



Gwinnett

# **Gwinnett County Transit Review Committee**

01/11/20

# Today's Agenda

- Call to Order and Opening Remarks
- Adoption of Agenda and Approval of Minutes
- Old Business
- New Business
  - Selected Transit Scenario
  - Reduced Sales Tax Funding Scenarios
  - Additional Recommendations
  - Final Documentation
- Public Comment
- Adjourn

# Adoption of Agenda

# Approval of Minutes

# Old Business



# New Business

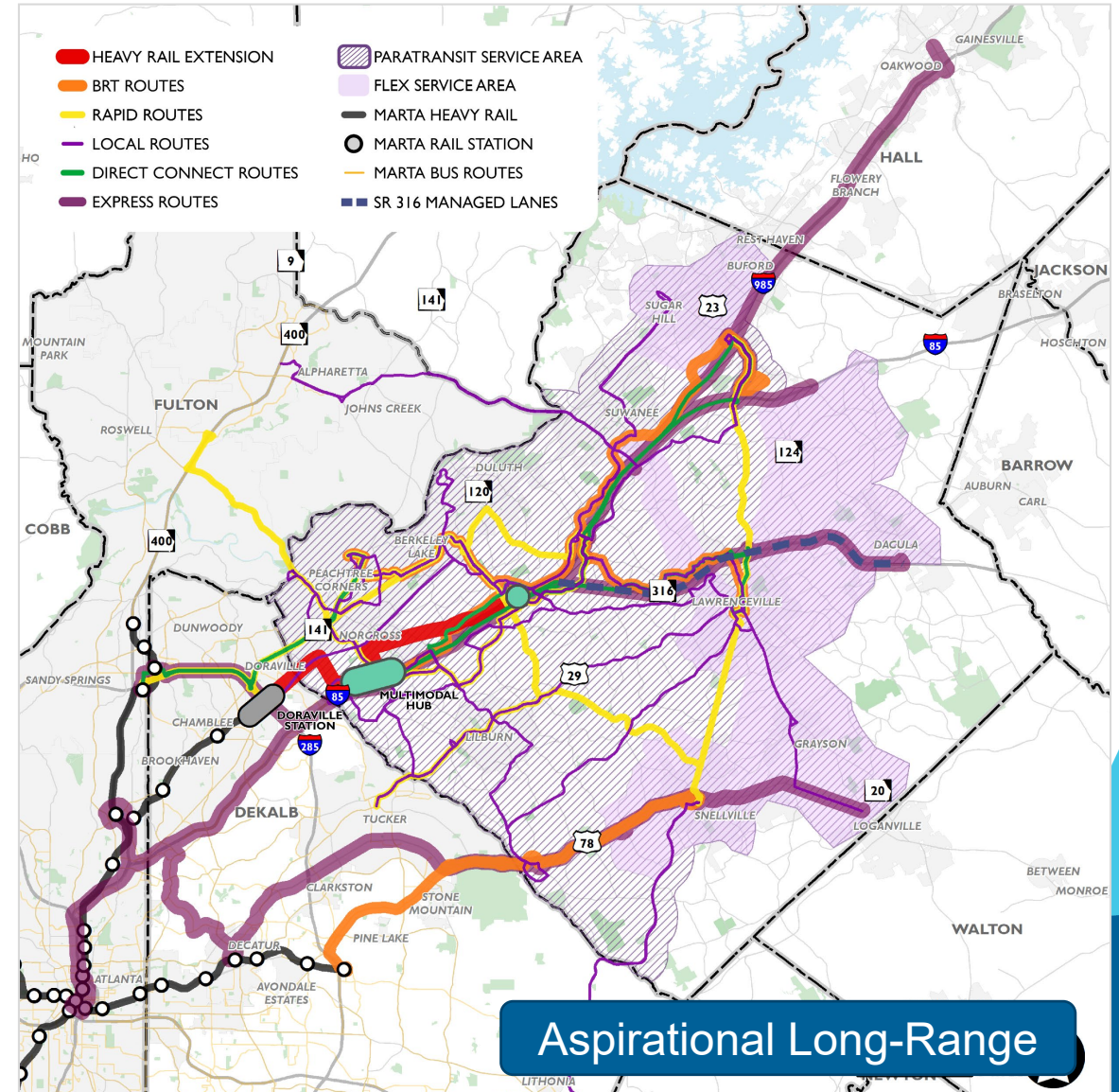
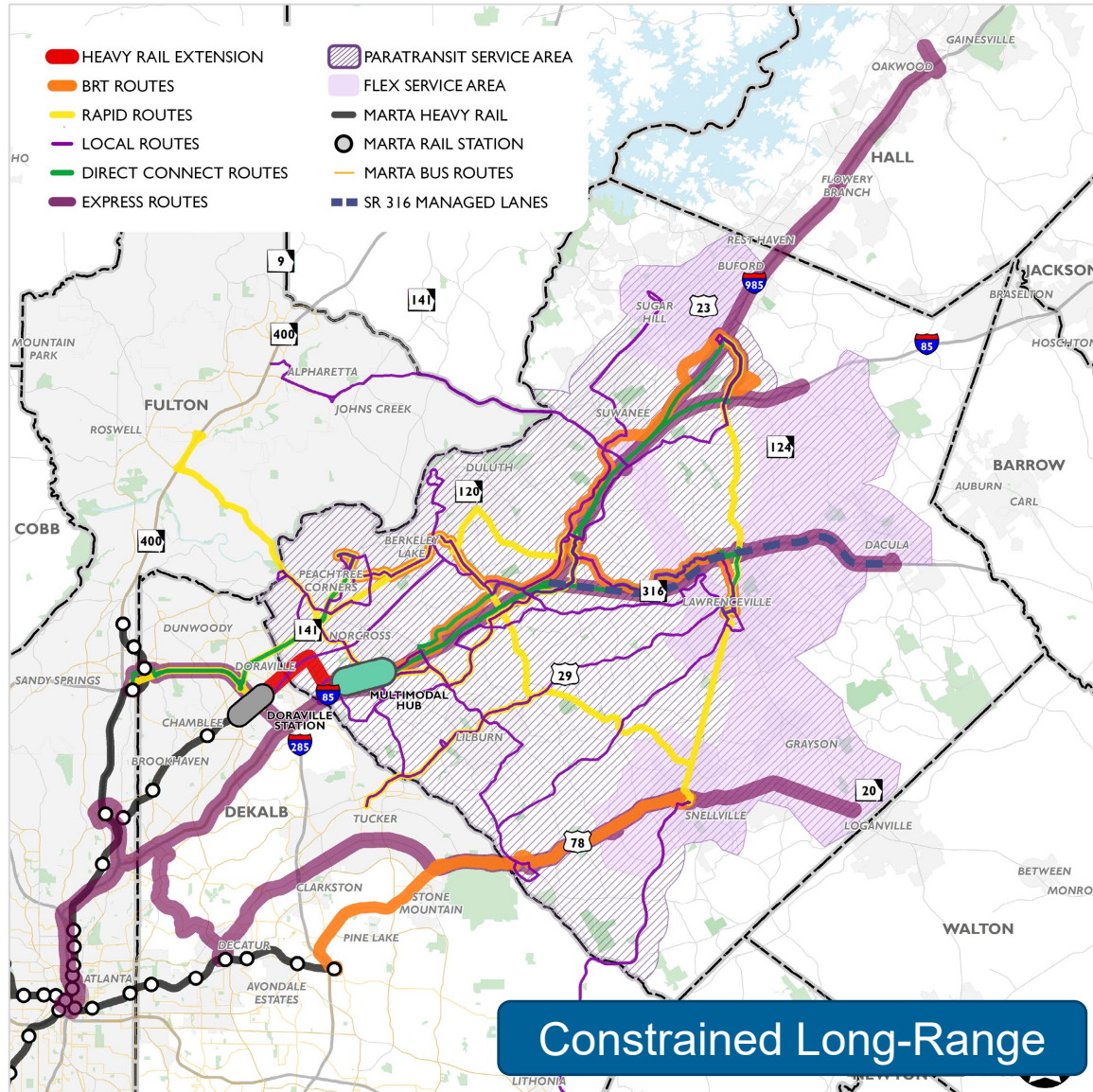




Gwinnett

# Selected Transit Scenario

# Long-Range Plans

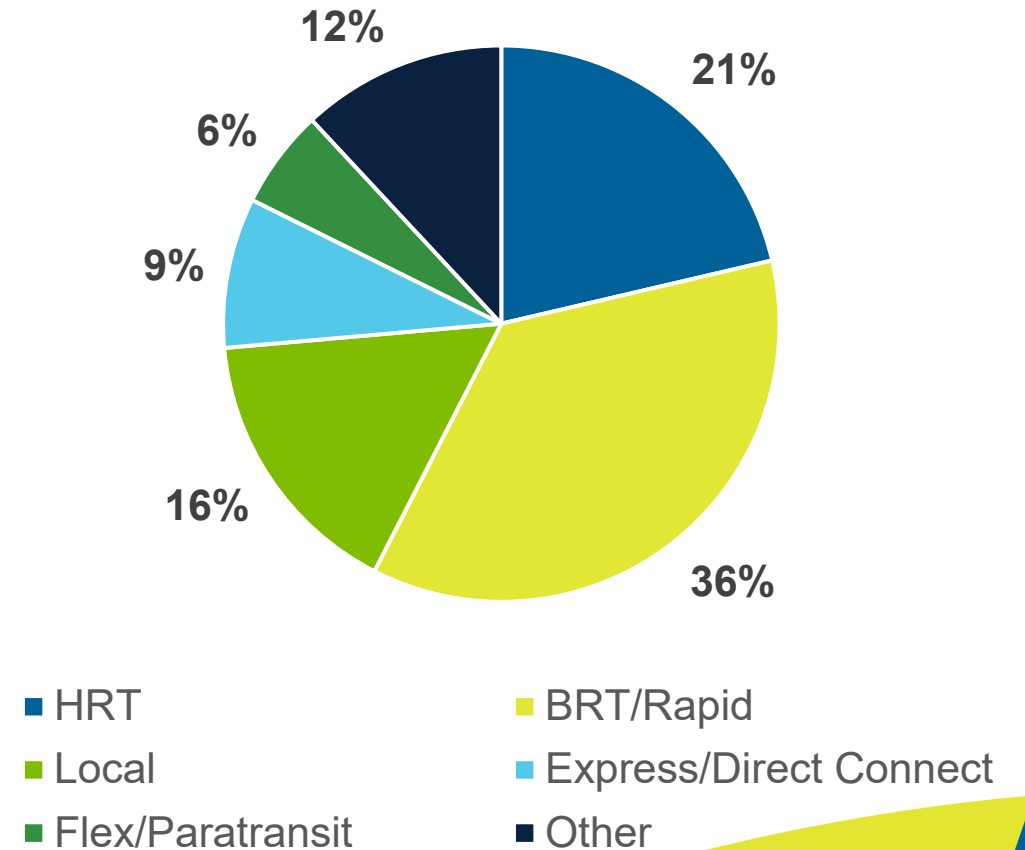




# Scenario Characteristics

MODE/PROJECT	TOTAL COST (2018\$ M)	% OF TOTAL COST
HRT	\$1,435.7	21%
BRT/Rapid	\$2,434.3	36%
Local	\$1,079.2	16%
Express/Direct Connect	\$587.0	9%
Flex/Paratransit	\$386.0	6%
Transit Facilities	\$108.3	2%
Technology/TSP	\$51.1	1%
TNC/Vanpool	\$25.8	0.4%
Fixed Operating	\$615.5	9%
<b>Total</b>	<b>\$6,722.9</b>	<b>100%</b>

