GWINNETT COUNTY
BOARD OF COMMISSIONERS

75 Langley Drive | Lawrenceville, GA 30046-6935
(O) 770.822.7000 | (F) 770.822.7097
www.gwinnettcounty.com

Charlotte J. Nash, Chairman
Jace W. Brooks, District 1
Ben Ku, District 2
Tommy Hunter, District 3
Marlene M. Fosque, District 4

Official

# Informal Business Discussion Minutes

Tuesday, March 10, 2020 – 12:00 PM

Present: Charlotte J. Nash, Jace Brooks, Ben Ku, Marlene M. Fosque

Absent: Tommy Hunter

1. Transit Discussion

   Jim Baker with Kinetics Transportation Group and Adam Dankberg of Kimley-Horn led the Board in a discussion on transit. No official action taken.

# Transit Planning Process

# Agenda

- Discussion of Priorities
- Mode Choice Influences
  - Demographics
  - Trip Characteristics
  - Price & Availability
  - Quality of Service
- Transit Modes
- Network Design Process
- Paying for Transit

CONNECT GWINNETT TRANSIT PLAN

Gwinnett

# System Goals and Priorities


## SUSTAINABILITY

Preserve and promote social and environmental character through an integrated strategy that addresses transportation solutions

### ENVIRONMENT
Encourage the reduction of air pollution, fuel consumption, and impacts to natural resources by providing/enhancing more sustainable modes of transportation

### ECONOMIC DEVELOPMENT
Influence economic development patterns by providing an enhanced transportation network to better connect population, employment, and commercial centers

### CONGESTION RELIEF
Reduce congestion and/or the demand to increase roadway capacity for automobiles by encouraging transit use


## STEWARDSHIP

Utilize available resources in an efficient manner to meet the transportation need

### EQUITY
Increase the mobility of those with limited financial or traveling capabilities by focusing service on the mobility needs of disadvantaged communities

### PRODUCTIVITY AND EFFICIENCY
Use constrained financial resources in the most cost-effective manner while maximizing ridership

### SYSTEM MAINTENANCE
Continuously maintain existing capital investments to achieve a state of good repair


## SERVICE QUALITY

Enhance the desirability and utility of the transit service for Gwinnett residents and workers

### COVERAGE AND CONNECTIVITY
Expand the number of communities and destinations served to increase transit accessibility

### TRAVEL TIME REDUCTION
Make the transit network more competitive and effective for its users through capital and operating investments

### RELIABILITY
Increase the reliability of the transit network through investment in priority treatments, technologies, safety, and operations

# Board Priority Themes

- Balanced Approach
- Scalable
- Coverage (Options/Modes)
- Connectivity (Options/Modes)
- Funding/Fiscal Responsibility
  (Affordable to County | Appropriate use of fiscal resources | Scalability)
- Experience
  (Service Quality and Dependability | Reliability | Safe | Affordable for Riders)
- Economic Development
  (Workforce Access to Transit | Land Use | Stability | Reduce Growth of Congestion/ Quality of Life)

# System Goals and Priorities


Balanced Approach

Scalable

Experience

Coverage

Connectivity

Economic Development

**ENVIRONMENT**
Encourage the reduction of air pollution, fuel consumption, and impacts to natural resources by providing/enhancing more sustainable modes of transportation

**ECONOMIC DEVELOPMENT**
Influence economic development patterns by providing an enhanced transportation network to better connect population, employment, and commercial centers

**CONGESTION RELIEF**
Reduce congestion and/or the demand to increase roadway capacity for automobiles by encouraging transit use

**EQUITY**
Increase the mobility of those with limited financial or traveling capabilities by focusing service on the mobility needs of disadvantaged communities

**PRODUCTIVITY AND EFFICIENCY**
Use constrained financial resources in the most cost-effective manner while maximizing ridership

**SYSTEM MAINTENANCE**
Continuously maintain existing capital investments to achieve a state of good repair

**COVERAGE AND CONNECTIVITY**
Expand the number of communities and destinations served to increase transit accessibility

**TRAVEL TIME REDUCTION**
Make the transit network more competitive and effective for its users through capital and operating investments

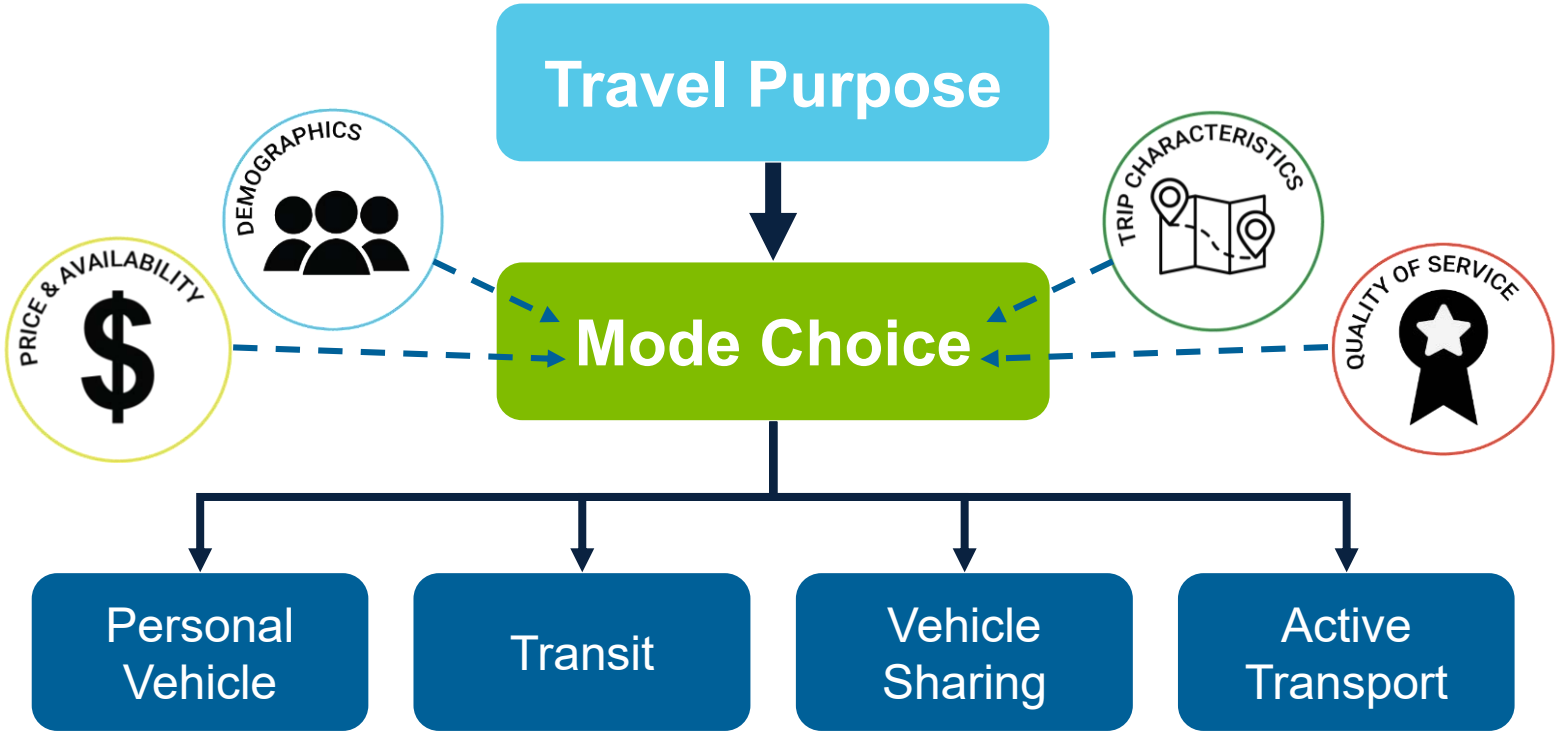
**RELIABILITY**
Increase the reliability of the transit network through investment in priority treatments, technologies, safety, and operations

