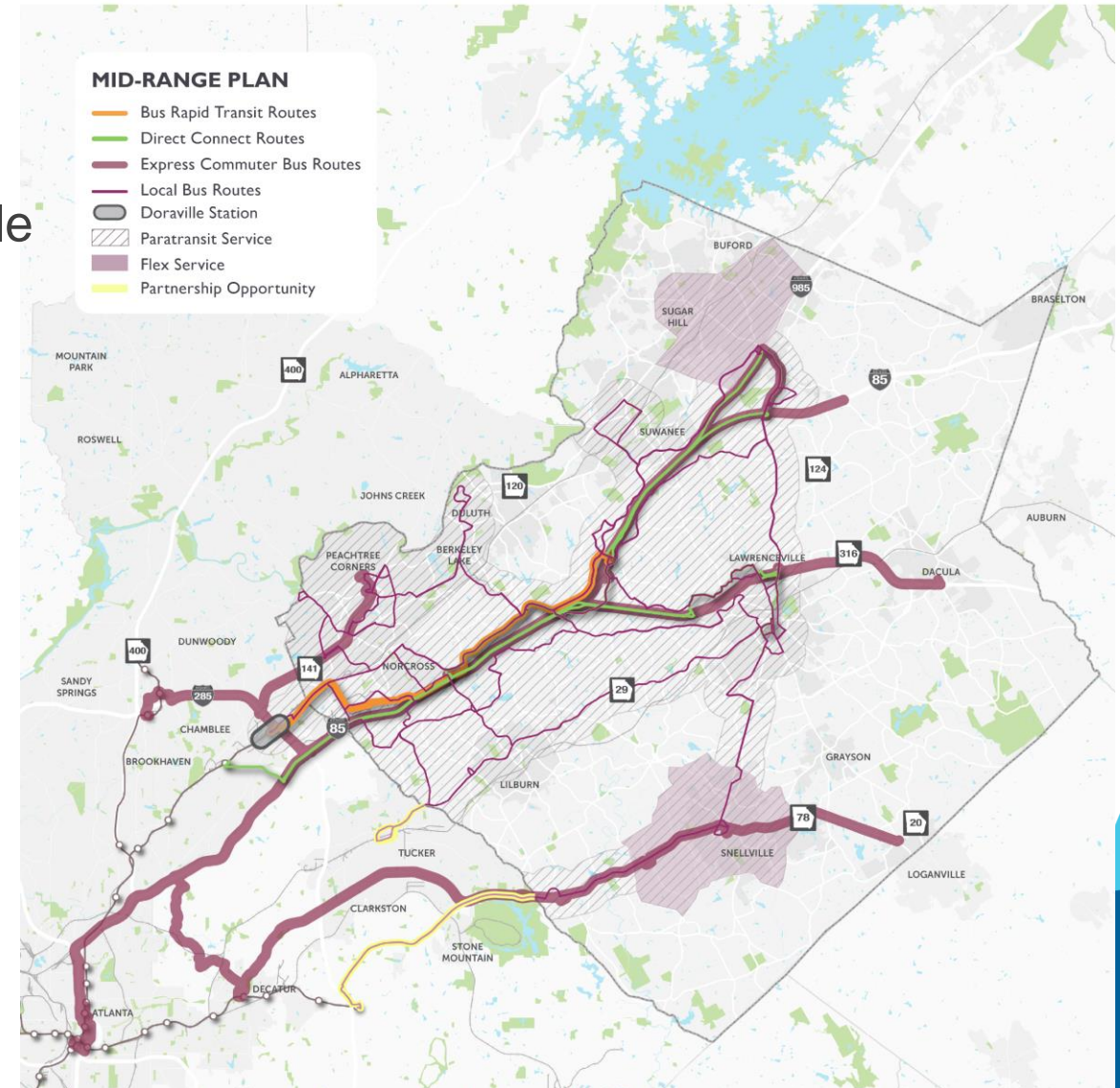
Mid-Range Plan (Years 6-10)