Scenario Costs by Mode



# Scenario Phasing

- Short-Range (5-Year)
- Mid-Range (10-Year)
- Long-Range (30-Year)
- Aspirational (Unconstrained)

# Short-Range Plan (By Year 5)



## Local Service Expansion

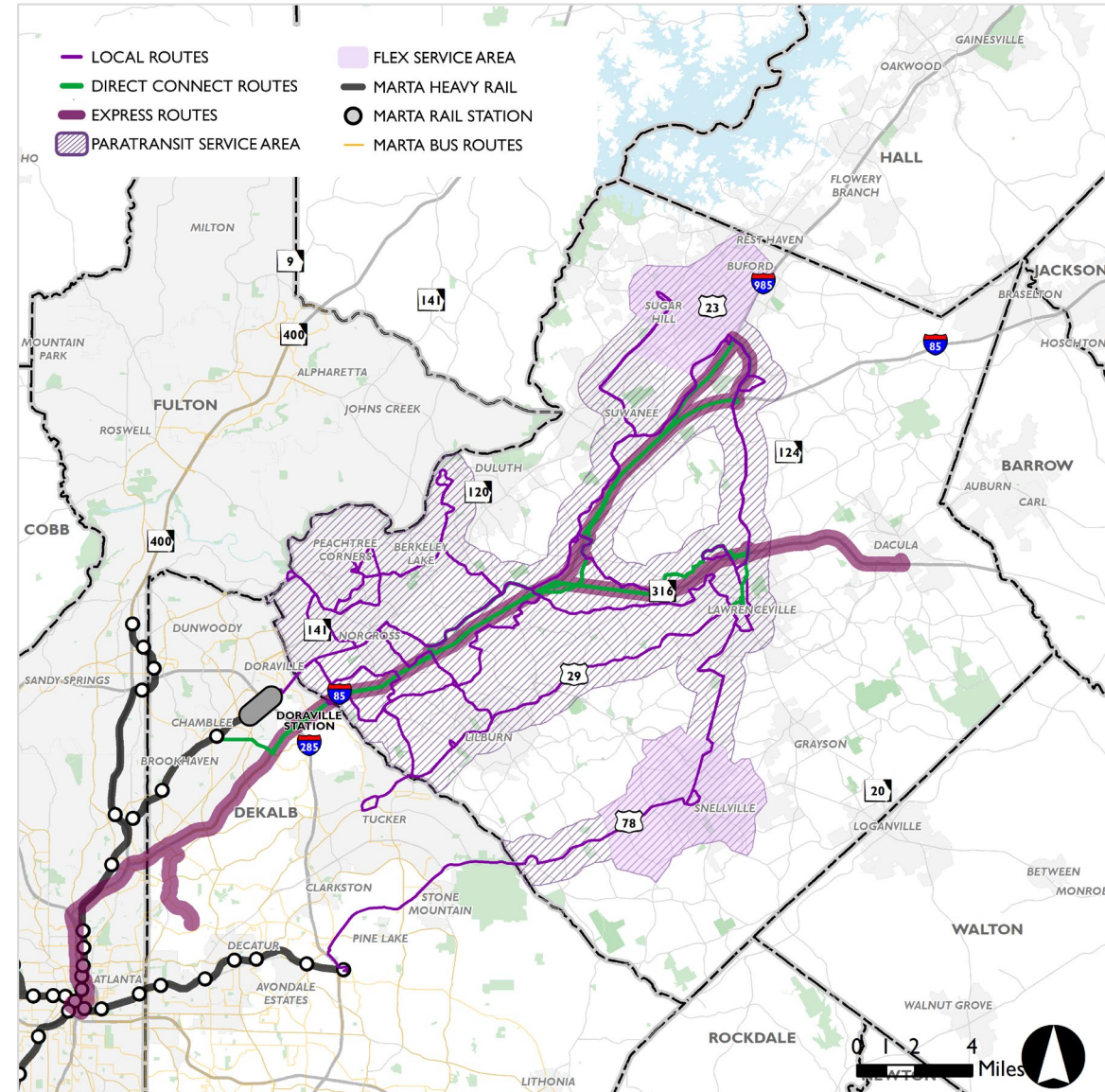
- Lilburn – Peachtree Corners
- Gwinnett Place – Duluth
- Gwinnett Place – Suwanee/Sugar Hill
- Gwinnett Place – Buford/Mall of GA
- Snellville – Lawrenceville (Scenic Hwy)
- Lawrenceville – DeKalb County (US 29)
- Snellville – DeKalb County (US 78)
- Peachtree Corners – Gwinnett Place
- Lawrenceville – Buford/Mall of GA