Funding/Fiscal Responsibility

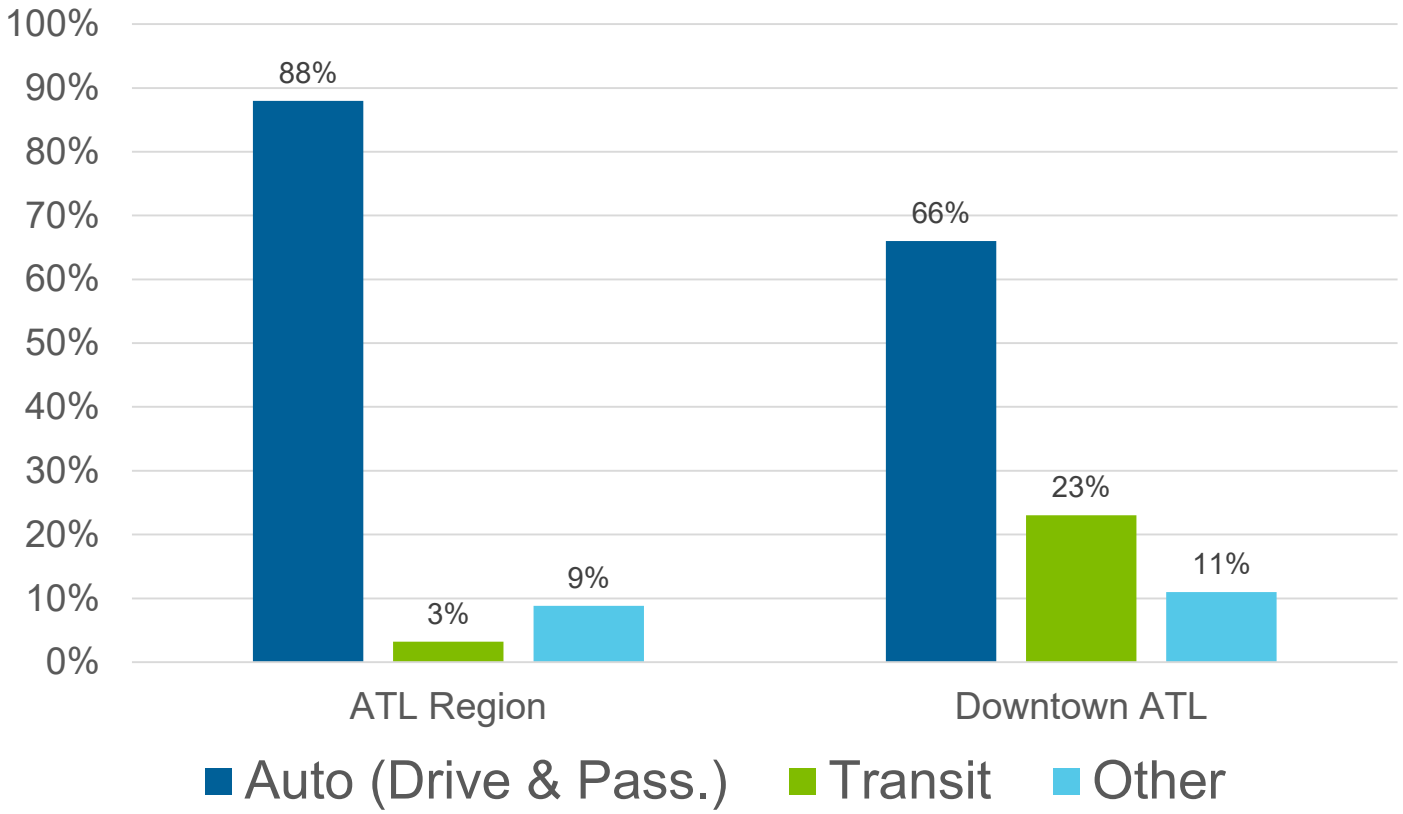
Gwinnett

# Mode Choice

# Choosing a Mode

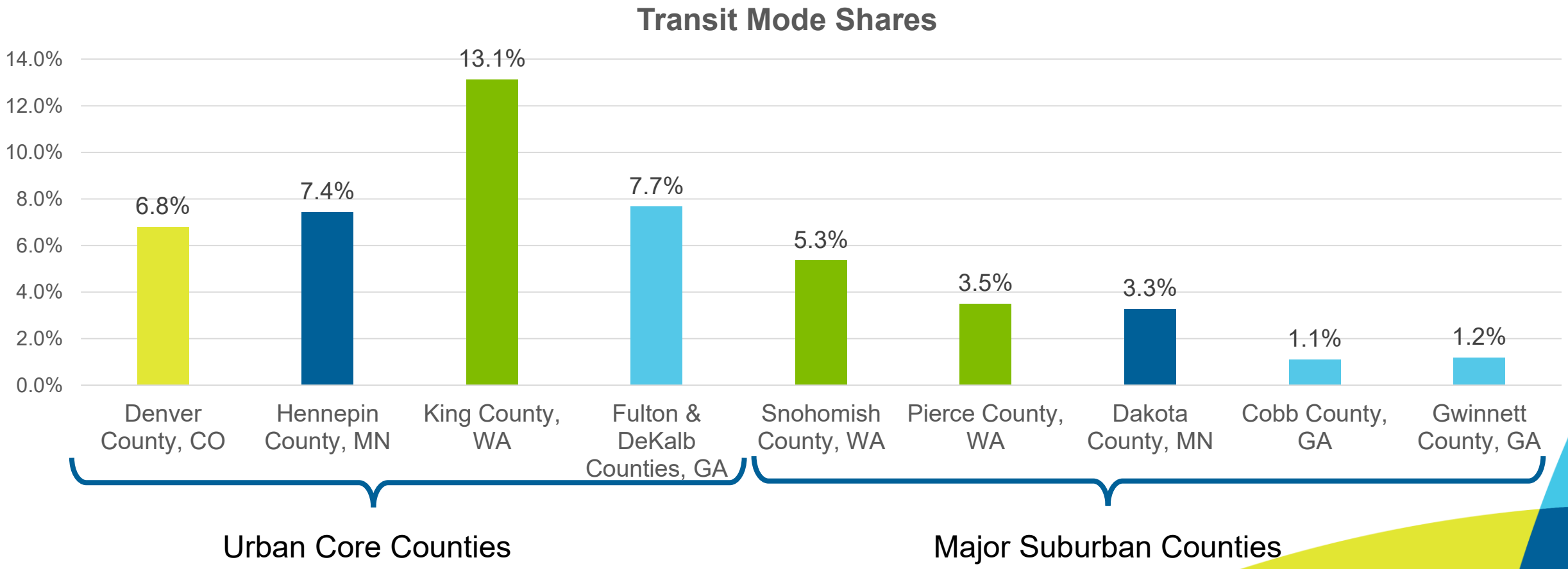


# Atlanta Modal Splits
## *All Trips*




*Sources: 2015 Household Travel Survey*
*2015 Downtown Atlanta Commuter Survey*

# Peer City Modal Splits
## *Work Trips*




*Source: American Community Survey 2017 5-Year*

Gwinnett

# Price and Availability


# Price & Availability

- What modes are options?
- Automobile cost – $9,260 annual average
  - Fuel
  - Maintenance
  - Insurance
  - Registration, licensing and taxes
  - Depreciation and financing
- Transit cost - $960 to $2,160
  - Fare
  - Employer subsidy
  - Access costs