Major Transit Facilities

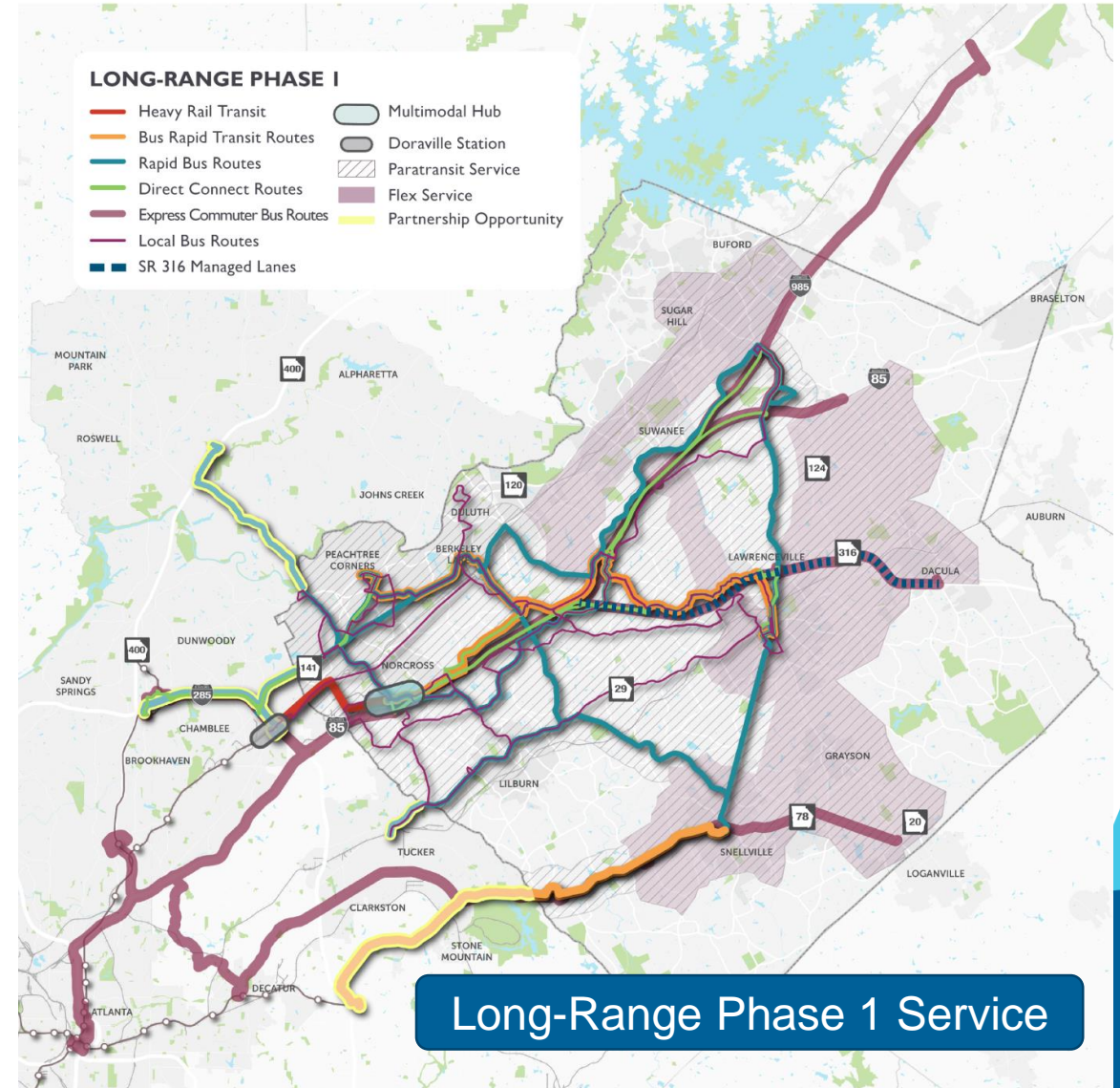
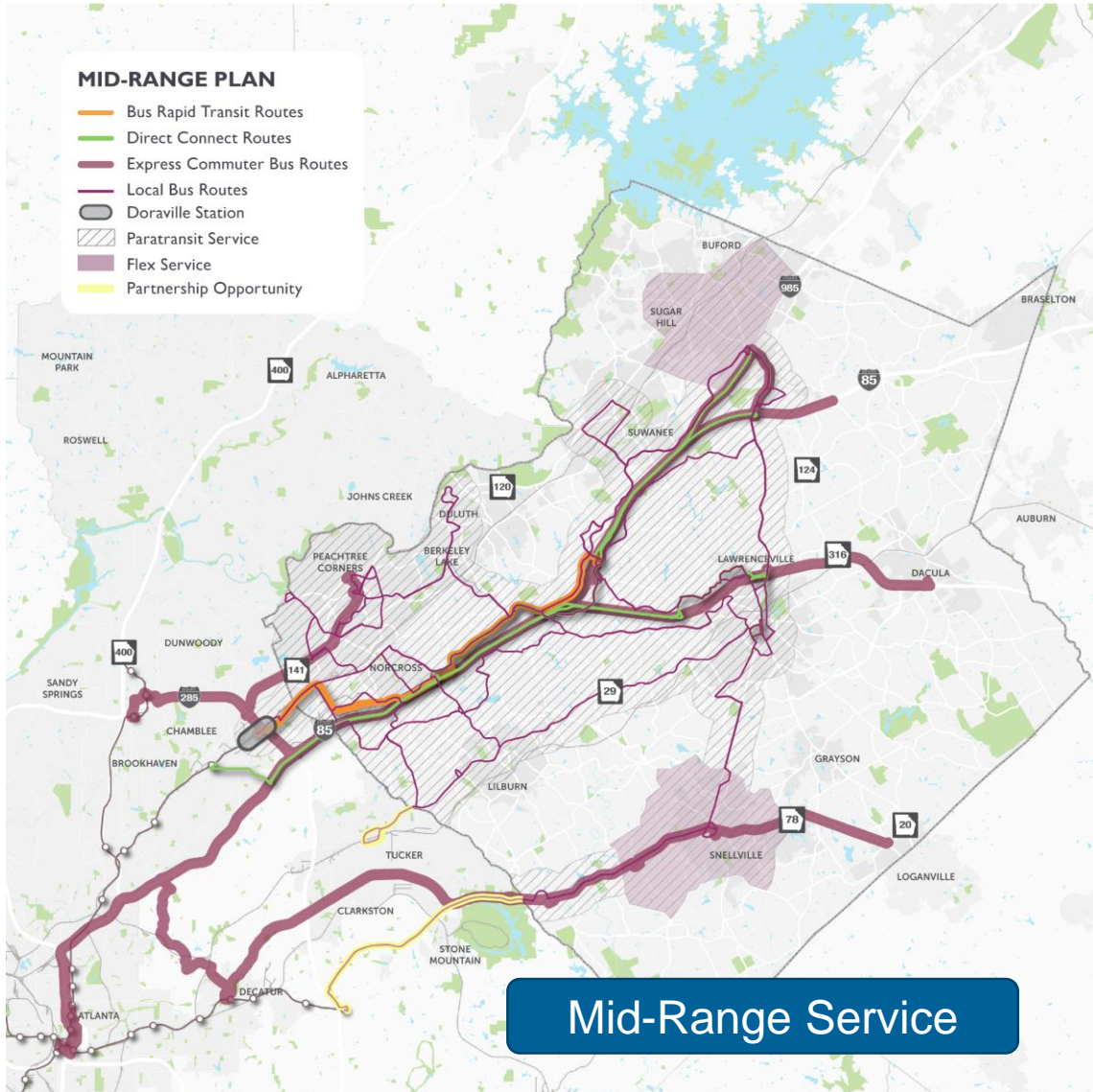
- Satellite Blvd. BRT
- New park-and-ride lots at Braselton, Loganville
- New transit centers at Infinite Energy and downtown Lawrenceville

Costs/Funding

- 25% of 30-year plan costs (incl. Short-Range)
- \$650 million surplus at end of year 10
 - Surplus utilized on large capital projects in future phases to reduce bonding



Long-Range Plan Ph. 1 (Yrs 11-30)



Long-Range Plan Ph. 1 (Yrs 11-30)



HRT Service

- Gold Line service to Jimmy Carter/I-85 (Year 11)

BRT Service Expansion

- Lawrenceville – Peachtree Corners (Year 13)
- Snellville – Indian Creek MARTA (Year 18)