## Direct Connect Service

- Mall of GA – Chamblee
- Lawrenceville – Chamblee

## Express Service Expansion

- Dacula – Lawrenceville – Downtown Atlanta





# Short-Range Plan (By Year 5)

## Flex Service Areas

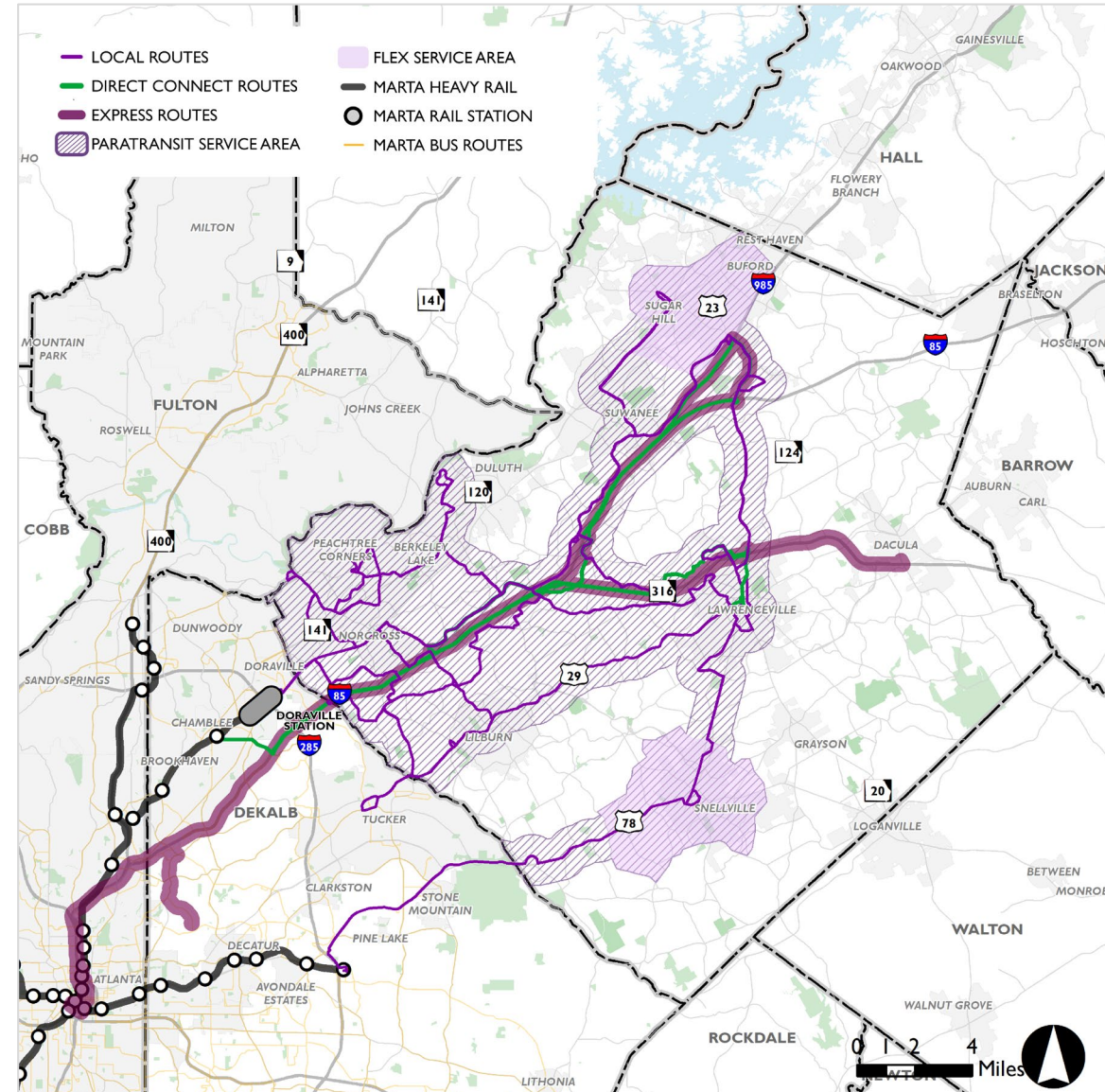
- Buford/Sugar Hill
- Snellville

## Major Transit Facilities

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

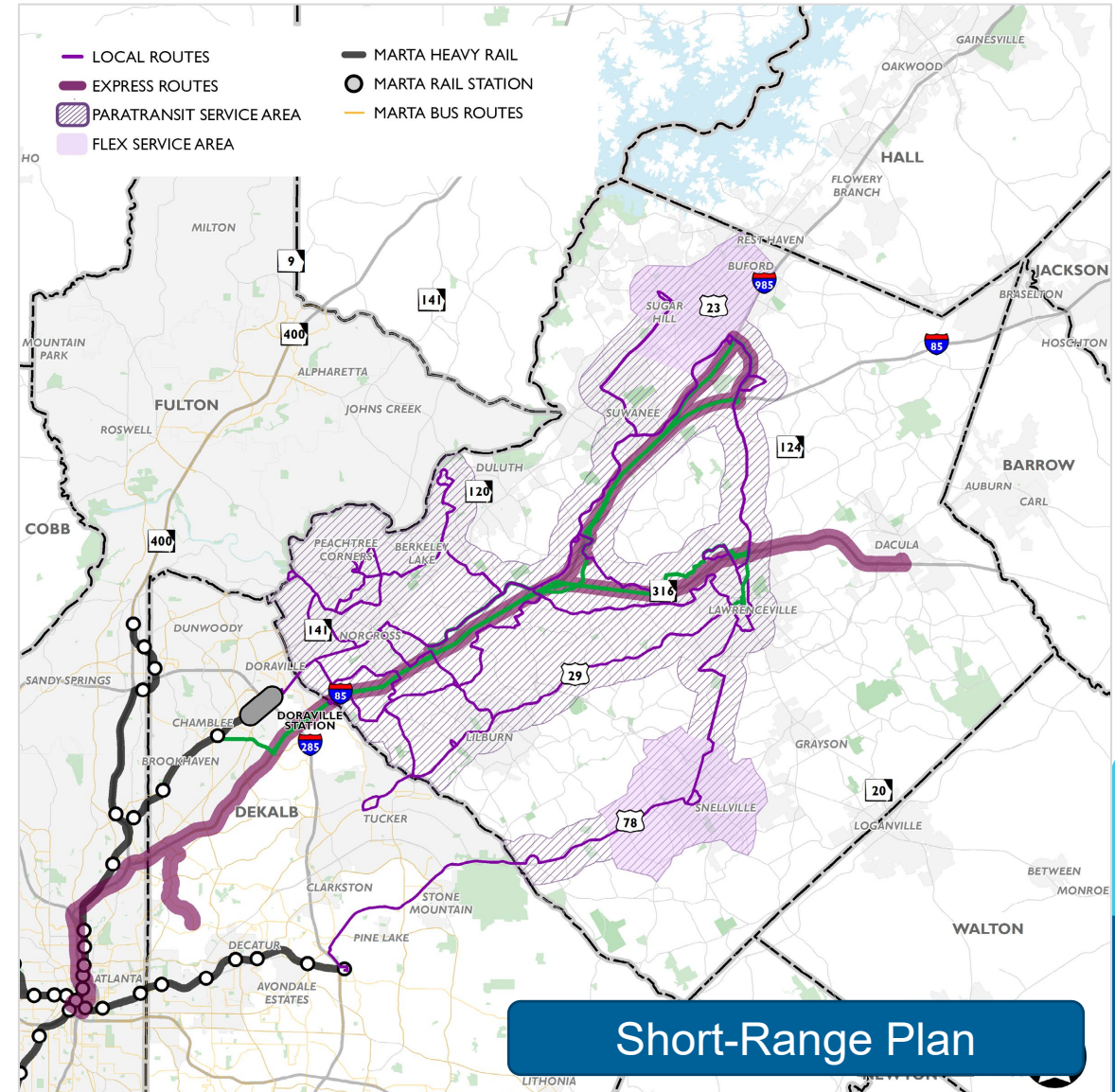
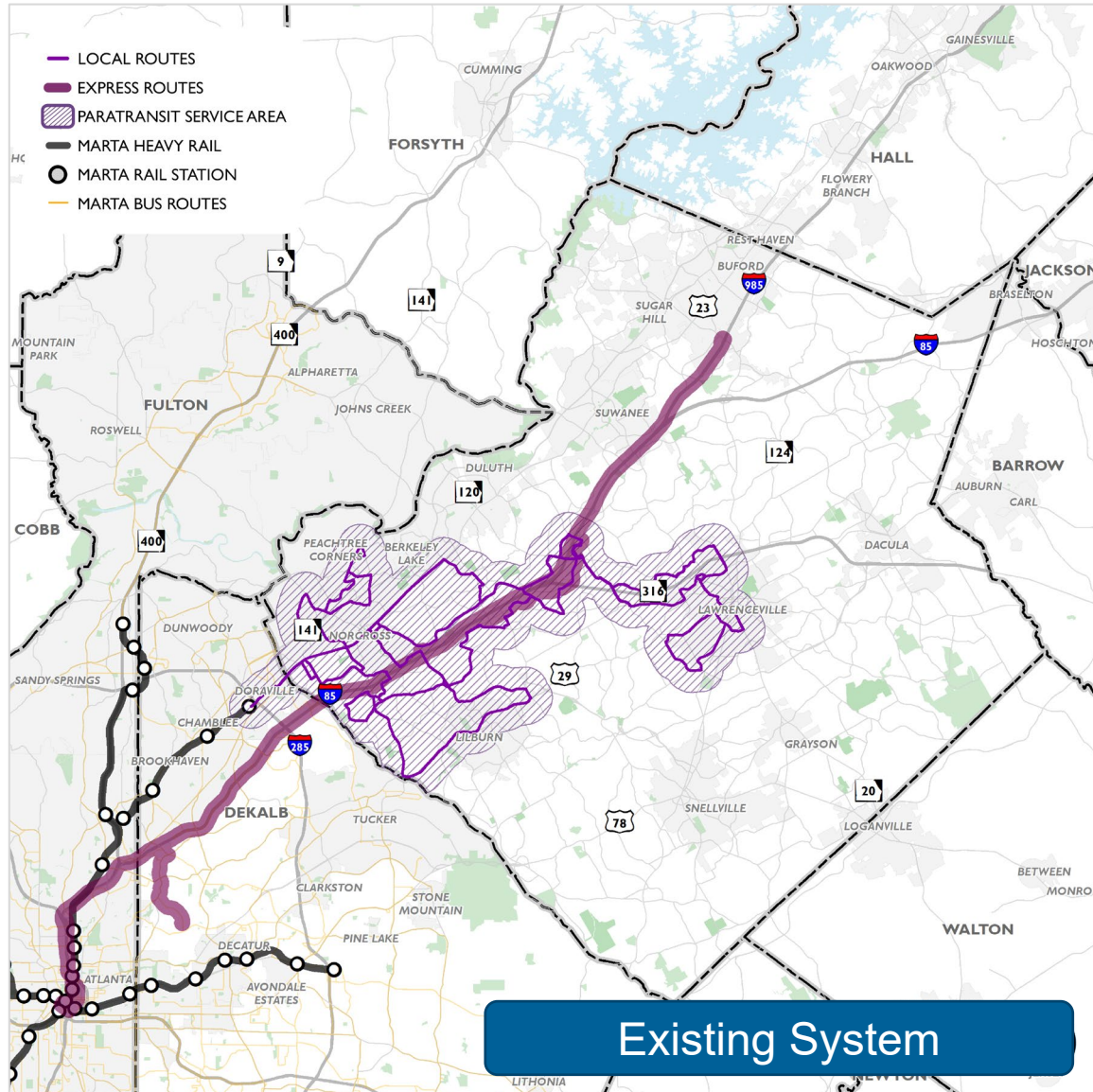
## Costs/Local Funding

- 5% of 30-year plan costs
- \$473 million surplus at end of 5 years
  - Surplus needed for large capital projects occurring after 5-year mark





# Existing to Short Range Comparison





# Mid-Range Plan (By Year 10)



## BRT Service

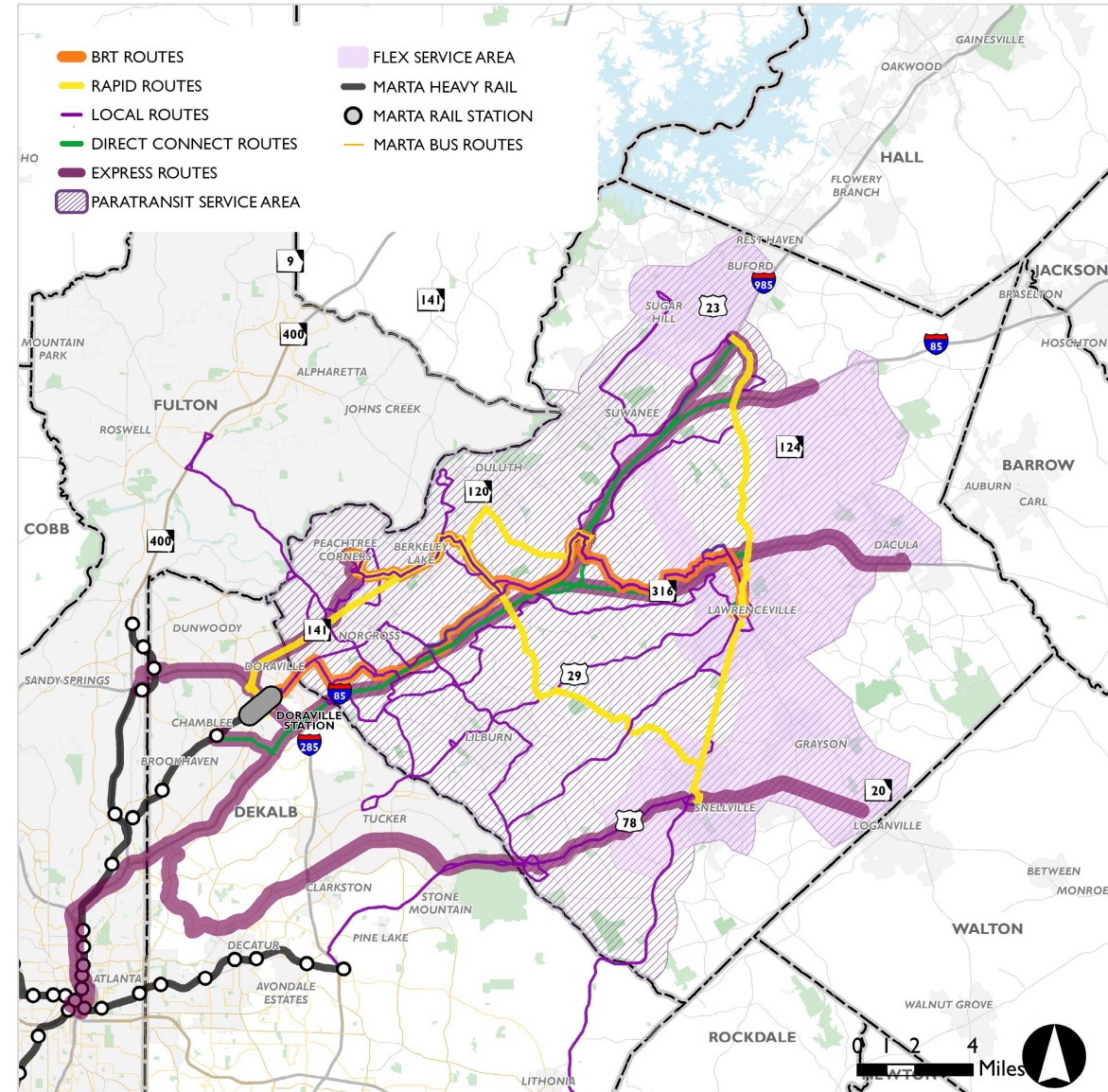
- Doraville – Sugarloaf Mills via Satellite Blvd
- Lawrenceville – Peachtree Corners

## ART Service

- Snellville – Peachtree Corners
- Snellville – Mall of Georgia/I-985
- Doraville – Sugarloaf Mills via SR 141