*Source: AAA "Your Driving Costs" 2019 and Gwinnett County Transit Fares*

Gwinnett

# Demographics

# Demographics

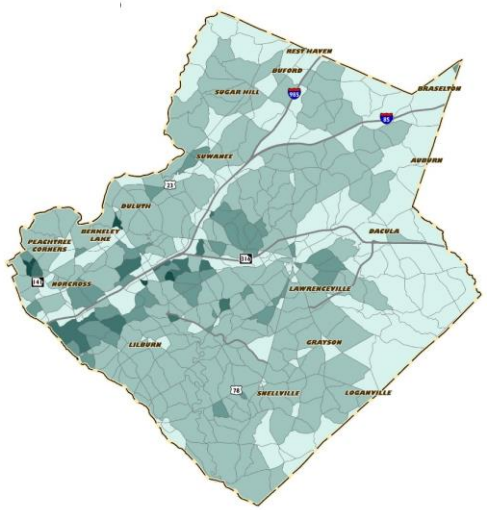
- Gender
- Race/Ethnicity
- Age
- Income
- Education
- Immigrant/Non-Immigrant
- Work or Mobility Limited
- Vehicle Access

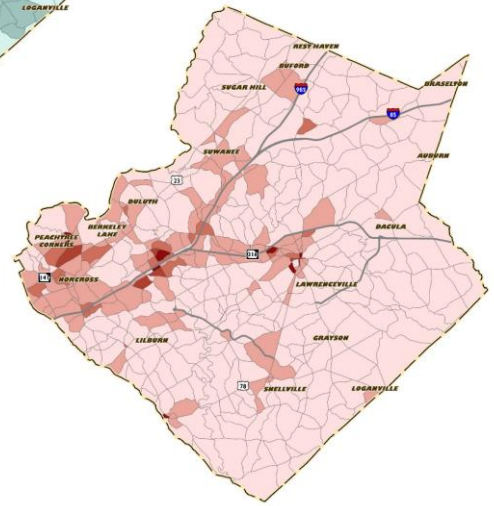
| Market Niches | MSA Transit Index |
|---|---|
| **Sex** | |
| Men | .85 |
| Women | 1.18 |
| **Race and Ethnicity** | |
| White | .68 |
| Black | 2.72 |
| Hispanic (all races) | 1.73 |
| Asian | 1.74 |
| **Vehicle Ownership** | |
| No Car | 5.76 |
| One or More | .68 |
| **Age of Worker** | |
| 17-29 | 1.14 |
| 30-39 | .96 |
| 40-49 | .87 |
| 50-59 | .92 |
| 60-64 | 1.07 |
| 65-69 | 1.10 |
| **Education** | |
| No School | 2.59 |
| Elementary | 2.08 |
| Junior High | 1.69 |
| Some High School | 1.25 |
| High School | .91 |
| Some College | .82 |
| College | 1.05 |
| Graduate School | 1.06 |

| Market Niches | MSA Transit Index |
|---|---|
| **Household Income** | |
| < $5k | 1.23 |
| $5 - 10k | 1.24 |
| $10 - 15k | 1.08 |
| $15 - 20k | 1.04 |
| $20 - 25k | .97 |
| $25 - 30k | .90 |
| $30 - 40k | .78 |
| $40 - 50k | .77 |
| $50 - 60k | .84 |
| $60 - 70k | .91 |
| $70 plus | .95 |
| **Immigration Status** | |
| Non-immigrant | .84 |
| Immigrant | 2.08 |
| **Years in US** | |
| < 5 | 3.01 |
| 5 - 10 | 2.25 |
| 10 - 15 | 1.74 |
| 15 - 20 | 1.89 |
| 20 - 25 | 1.88 |
| 25 - 30 | 1.49 |
| 30 - 40 | 1.48 |
| 40+ | 1.80 |
| **Limitations** | |
| Work Limitation | 1.25 |
| Mobility Limitation | 2.41 |

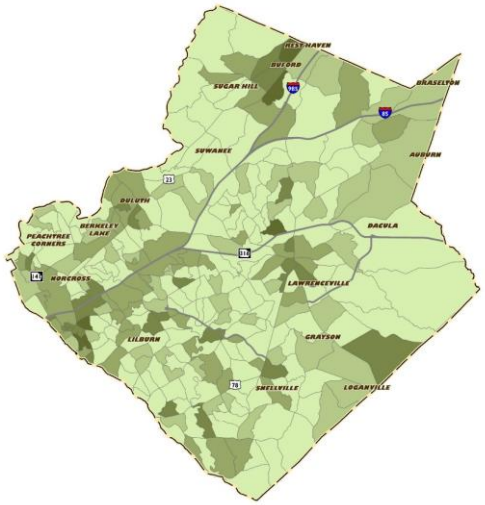
*Source: TCRP Report 28, 1998*

# Community Characteristics

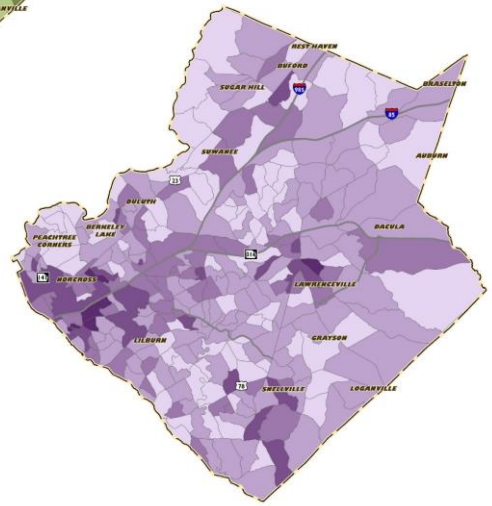



**Population and Employment**



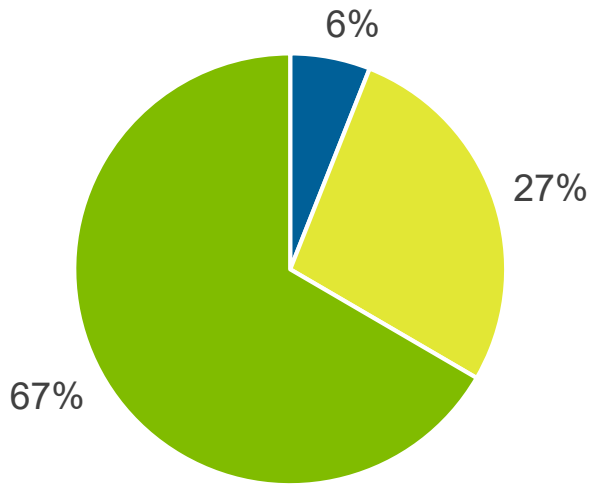

**Demographics**



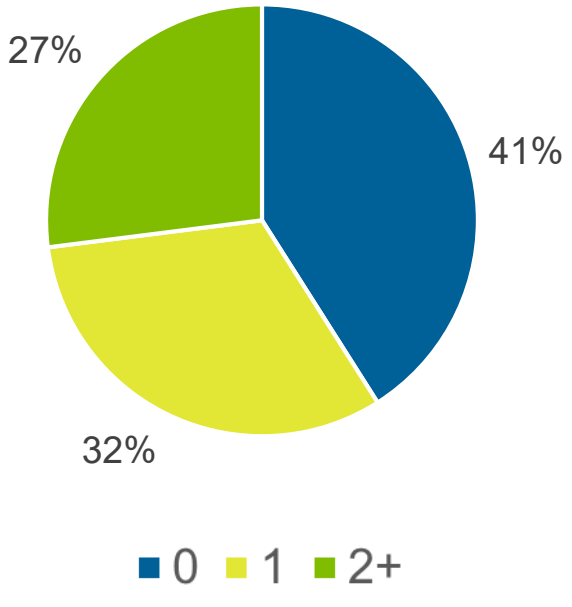
# Atlanta Mode Choice Characteristics - Demographics