Arterial Rapid Transit Service

- Eight ART routes (two in Year 11)

Local Route Service Expansion

- Late evening and Sunday service on all routes

Express Route Service Expansion

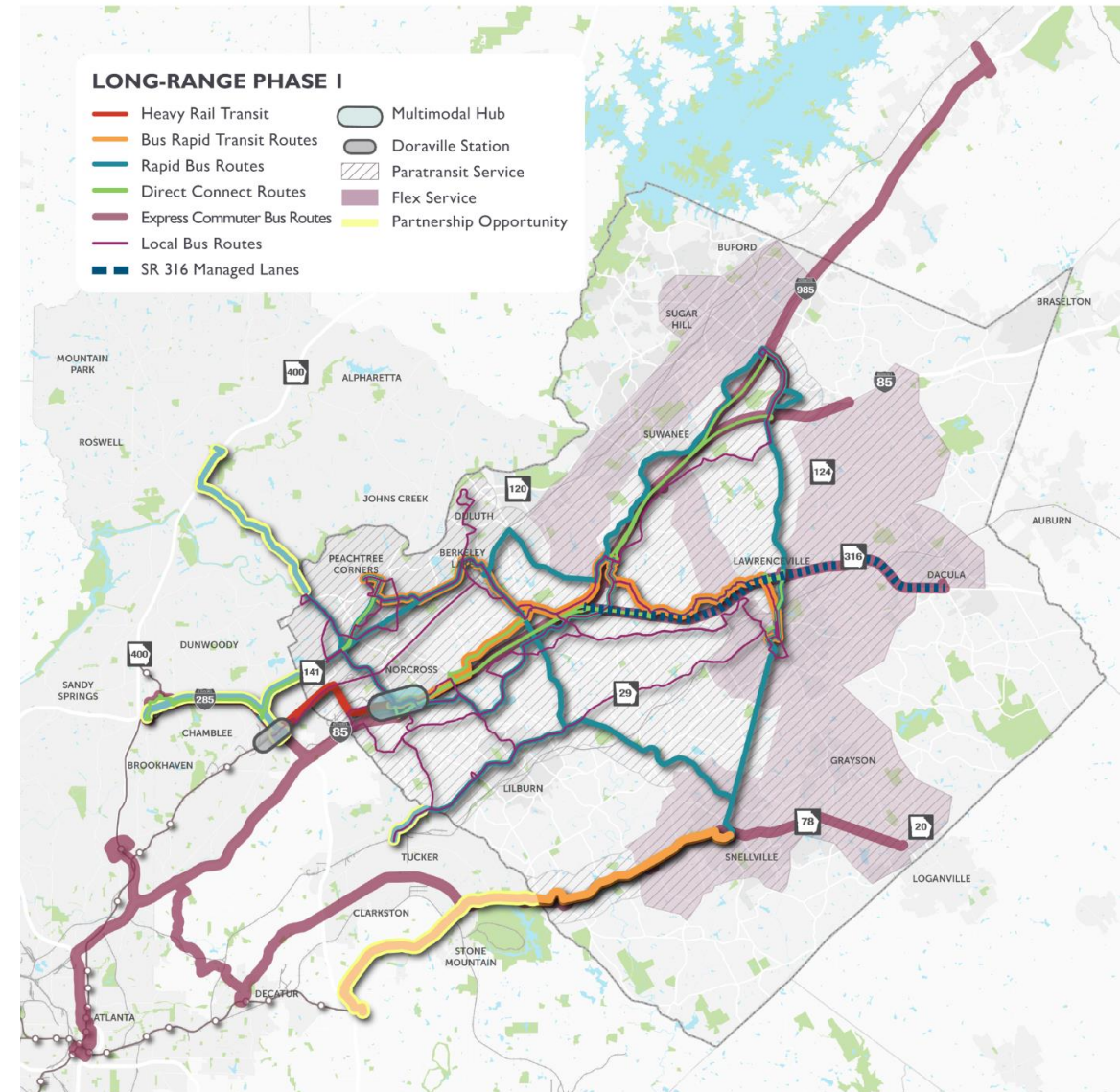
- Hall County – Multi-Modal Hub
- Indian Trail Park-and-Ride – Buckhead

Direct Connect Service Expansion

- Peachtree Corners – Perimeter Center

Flex Service Areas

- Six new Flex zones



Long-Range Plan Ph. 1 (Yrs 11-30)