## Service Expansion

- 11 new Local routes
- 2 new Direct Connect routes
- 5 new Express routes
- 7 new Flex routes
- Sunday service on all local routes



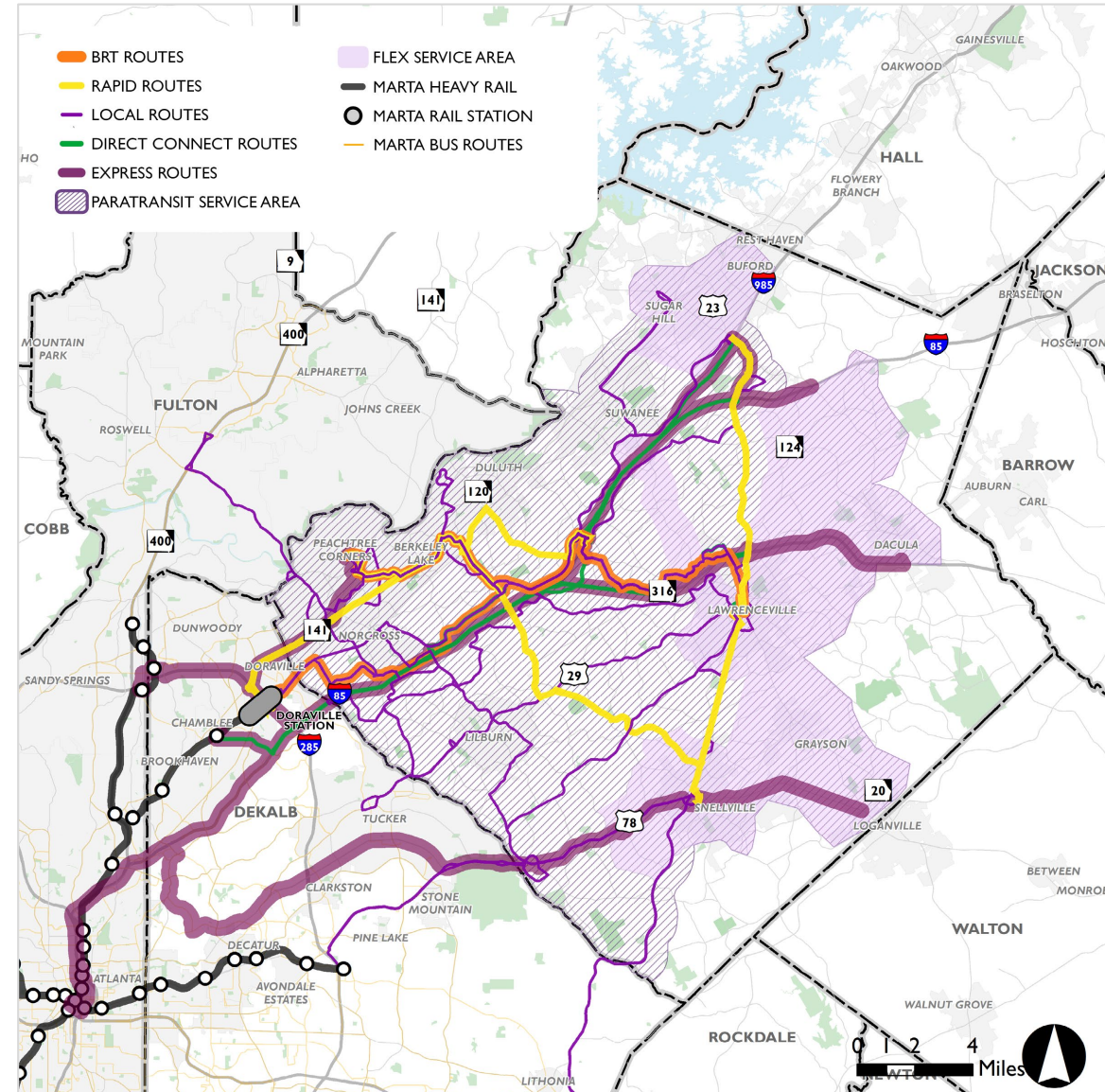
# Mid-Range Plan (By Year 10)

## Major Transit Facilities

- New maintenance facility in Lawrenceville
- 4 new transit centers
- 4 new park-and-ride lots
- 3 upgrades to existing transit centers/park-and-ride lots

## Costs/Local Funding

- 22% of 30-year plan costs (Years 1-10)
- \$158 million surplus at end of year 10
  - Surplus needed for large capital projects occurring just outside of 10-year horizon





# Long-Range Plan (By Year 30)

## HRT Service

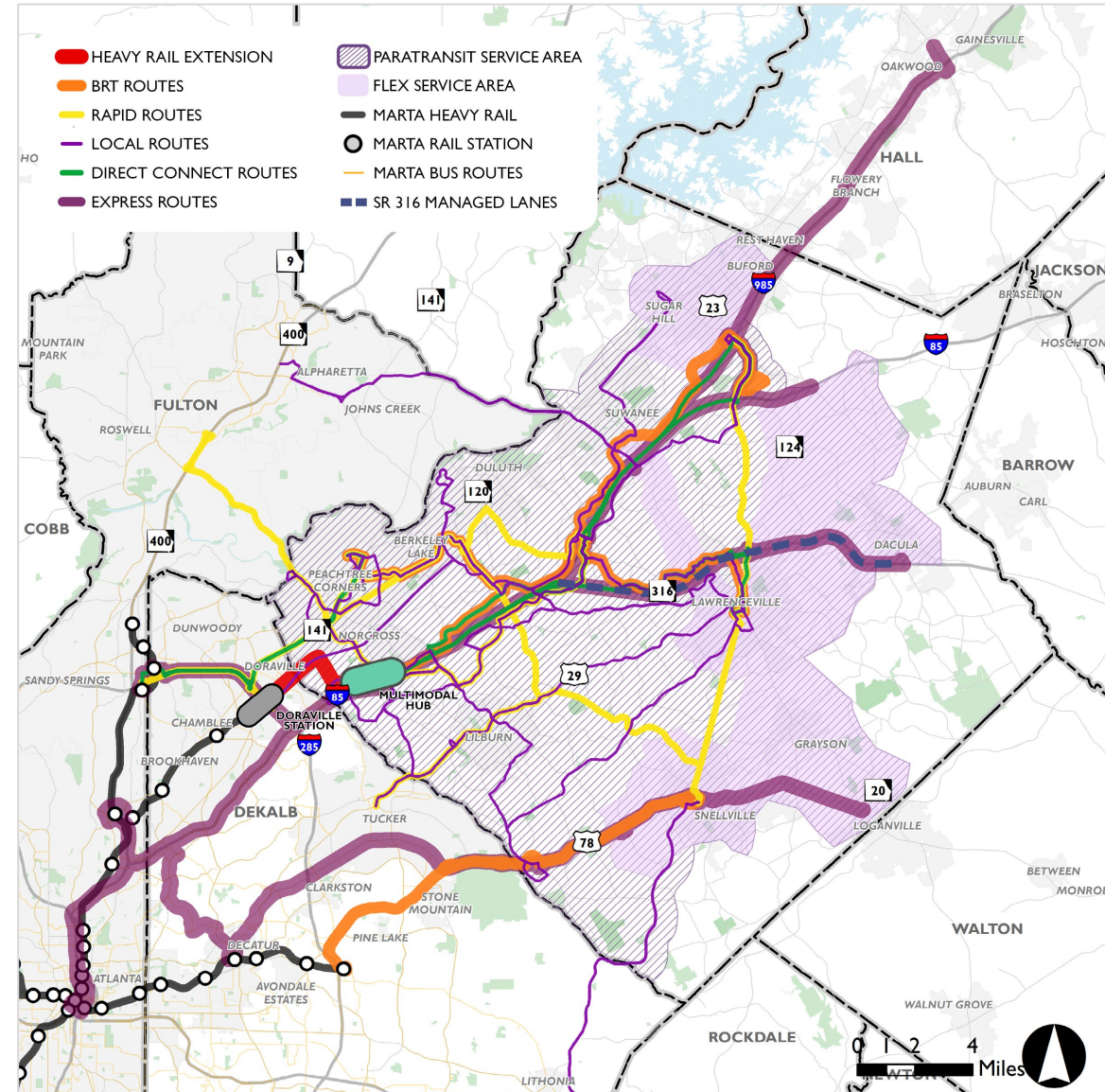
- Extension from Doraville to new multimodal hub at Jimmy Carter Blvd (Year 14)

## BRT Service

- Multimodal Hub – Sugarloaf Mills
- Lawrenceville – Peachtree Corners
- Snellville – Indian Creek
- Infinite Energy – Mall of Georgia

## Service Expansion

- 7 ART routes
- 17 Local routes, all with Sunday service
- 3 Direct Connect routes
- 11 Express routes
- 7 Flex routes