## *Household Auto Ownership*

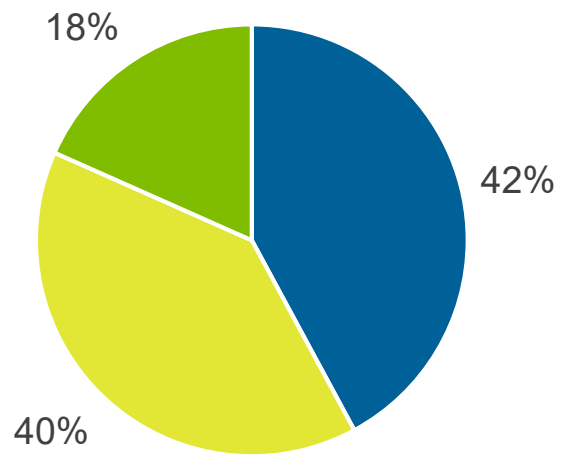
Atlanta Region - All Households




Atlanta Region - Transit Riders




Gwinnett Transit Riders

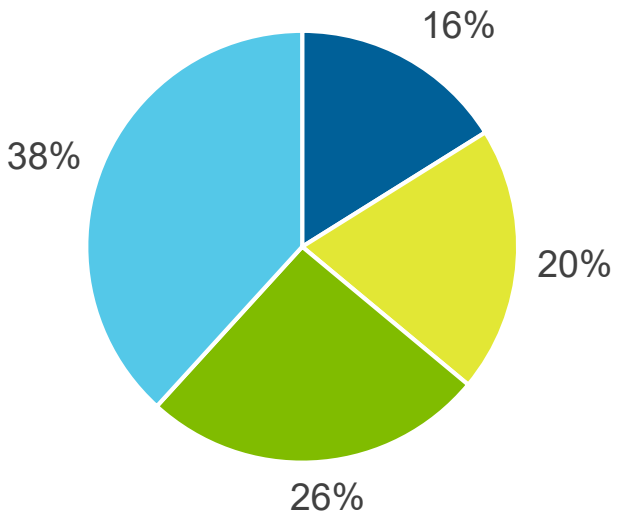



*Sources: 2010 Atlanta Region Transit On-Board Survey and 2011 Household Travel Survey*

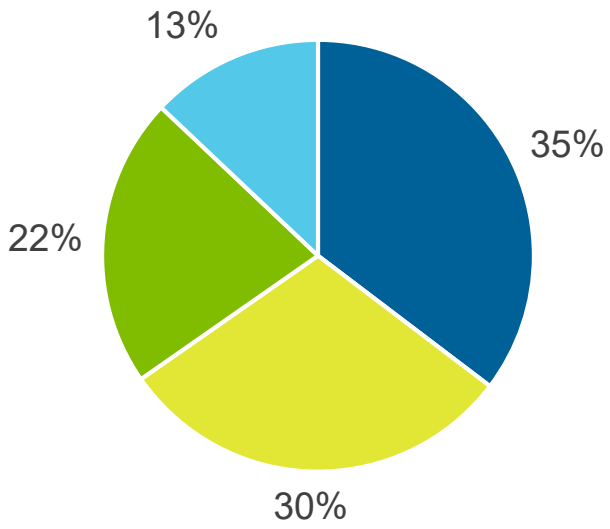
# Atlanta Mode Choice Characteristics - Demographics

## *Household Income*

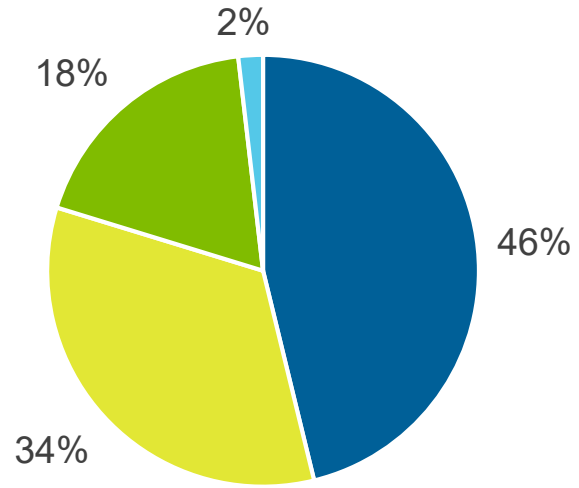
Atlanta Region - All Households




Atlanta Region - Transit Riders




Gwinnett Transit Riders





*Sources: 2010 Atlanta Region Transit On-Board Survey and 2011 Household Travel Survey*

Gwinnett

# Trip Characteristics


# Trip Characteristics

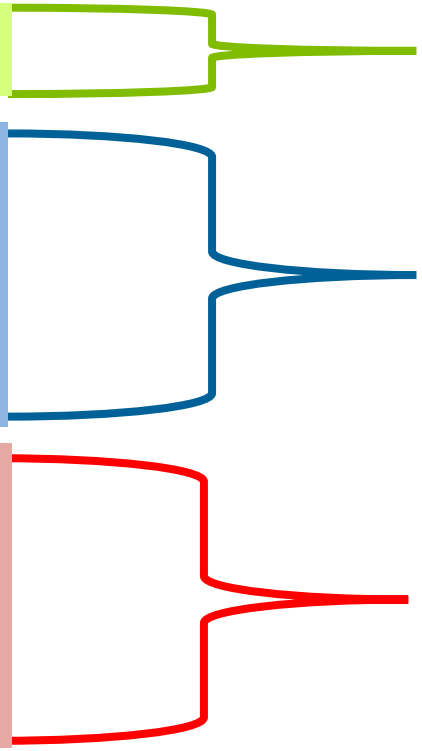
- Trip type
  - Purpose
  - Single or multiple destinations
- Travel market
  - Origin-destination
  - Trip distance
- Trip time
- Number of people to be making the trip (passengers)