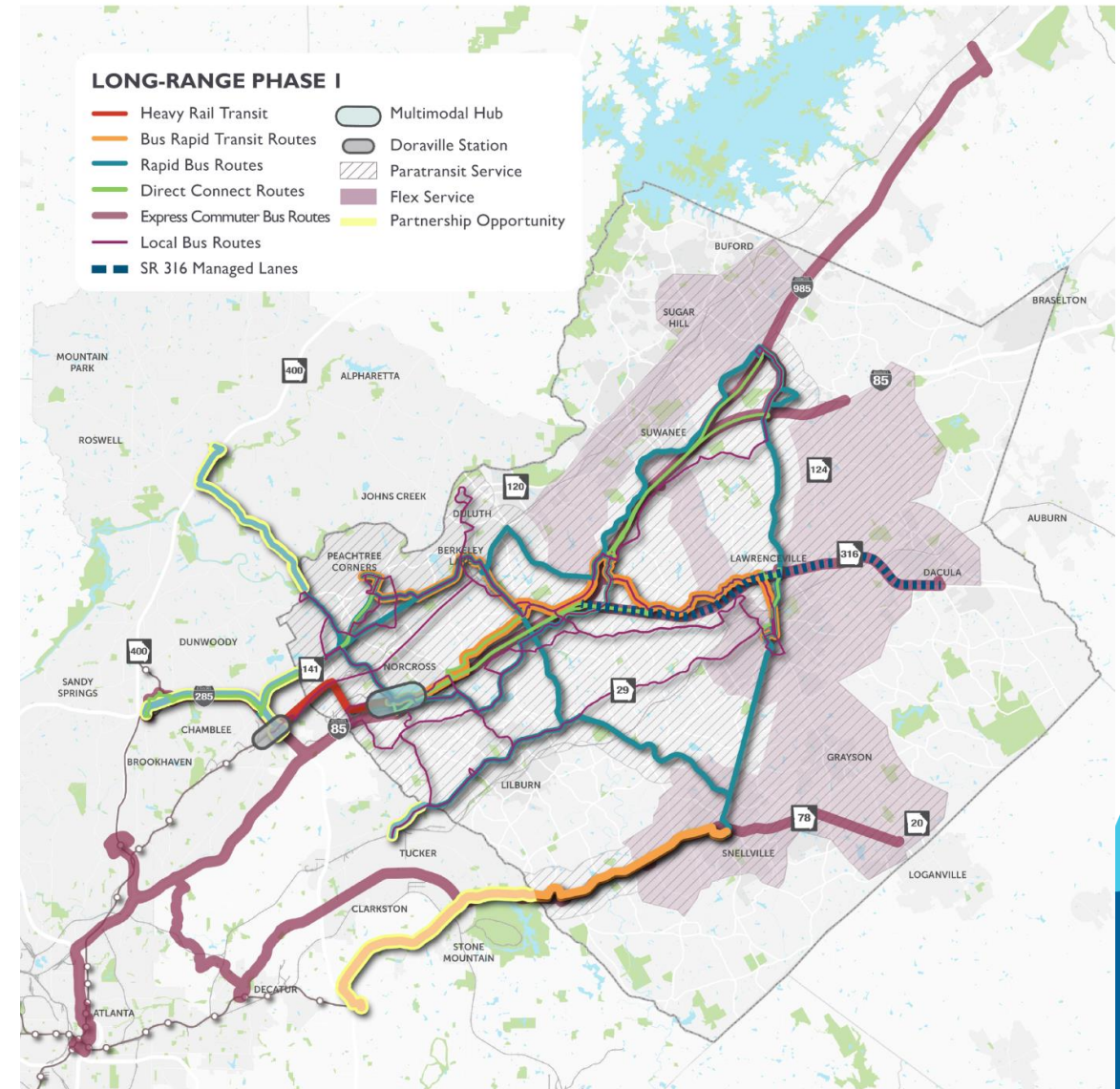


Major Transit Facilities

- HRT to Jimmy Carter/I-85 with Multi-Modal Hub
- Two additional BRT corridors
- Indian Trail In-Line Stop
- Sugarloaf Park-and-Ride direct access ramps
- New McGinnis Ferry Park-and-Ride with direct access ramps
- Snellville Park-and-Ride Upgrade
- Two additional park-and-ride lots, sites TBD
- Additional projects:
 - BRT to LRT Conversion Seed Money
 - SR 316 Managed Lanes Contribution
 - Regional HCT Projects Contribution

Costs/Funding

- 100% of 30-year plan costs

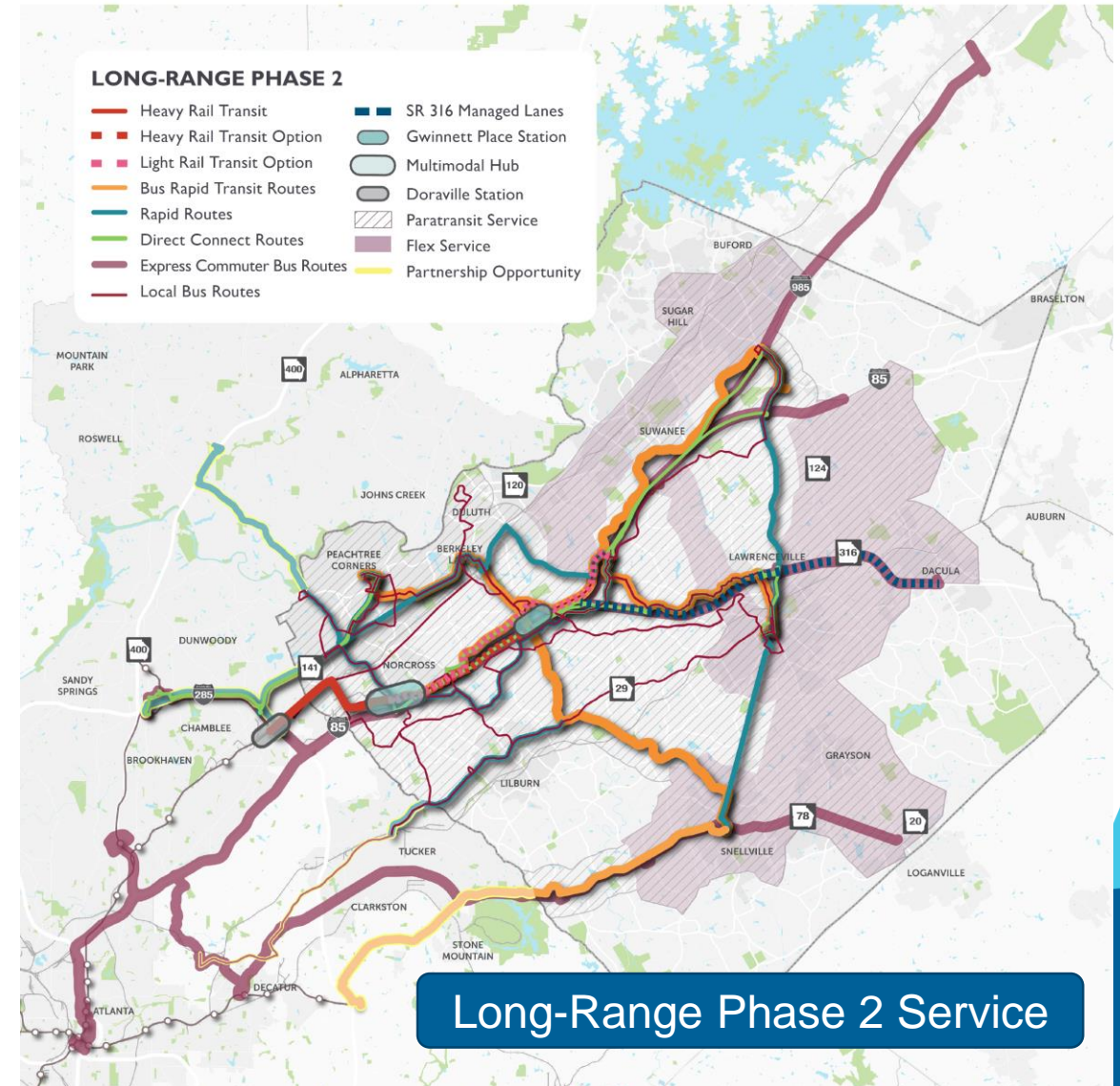


Long-Range Plan Ph. 2 (Yrs 30+)