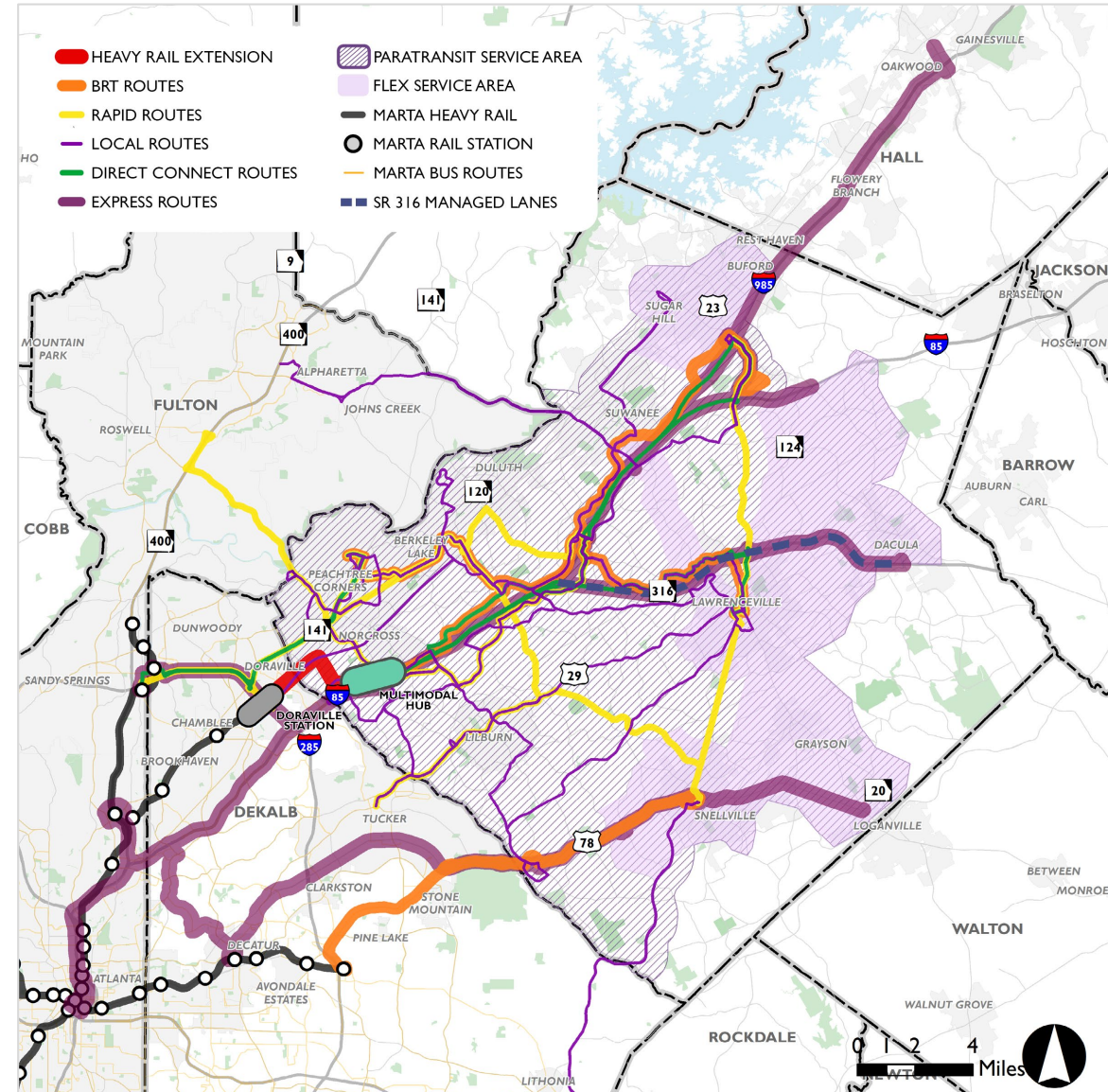




# Long-Range Plan (By Year 30)

## Major Transit Facilities

- New maintenance facility in Lawrenceville
- 3 new transit centers
- 8 new park-and-ride lots
- 4 upgrades to existing transit centers/lots



# Scenario Characteristics – Coverage

SERVICE	2040 POPULATION SERVED <sup>1</sup>	2015 MINORITY POPULATION SERVED <sup>1</sup>	2015 LOW INCOME POPULATION SERVED <sup>1</sup>	% OF COUNTY AREA WITH PARATRANSIT SERVICE COVERAGE <sup>1</sup>
Existing	147,783 (11%)	106,523 (21%)	81,277 (44%)	20%
Selected Scenario	748,104 (56%)	301,114 (60%)	130,718 (70%)	72%
<b>Total</b>	<b>1,340,951</b>	<b>504,953</b>	<b>185,559</b>	-

*1 – Population within ¼ mile of local service; ½ mile of HRT, BRT, and ART service; and within Flex zones*

*2 – TNC and Vanpool subsidies are included for areas outside of traditional service*

# Scenario Characteristics – Reliability

MODE	METRIC	SELECTED TRANSIT SCENARIO
HRT	Total Miles	5
	% of Scenario Cost	21%
BRT	Total Miles	61
	% of Scenario Cost	24%
ART	Total Miles	91
	% of Scenario Cost	12%
<b>Total</b>	<b>Total Miles</b>	<b>157</b>
	<b>% of Scenario Cost</b>	<b>57%</b>



# Aspirational Plan (Unconstrained)

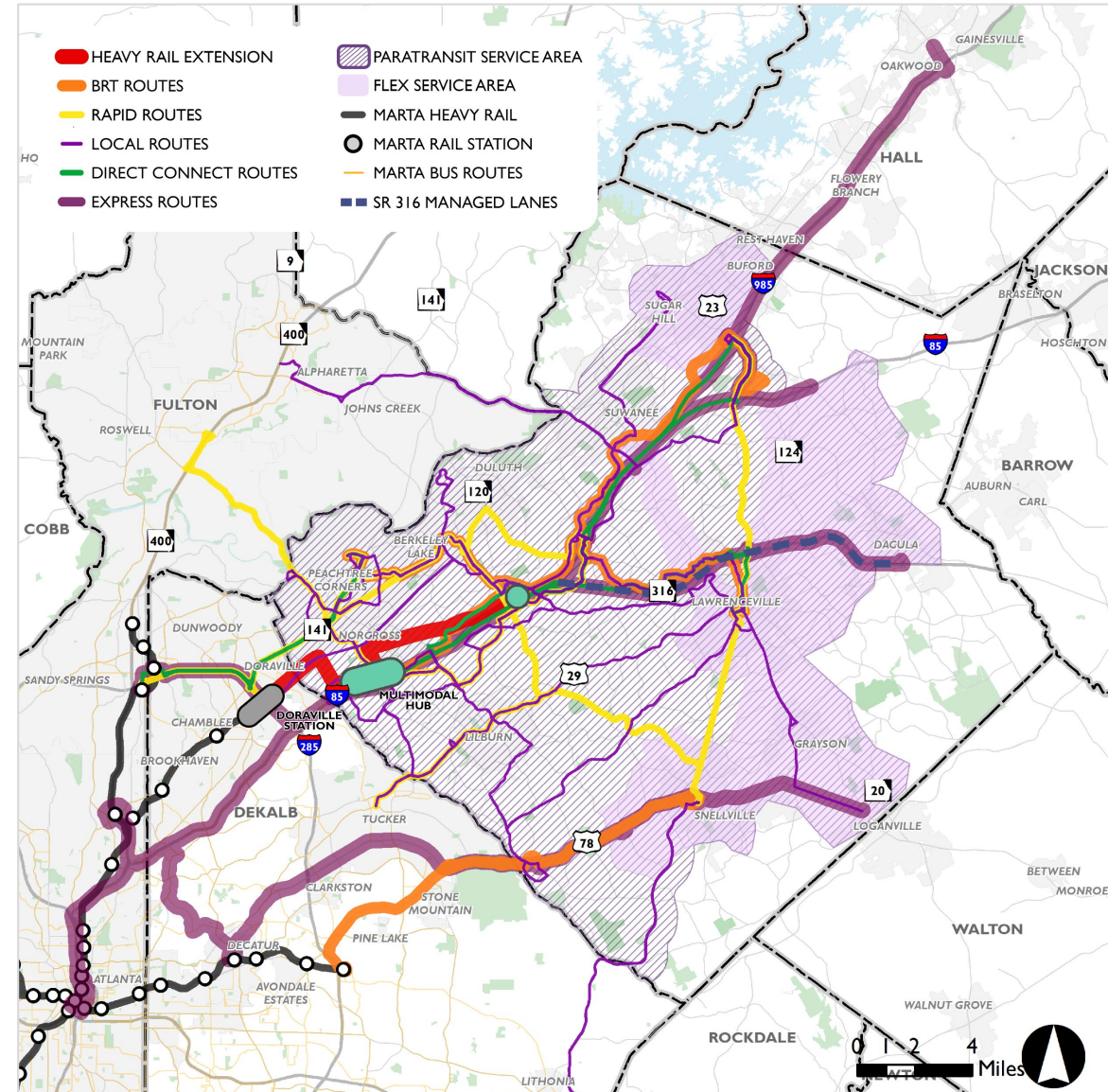


## Additional HRT Service

- Extension from Jimmy Carter Boulevard to Gwinnett Place Mall

## Additional Local Service

- Lawrenceville – Grayson/Loganville





Gwinnett

# Reduced Sales Tax Funding Scenarios

# Reduced Sales Tax Funding Scenarios



- 1/2 Penny
- 3/4 Penny with No Rail
- 3/4 Penny with Rail

# 1/2 Penny Scenario

- **\$2.8 billion** reduction in local sales tax revenues over 30 years (2018 dollars)
- Elimination of rail removes **\$1.4 billion** in capital and O&M costs (2018 dollars)
- Additional **\$1.4 billion** reductions in bus service (2018 dollars)

## Plan Summary:

Similar service coverage with some reduction in service frequencies and significant reductions in reliability (i.e. less service in dedicated ROW)

# 1/2 Penny Scenario

## BRT Modifications

- Eliminate US 78 BRT and Lawrenceville-Peachtree Corners BRT Routes
  - Replaced with local service
- Satellite Boulevard BRT from Doraville to Mall of GA left in place
- Additional \$70M to \$110M for full BRT infrastructure from Doraville to Jimmy Carter Boulevard
- BRT from Doraville to Sugarloaf Park-and-Ride changed federal Small Starts to New Starts program
  - Increased federal funding
  - More challenging and time to obtain funds



# 1/2 Penny Scenario

## Arterial Rapid Transit Service Modifications

- Eliminate all ART routes
  - Replaced with local service except Snellville-Peachtree Corners Rapid

## Express Route Service Modifications

- Eliminate McGinnis Ferry Road Park-and-Ride and associated service
- Eliminate Peachtree Corners Park-and-Ride and associated service
- Eliminate express routes previously going to the multimodal hub
- Service levels stay at mid-range service frequencies

# 1/2 Penny Scenario

## Local Route Service Modifications

- All local route services retained
- Most route frequencies set at 30 minutes weekdays and Saturday, 60 minutes on Sundays and in evening hours
- Midday service frequencies reduced to 60 minutes on some routes
- Sunday service eliminated on some routes
- Implementation of 6 local routes and 4 flex routes pushed back