# Travel Purpose

- Home to work and back

- Home to the grocery store and back
- Home to school
- Home to a movie

- Work to a meeting
- Work to daycare
- Daycare to grocery store



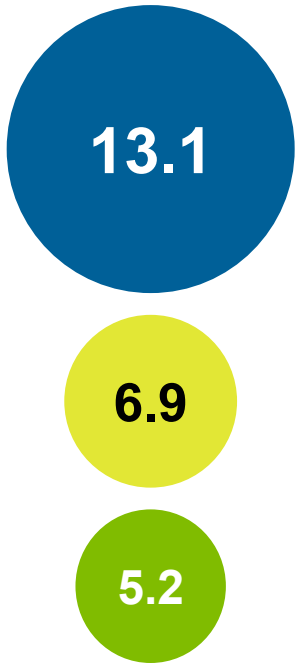
**Home-Based Work (HBW)**

**Home-Based Other (HBO)**

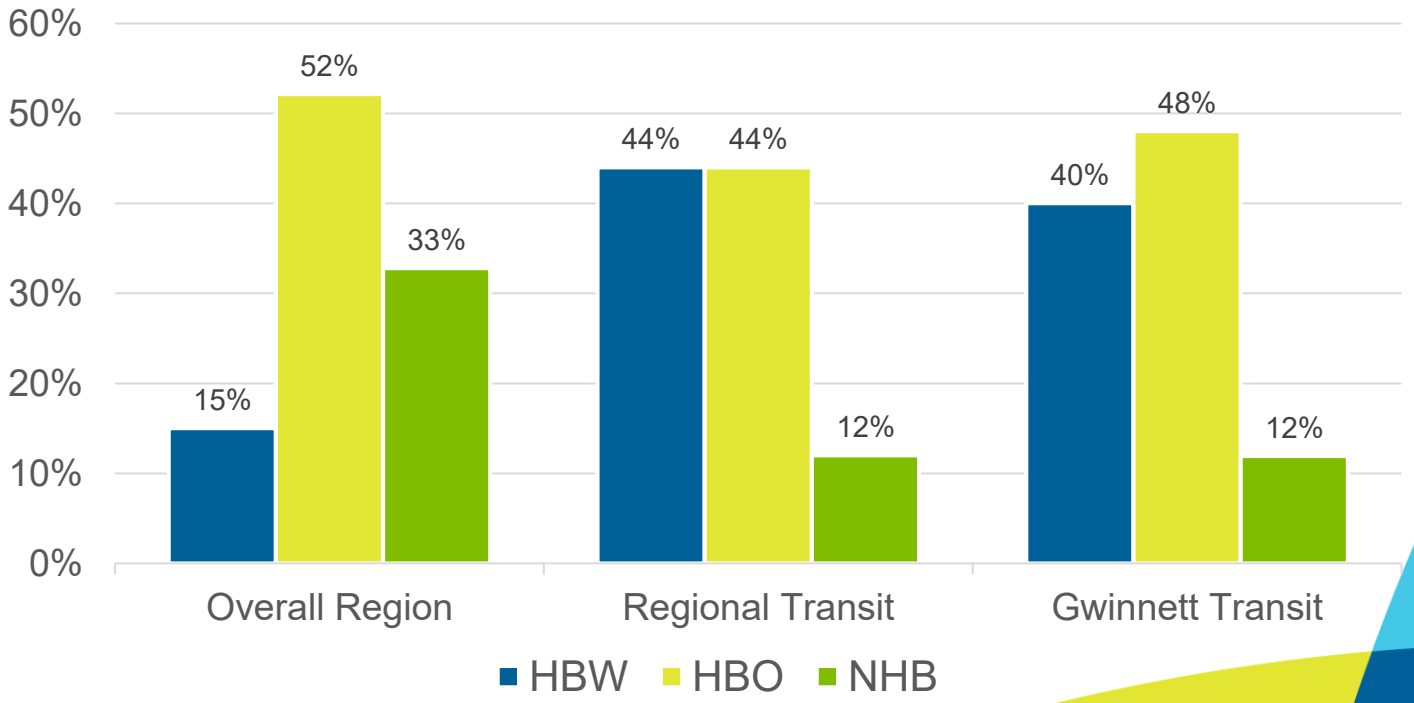
**Non Home-Based (NHB)**

# Regional Travel Purpose

## Average Trip Length (mi)



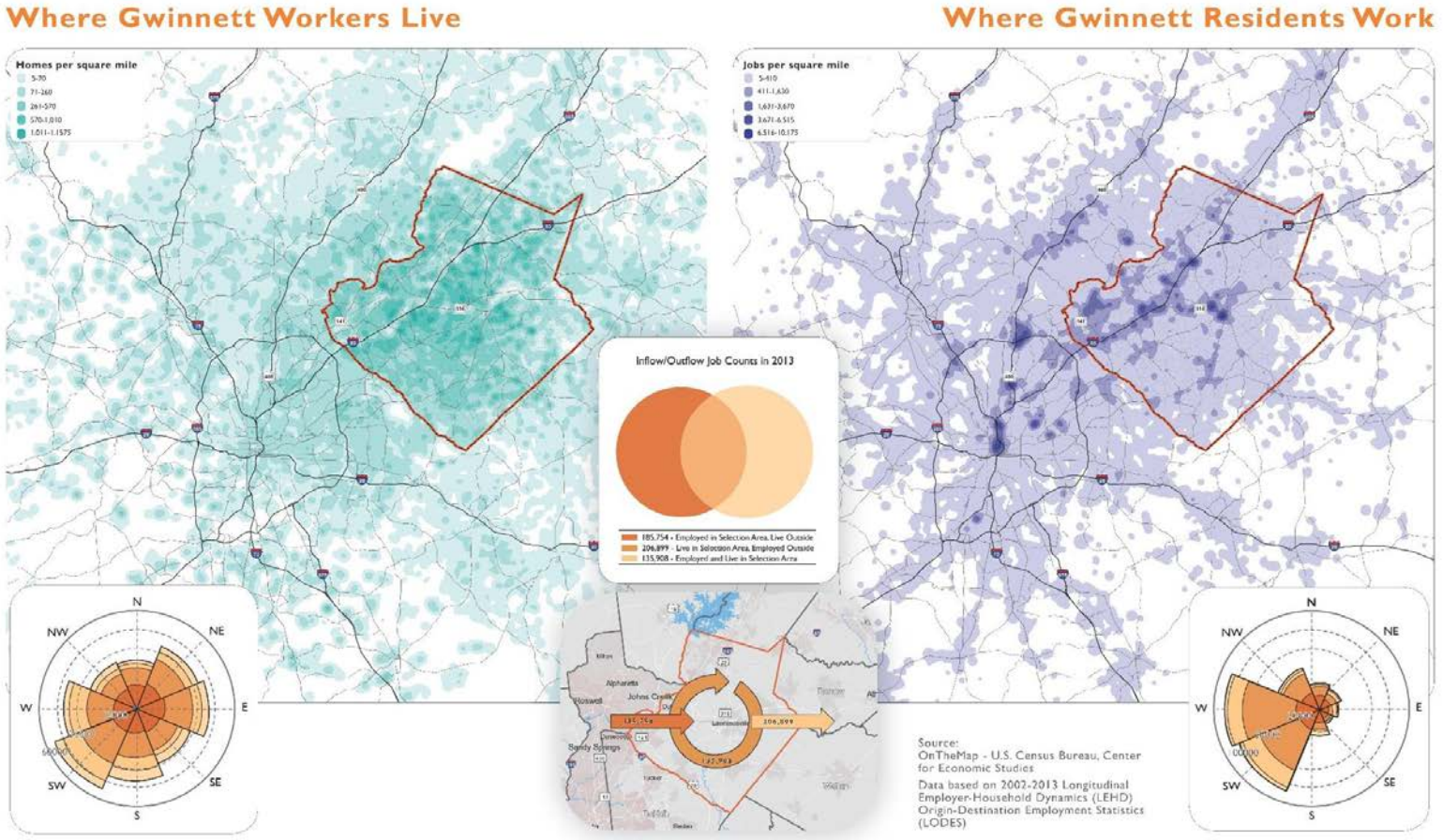

## Percent Trip Type




*Sources: 2010 Atlanta Region Transit On-Board Survey and 2011 Household Travel Survey*