Unfunded



- HRT to Gwinnett Place Mall
- Satellite Blvd. BRT conversion to LRT
- Two new BRT routes
 - Infinite Energy to Mall of Georgia
 - Snellville to Peachtree Corners





Gwinnett

Potential Plan Adjustments

Potential Plan Adjustments

- Revised baseline assumptions:
 - Assumed federal share for capital projects:
 - 33% share for I-85 BRT Corridor (was 33%)
 - 35% share for rail (was 45%)
 - 50% for all other capital projects (was 45%)
 - Assumed paratransit vehicle lifespan revised to 4 years instead of 6 years
 - Increase the assumed fleet needs for Flex routes

Potential Plan Adjustments

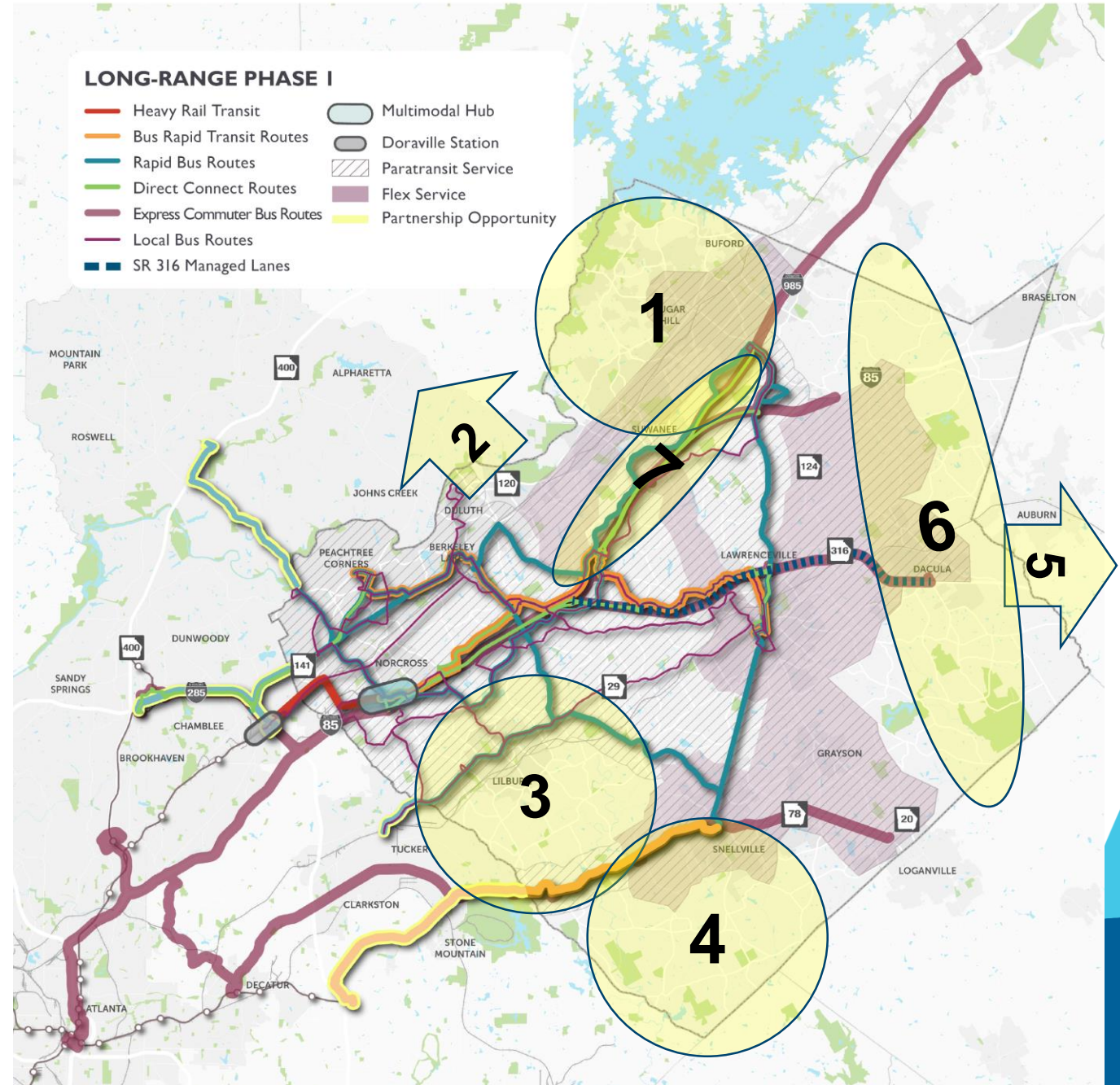
- Shifting projects to be implemented earlier to create greater impact earlier
 - Earlier implementation to gain more coverage earlier
 - To balance the earlier expenditures some projects pushed to later implementation

Potential Plan Adjustments

- Removing projects to allow for adjustment/new projects
 - BRT to LRT Conversion Seed Money
 - Regional HCT Projects Contribution
 - Managed Lane Connections

Potential Plan Adjustments

1. Fixed route service in Suwanee, Sugar Hill, and Buford Area
2. Regional connection to Alpharetta/Avalon and SR 400 BRT
3. Fixed route service south of Lilburn to US 78
4. Fixed Route service in Centerville area and into DeKalb County
5. Regional connection to Athens
6. Expansion of TNC subsidy program; vanpool subsidy and Park-and-Ride lots
7. Upgrading rapid route from Infinite Energy to Mall of Georgia to a BRT route
8. Expansion of paratransit service coverage (beyond $\frac{3}{4}$ mile)