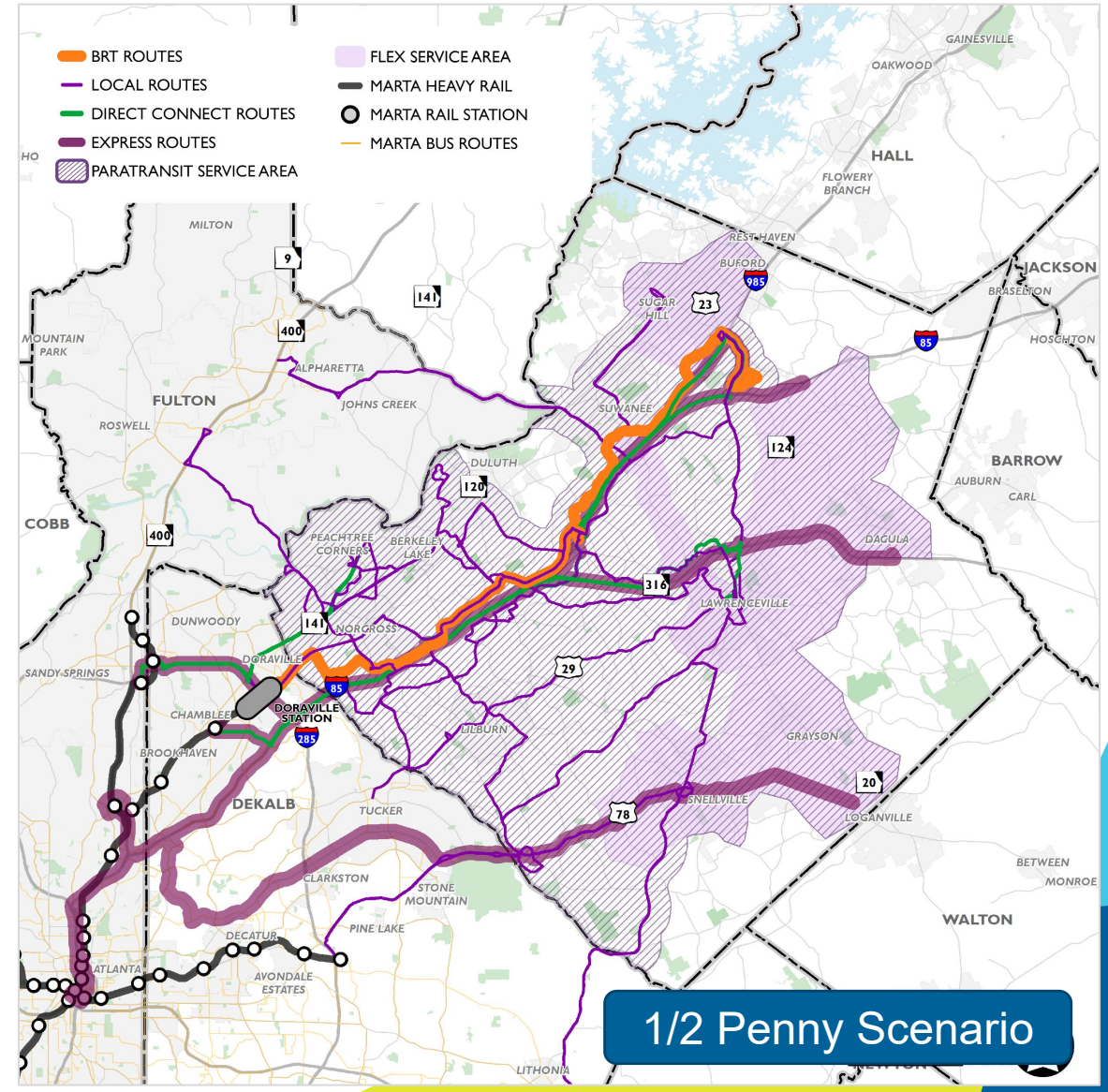
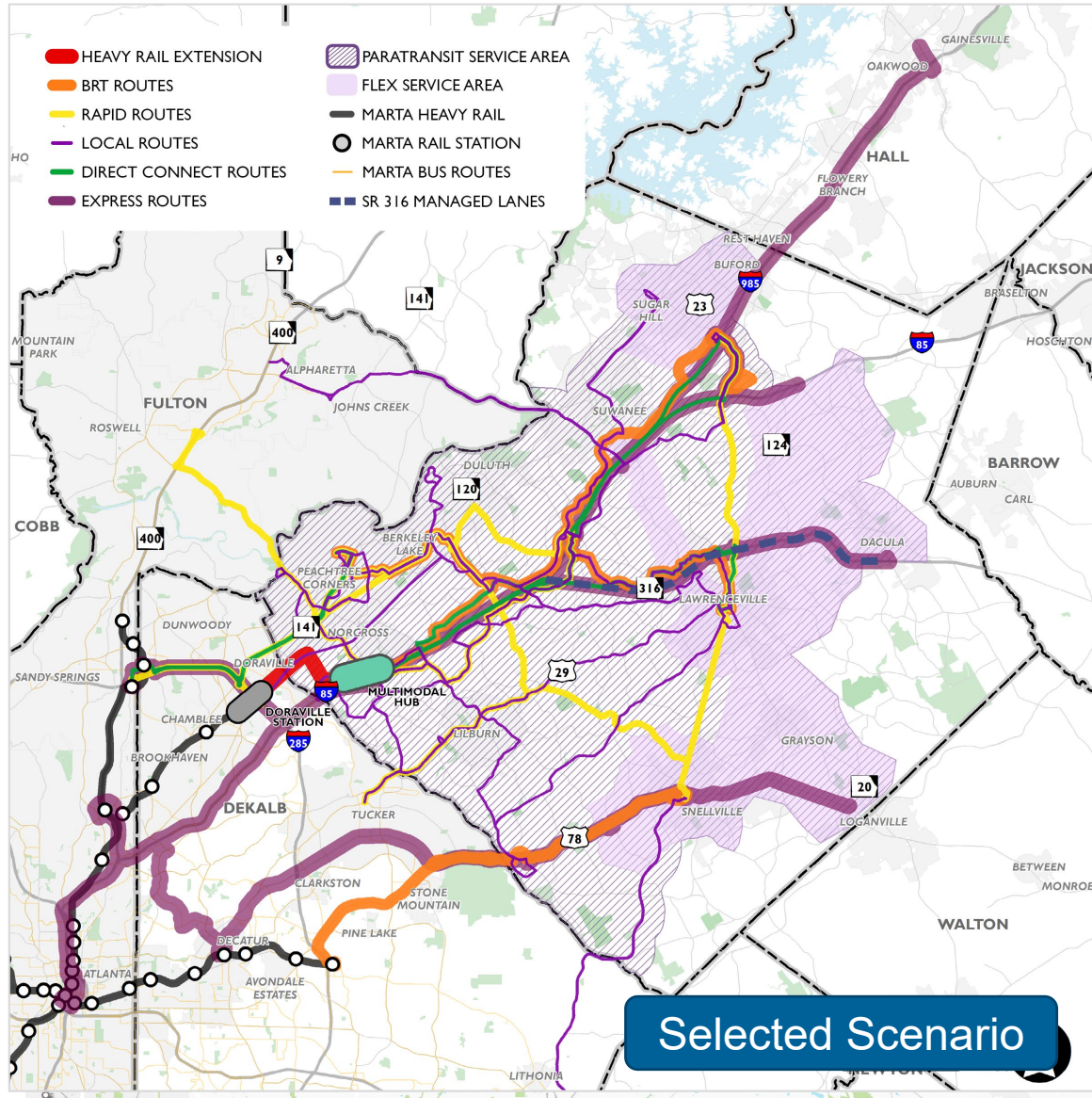
# 1/2 Penny Scenario

## Other Modifications

- Reduce funds set side for Ped/Bike access improvements, local bus stop upgrades, and technology upgrades
- Eliminate placeholder money that was set aside for 2 additional park-and-rides



# Full Selected vs. 1/2 Penny



# 3/4 Penny Scenario with No Rail

- **\$1.4 billion** reduction in local sales tax revenues over 30 years (2018 dollars)
- Elimination of rail removes **\$1.4 billion** in capital and O&M costs (2018 dollars)
- Some cost reductions needed to offset additional BRT costs at Doraville

## Plan Summary:

Maintains same service coverage, frequencies and phasing as selected scenario but without rail

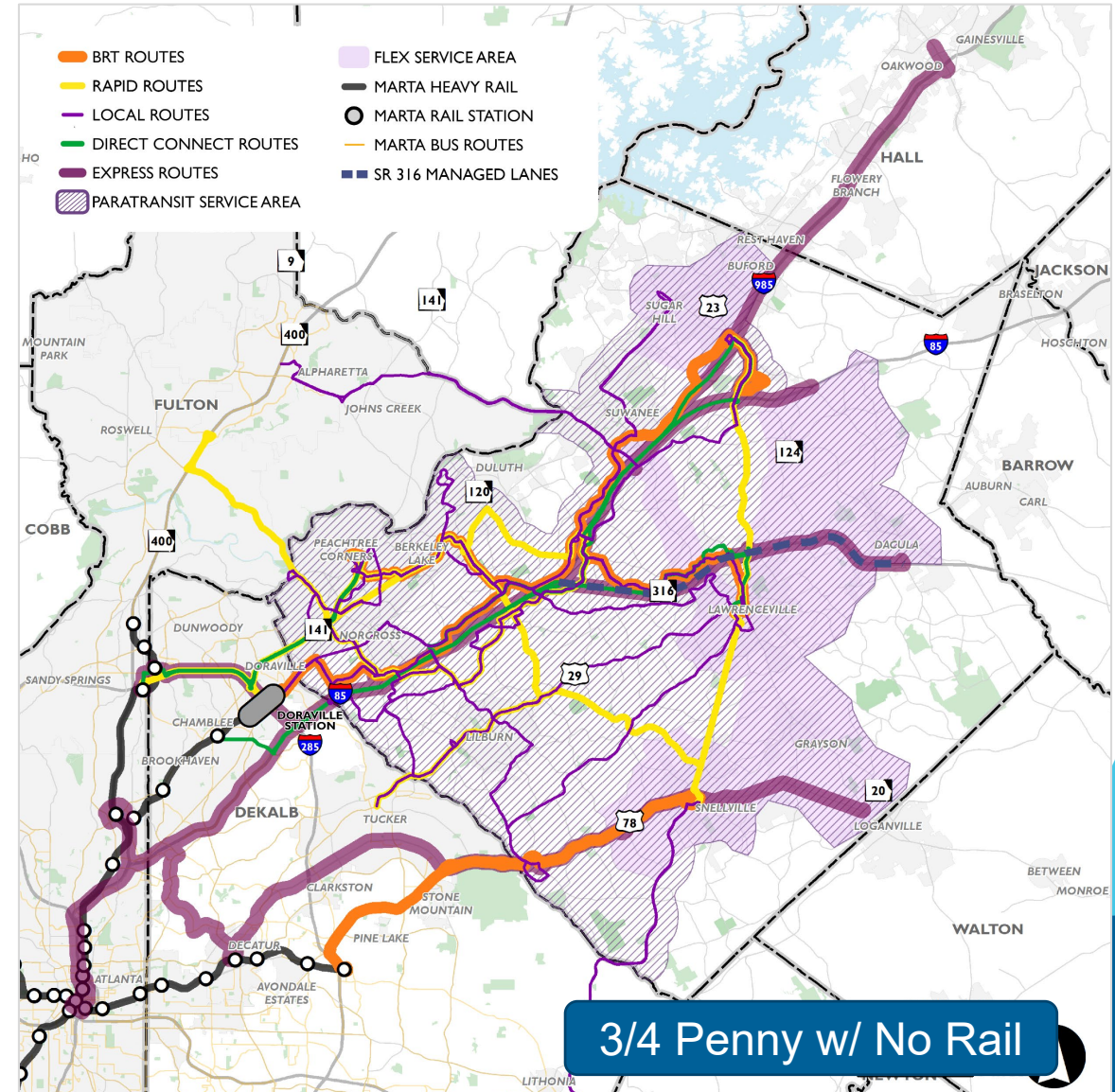
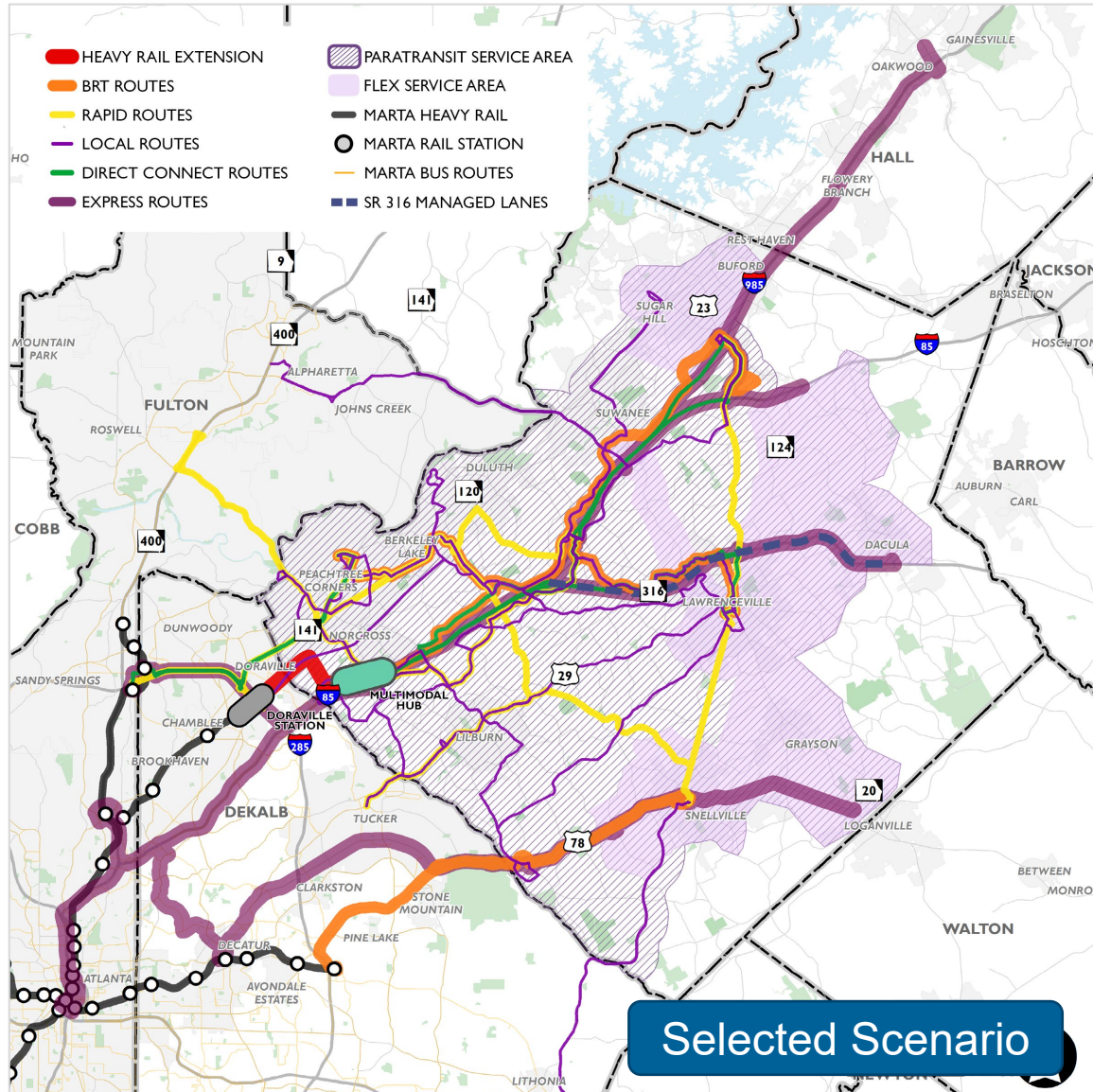
# 3/4 Penny Scenario with No Rail