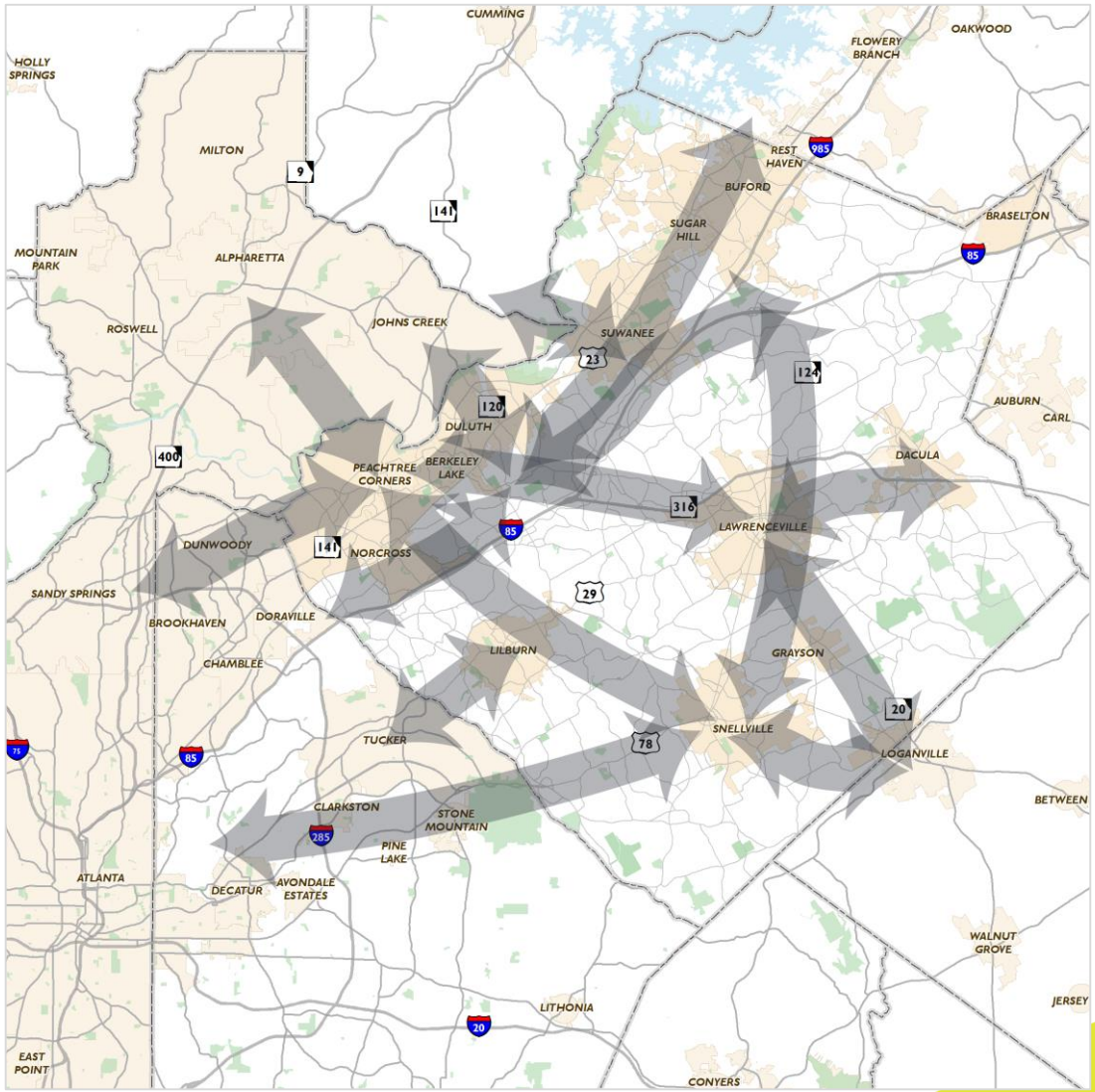
# Home/Work Locations

- 60% of Gwinnett's work force leaves the County everyday
  - 206,000 workers



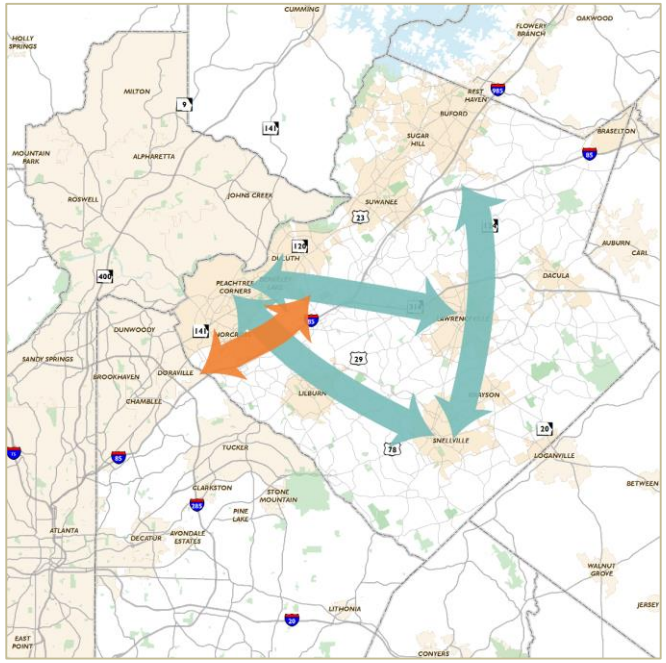

*Source: U.S. Census Longitudinal Employer Household Dynamics data*

# General Travel Patterns

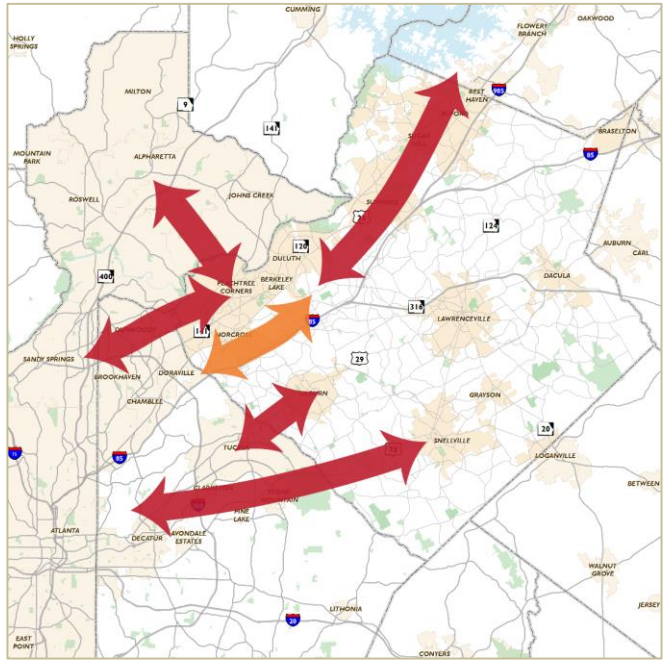


# Major Corridors

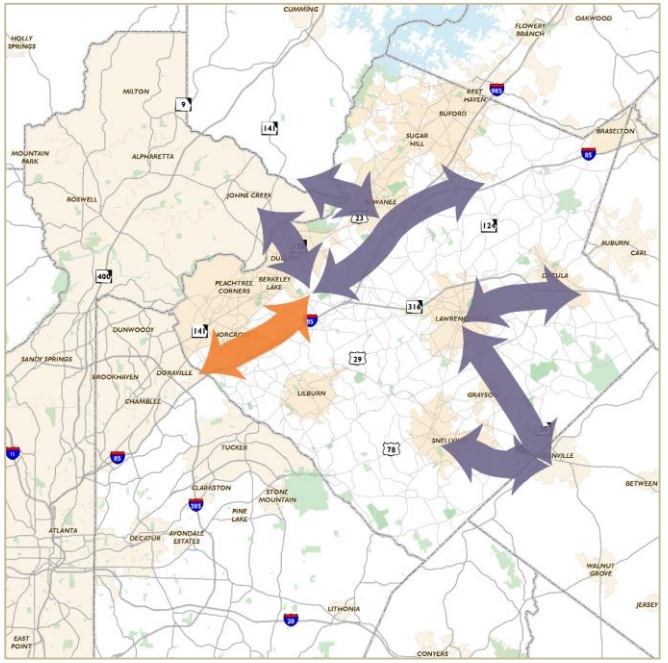
## Cross-County Corridors




## Regional Corridors




## Commuter Opportunities



Gwinnett

# Quality of Service


# Quality of Service


Travel Time


Convenience


Reliability


Comfort


Perceived
Personal Safety


Perceived
"Image" of Mode

*Source: TCRP Report 111, 2007*

# Community Values on Transit

## FREQUENCY AND SPAN

Provide more frequent service for a shorter time ⟷ Provide less frequent service for a longer time

## COVERAGE

Provide less frequent service to more areas ⟷ Provide more frequent service to fewer areas

## DAYS OF SERVICE

Provide less weekday service and more weekend service ⟷ Provide more weekday service and less weekend service

## TRANSFERS

Provide more routes with less frequent service but fewer transfers ⟷ Provide fewer routes with more frequent service but more transfers

## DIRECTNESS

Provide slower and less direct service with shorter walks to stops ⟷ Provide faster, more direct service with longer walks to stops

## STOP SPACING

Serve many stops that make service slower but reduce walking distance ⟷ Serve fewer stops to speed service up but increase walking distance

## SERVICE TYPE

Improve the local bus network ⟷ Improve the commuter bus network