Gwinnett

Long-Range Group Breakout



Gwinnett

Guidance: Long-Range Scenarios



Gwinnett

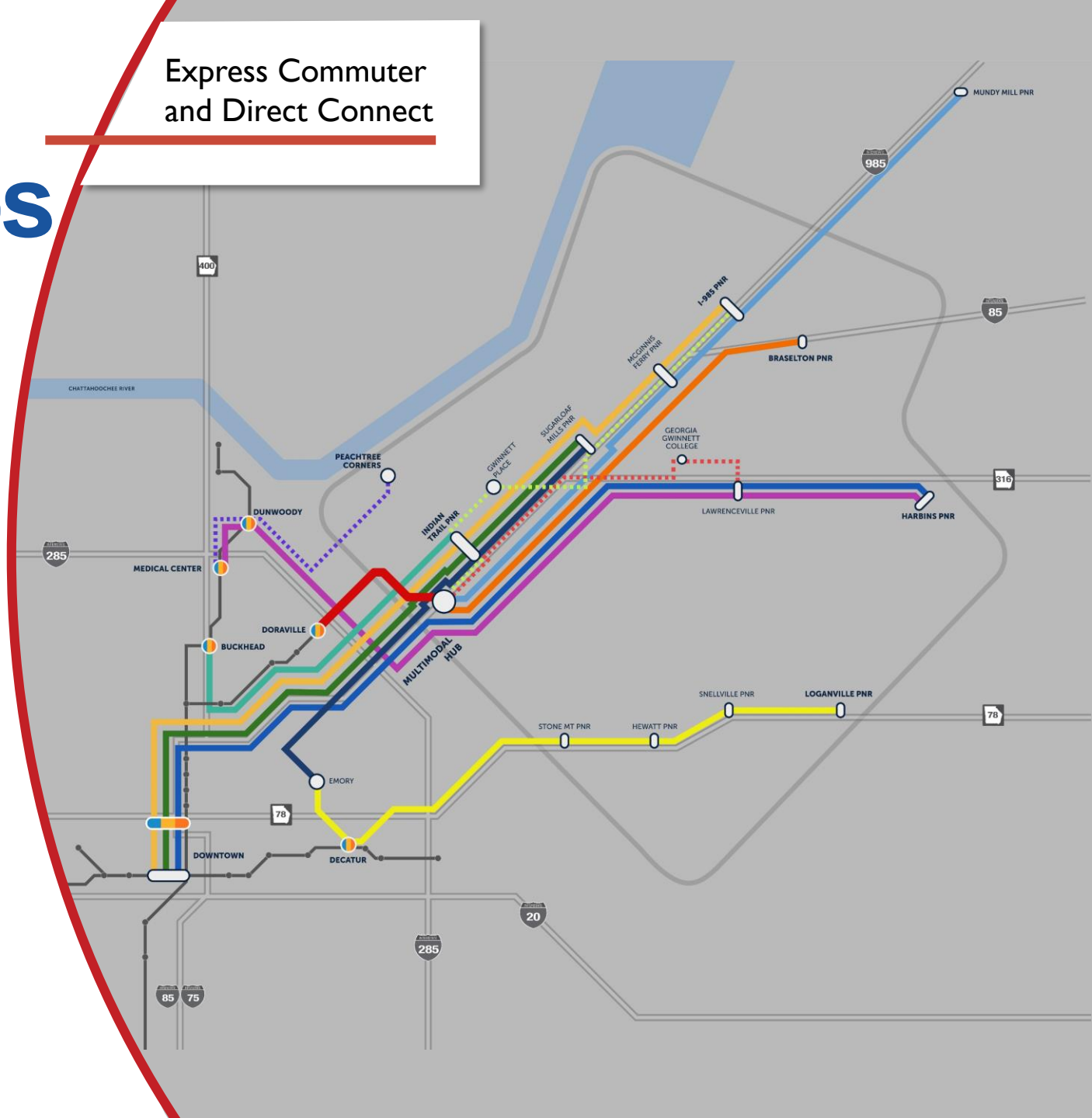
Stylized Maps

Stylized Maps



















- ROUTE 101
- ROUTE 103
- ROUTE 104
- ROUTE 110
- ROUTE 111
- ROUTE 120
- ROUTE 130
- ROUTE 131
- ROUTE 140
- DIRECT CONNECT ROUTE 401
- DIRECT CONNECT ROUTE 402
- DIRECT CONNECT ROUTE 403
- HEAVY RAIL EXTENSION
- INTERSTATE
- EXPRESS COMMUTER STOP
- CONNECTING MARTA STATION
- MARTA STATION
- EXISTING MARTA RAIL