## Plan Modifications

- All non-heavy rail services from selected scenario maintained
- Local routes serving multimodal hub re-routed to Doraville
- Additional \$70M to \$110M for full BRT infrastructure from Doraville to Jimmy Carter Boulevard



# Full Selected vs. 3/4 Penny (No Rail)



# 3/4 Penny Scenario with Rail

- **\$1.4 billion** reduction in local sales tax revenues over 30 years (2018 dollars)
- Additional **\$1.4 billion in bus service** reductions required (2018 dollars)

## Plan Summary:

Significant reductions in coverage, some delays in service expansion, and some reduction in off-peak period service frequencies



# 3/4 Penny Scenario with Rail

## HRT Modifications

- Push back opening from 2034 to 2035

## BRT Modifications

- Eliminate all BRT routes except Multimodal Hub to Sugarloaf Park-and-Ride
  - Replaced with local service

# 3/4 Penny Scenario with Rail

## **Arterial Rapid Transit Service Modifications**

- Eliminate all ART routes (same as 1/2 penny), replace with local service except Snellville-Peachtree Corners Rapid
- Local service not retained in Steve Reynolds or PIB corridors

## **Express Route Service Modifications**

- Same changes as in 1/2 penny scenario
- Eliminate Braselton/Gravel Springs PNR and associated service

## **Direct Connect Service Modifications**

- Eliminate all routes except Peachtree Corners to Perimeter Center

# 3/4 Penny Scenario with Rail

## Local Route Service Modifications

- Eliminate 8 local routes
- Same service levels as in 1/2 penny scenario for some routes
- Midday and Saturday service frequencies reduced to 60 minutes on many routes
- Routes previously proposed for implementation in 2023 pushed back to 2025
- Eliminate 5 of 7 flex routes

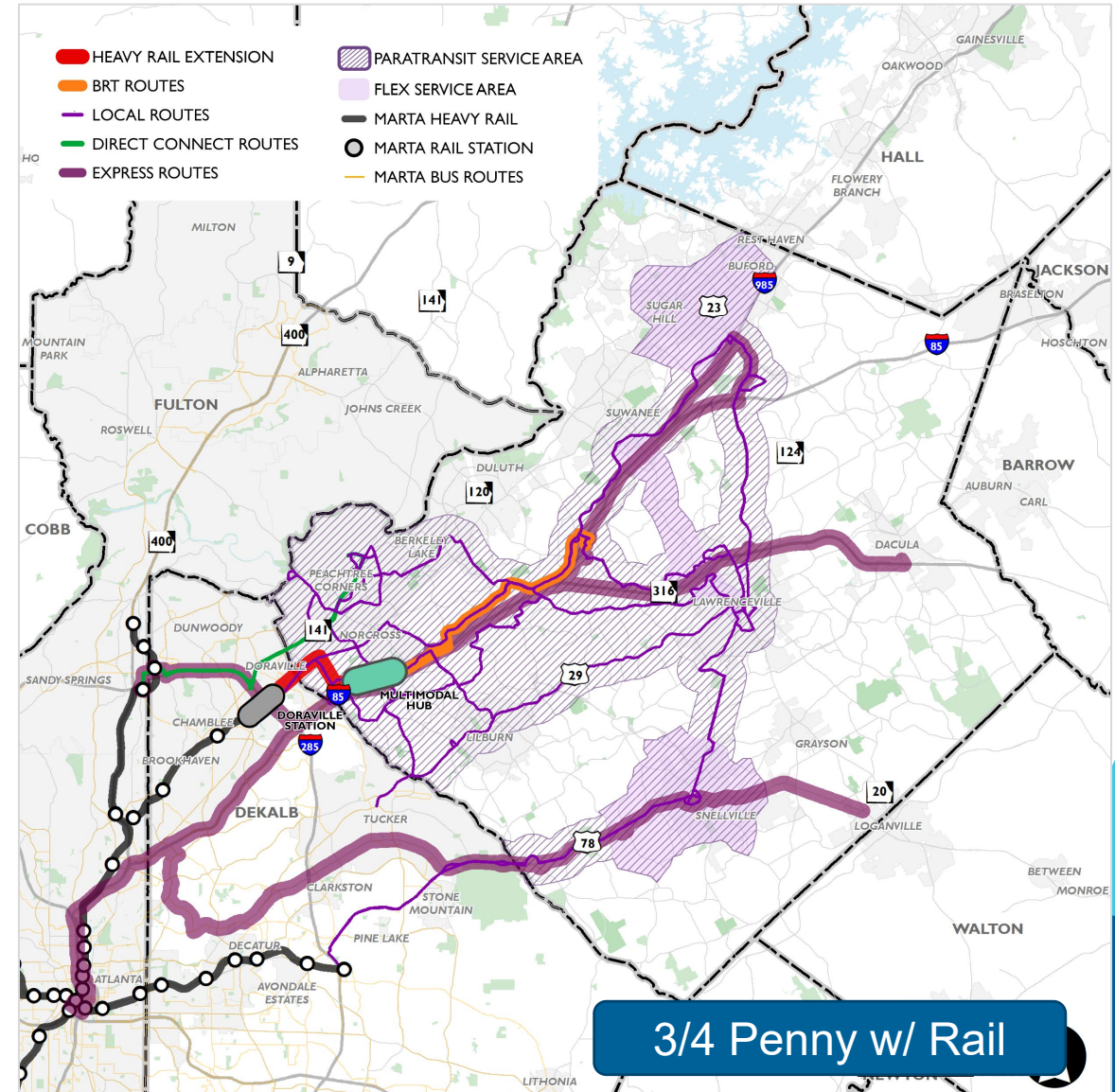
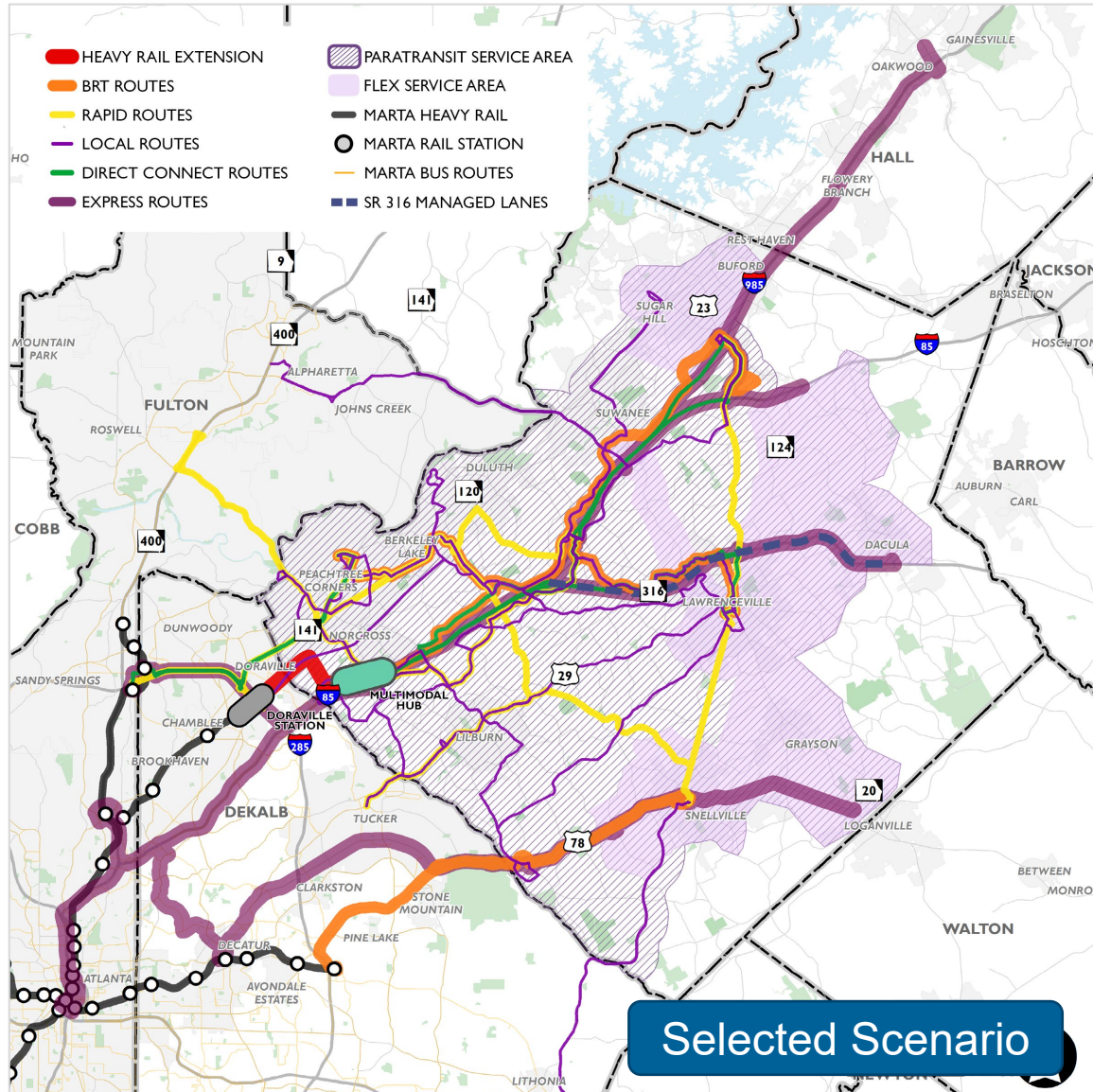
# 3/4 Penny Scenario with Rail