## SERVICE DISTRIBUTION

Provide service in areas in proportion to funding ⟷ Provide service to areas with the most need

# Travel Time and Reliability

- Product of
  - Congestion
  - Route Geometry
    - Length
    - Deviations and Turns
  - Scheduling
    - Recovery Time
  - Bus Stops
    - Number
    - Locations
  - Payment Type

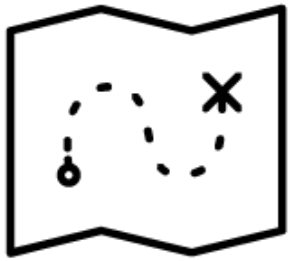
# User Perception of Travel Time

- People Don’t Like to Wait
  - Waiting time perceived as 2 to 4 times longer than in-vehicle time
  - Perception of waiting time influenced by stop amenities
- Transfers Cause Significant Drop in Ridership
  - Each transfer perceived as equivalent to 12 to 30 minutes of travel time in addition to transfer wait time

Source: TCRP 95, 2004

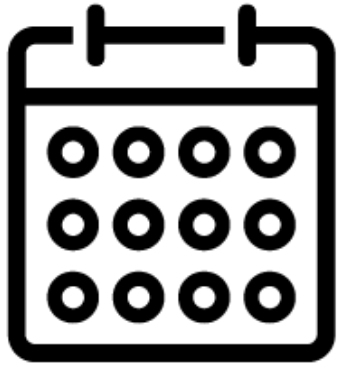
# Transit Service Design

Frequency



Routing

Stop Spacing and Accessibility



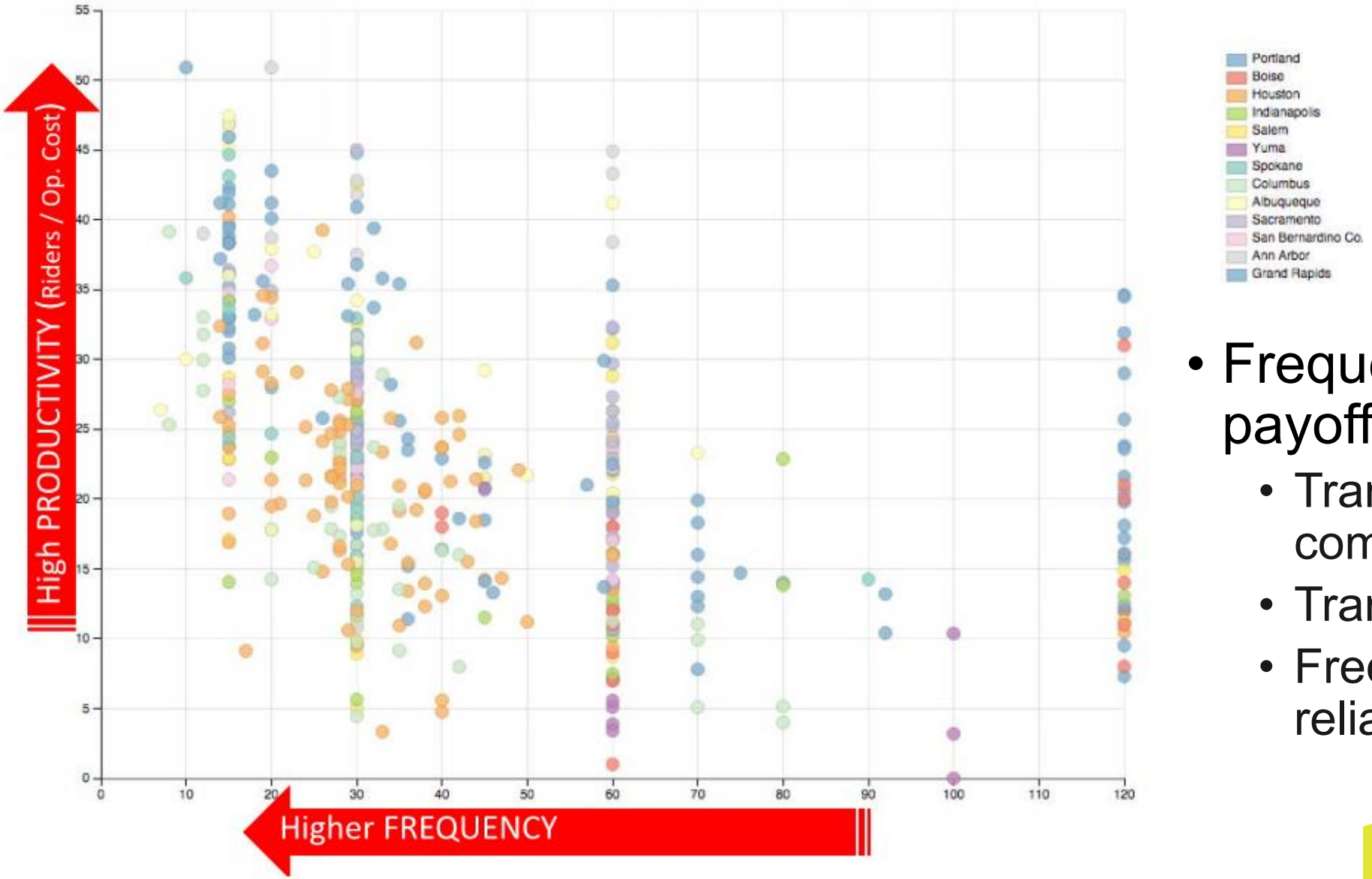
Span of Service

# Frequency

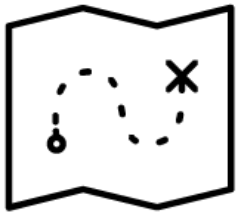
| | |
|---|---|
| <= 5 minutes | • Very frequent service, no need to check schedule<br>• Very high density corridors/activity centers |
| 5 to 10 minutes | • Frequent service, no need to check schedule<br>• High density corridors/activity centers |
| 11 to 15 minutes | • Relatively frequent service, check schedule to minimize wait<br>• High density corridors with strong anchors |
| 16 to 30 minutes | • Always check schedules, change travel to meet the schedule<br>• Moderate density corridors |
| 31 to 59 minutes | • Always check schedules, change travel to meet schedule<br>• Low to moderate density |
| 60 minutes | • Meets basic travel needs, change travel to meet schedule<br>• Low density |