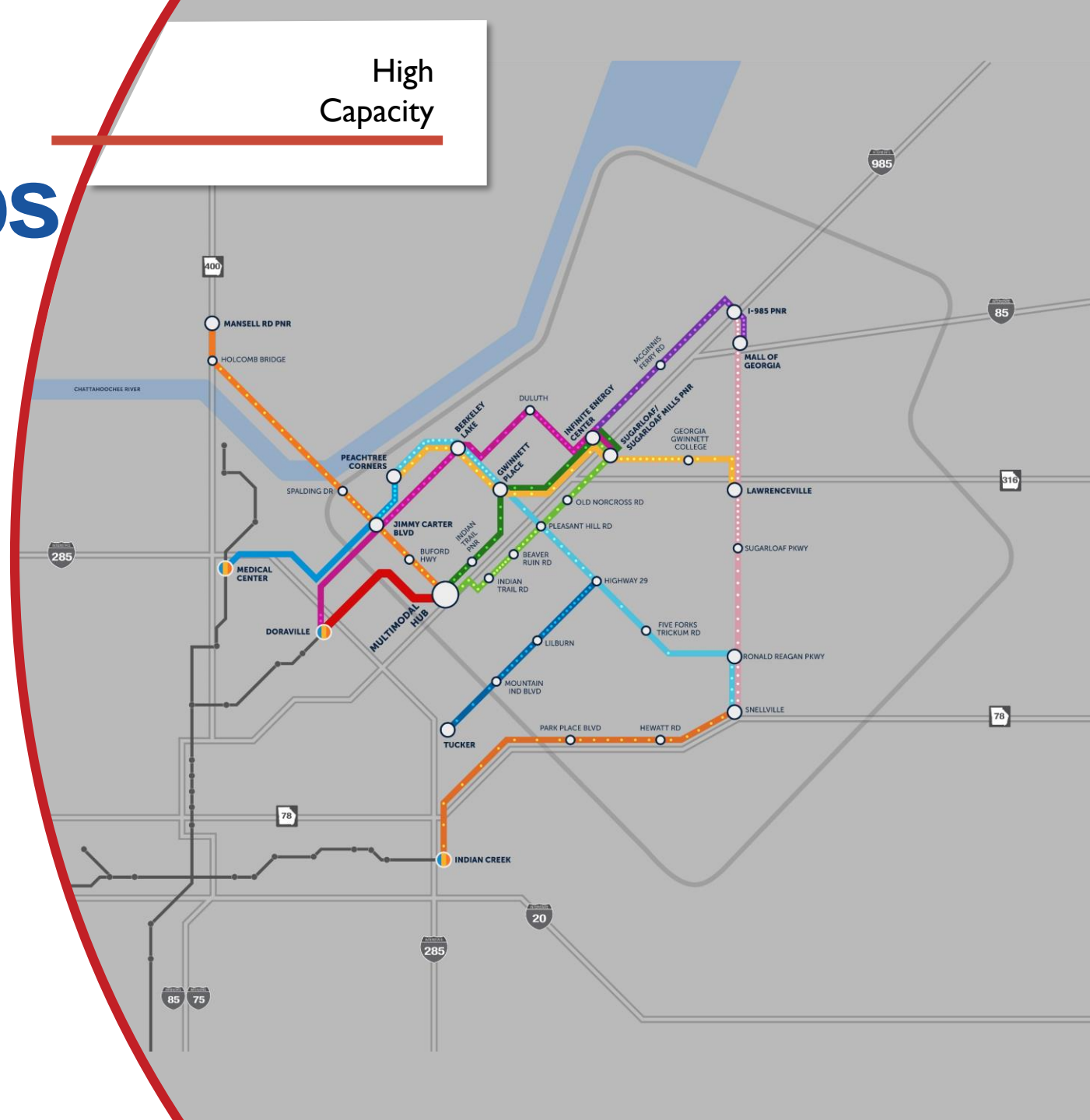
*VANPOOL SUBSIDY WILL BE PROVIDED TO PROVIDE ADDITIONAL COMMUTING OPTIONS.

Express Commuter
and Direct Connect



Stylized Maps

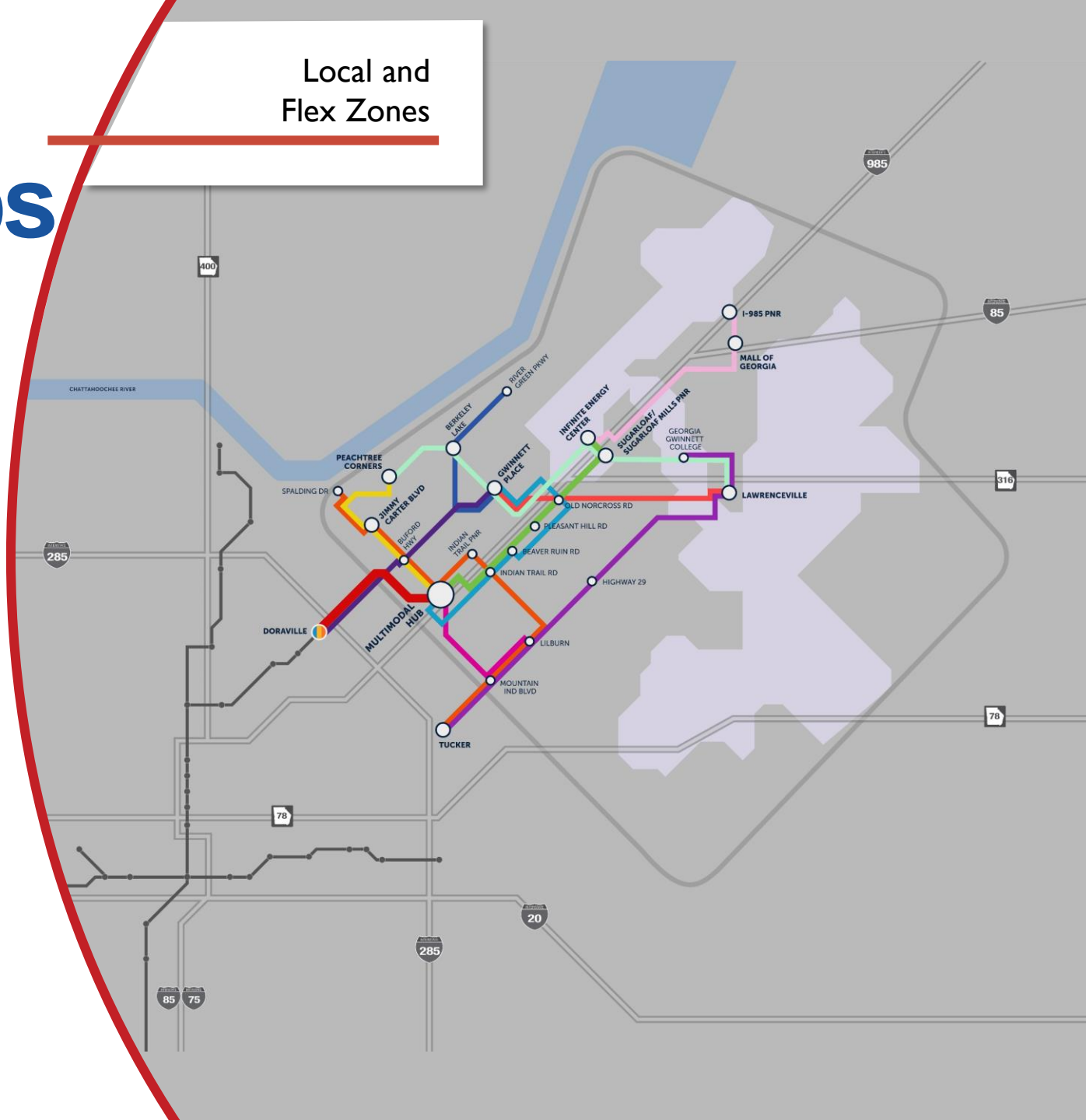
-  ROUTE 200
-  ROUTE 201
-  ROUTE 202
-  ROUTE 203
-  ROUTE 204
-  ROUTE 205
-  HIGHWAY 29 CORRIDOR
-  SR 141 CORRIDOR
-  ROUTE 700
-  ROUTE 701
-  ROUTE 702
-  HEAVY RAIL EXTENSION
-  INTERSTATE
-  MAJOR HIGH CAPACITY STOP
-  INTERMEDIATE HIGH CAPACITY STOP
-  CONNECTING MARTA STATION
-  MARTA STATION
-  EXISTING MARTA RAIL