## Other Modifications

- Additional reductions in funds set side for Ped/Bike access improvements, local bus stop upgrades, and technology upgrades
- Funds for SR 316 managed lanes planning eliminated

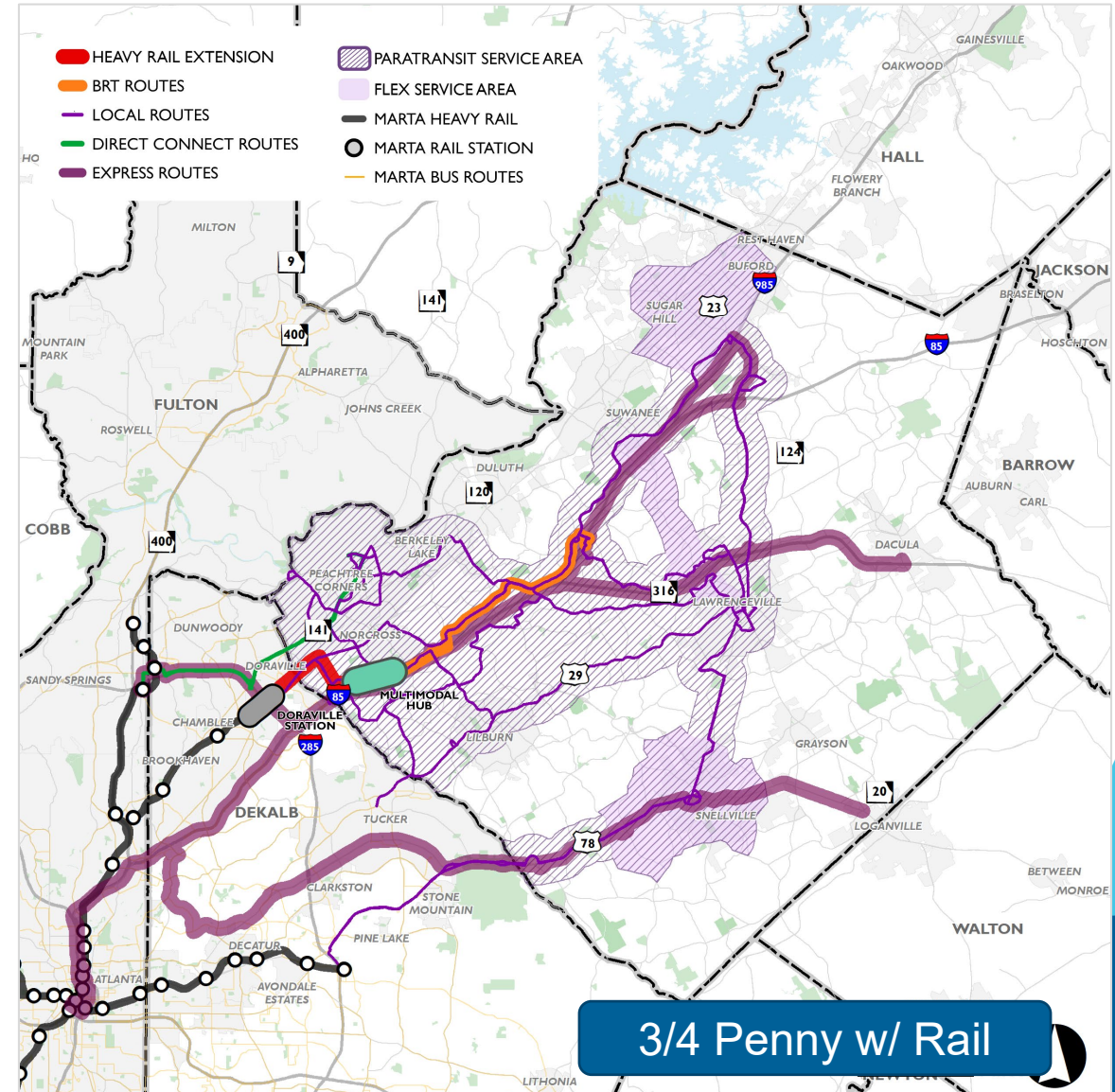
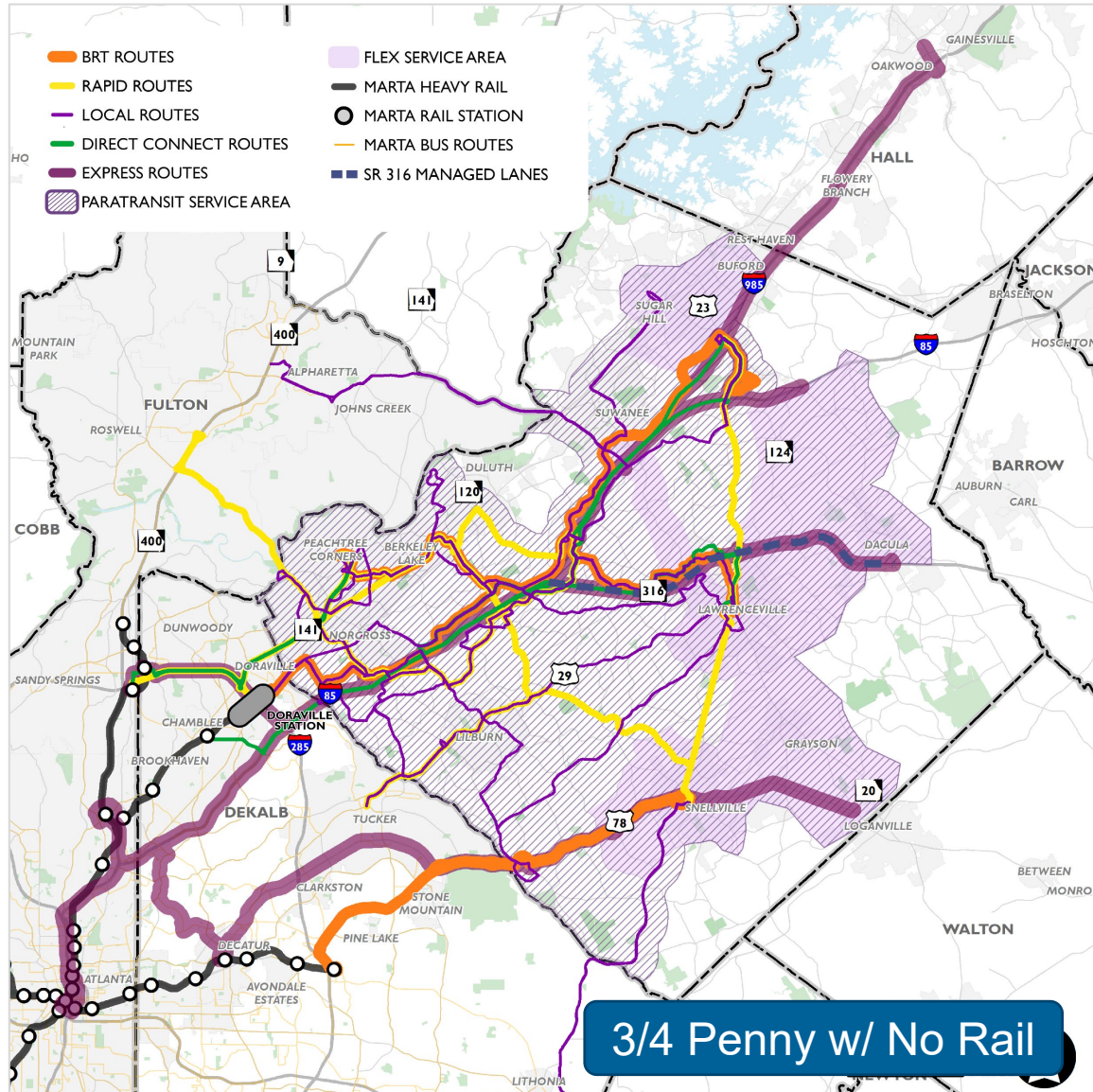


# Full Selected vs. 3/4 Penny (Rail)





# 3/4 Penny (No Rail) vs. 3/4 Penny (Rail)



# Reduced Sales Tax Funding Scenarios



- 1/2 Penny
  - No heavy rail extension
  - Coverage at the expense of reliability and frequency
- 3/4 Penny with No Rail
  - No heavy rail extension
  - Mostly maintains other coverage and service
- 3/4 Penny with Rail
  - Maintains heavy rail extension
  - Significant reductions in coverage

# Additional Recommendations



# Recommendations Report

# 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 7, and Dec 9 – Transit Scenario Analysis
- January 11 – Recommendations Review
- **January 16, 27 – Final Recommendations**

# Public Comment





**Adjourn**