Stylized Maps

- ROUTE 10
- ROUTE 15
- ROUTE 20
- ROUTE 21
- ROUTE 25
- ROUTE 30
- ROUTE 35A/B
- ROUTE 40
- ROUTE 45
- ROUTE 65
- ROUTE 85
- HEAVY RAIL EXTENSION
- INTERSTATE
- MAJOR HIGH CAPACITY STOP
- MAJOR STOP
- CONNECTING MARTA STATION
- MARTA STATION
- EXISTING MARTA RAIL
- FLEX ZONES

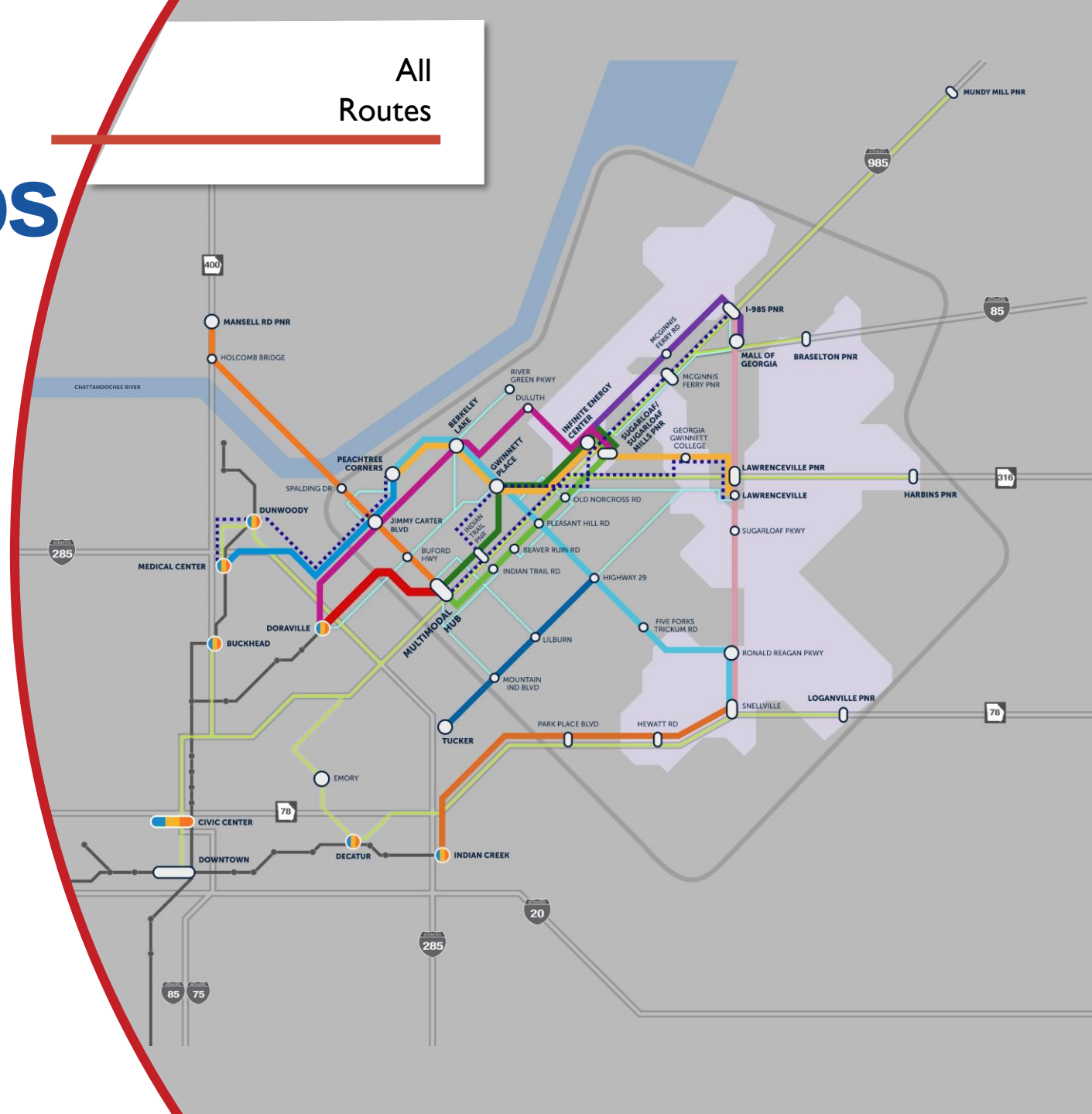
Local and Flex Zones



Stylized Maps

- ROUTE 200
- ROUTE 201
- ROUTE 202
- ROUTE 203
- ROUTE 204
- ROUTE 205
- HIGHWAY 29 CORRIDOR
- SR 141 CORRIDOR
- ROUTE 700
- ROUTE 701
- ROUTE 702
- COMMUTER EXPRESS ROUTES
- LOCAL ROUTES
- HEAVY RAIL EXTENSION
- DIRECT CONNECT
- FLEX ZONES
- INTERSTATE
- MAJOR HIGH CAPACITY STOP
- STOP WITH COMMUTER SERVICE
- CONNECTING MARTA STATION
- MARTA STATION
- EXISTING MARTA RAIL

*TNC SUBSIDY WILL BE PROVIDED FOR AREAS WITHIN THE COUNTY NOT COVERED BY PROPOSED SERVICE.



Work Overview and Meetings

- October 8 – Organizational Meeting
- October 19 – General Transit Planning Workshop
- October 24 – The ATL and Atlanta Regional Commission (ARC)
- October 30 – Connect Gwinnett: Transit Plan
- Nov 9 – Connect Gwinnett: Transit Plan Deep Dive, Community Input Leading up to and Since The Referendum, and Stakeholder Session
- Nov 13 – Potential Transit Scenarios
- Nov 20, **Dec 2**, and **Dec 9** – Transit Scenario Analysis
- January 2020 – Recommendations

Public Comment





Adjourn