*Source: Transit Capacity and Quality of Service Manual, 3rd Edition*

# Top performers are frequent …




- Frequency has triple payoff
  - Transit is always coming soon
  - Transfers are short
  - Frequency creates reliability



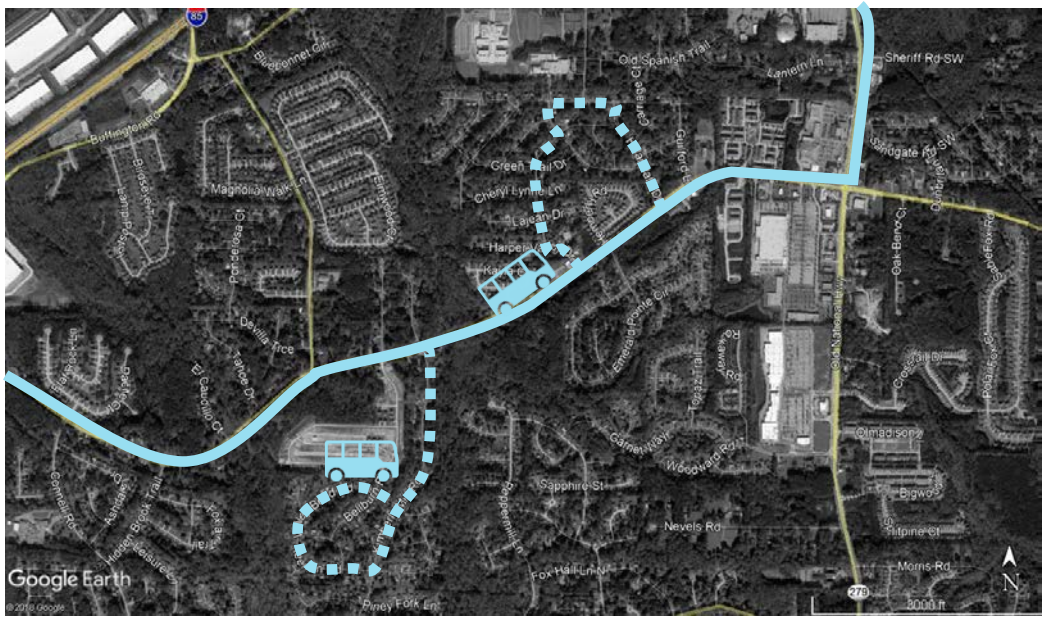
# Routing

- Where does the transit travel?
- Direct vs Non-Direct
- Loop vs Bidirectional

# Routing: Direct vs. Deviation

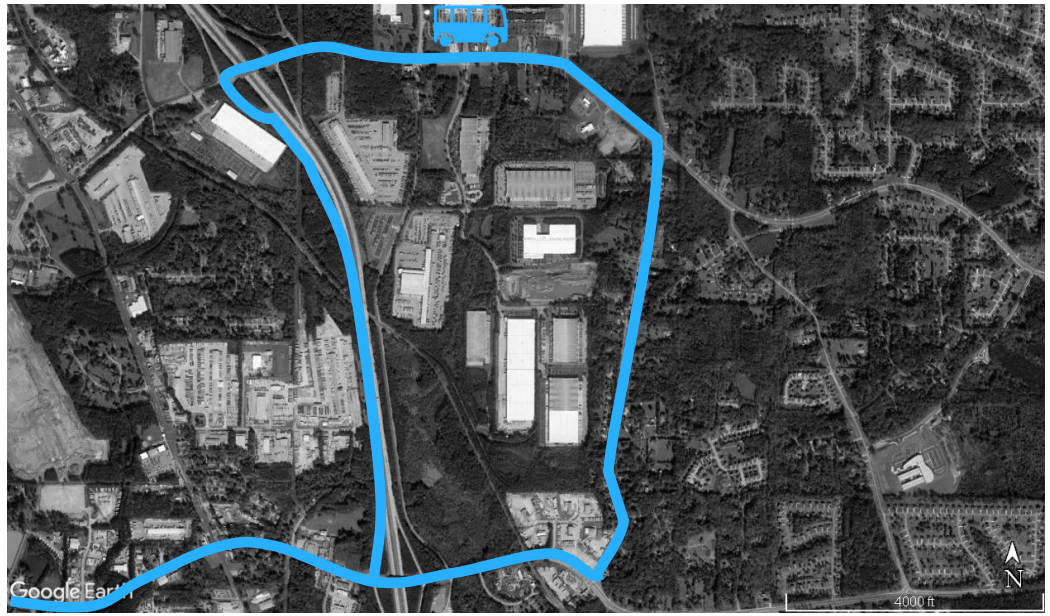
## Direct


## Deviation

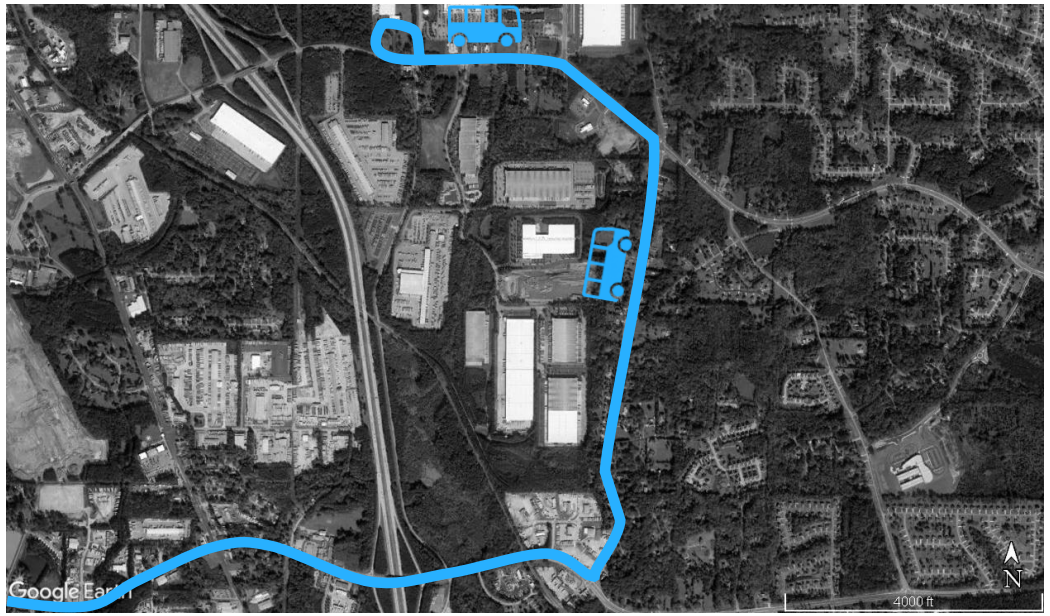


# Routing: Loop vs. Bi-Directional

**Looping**

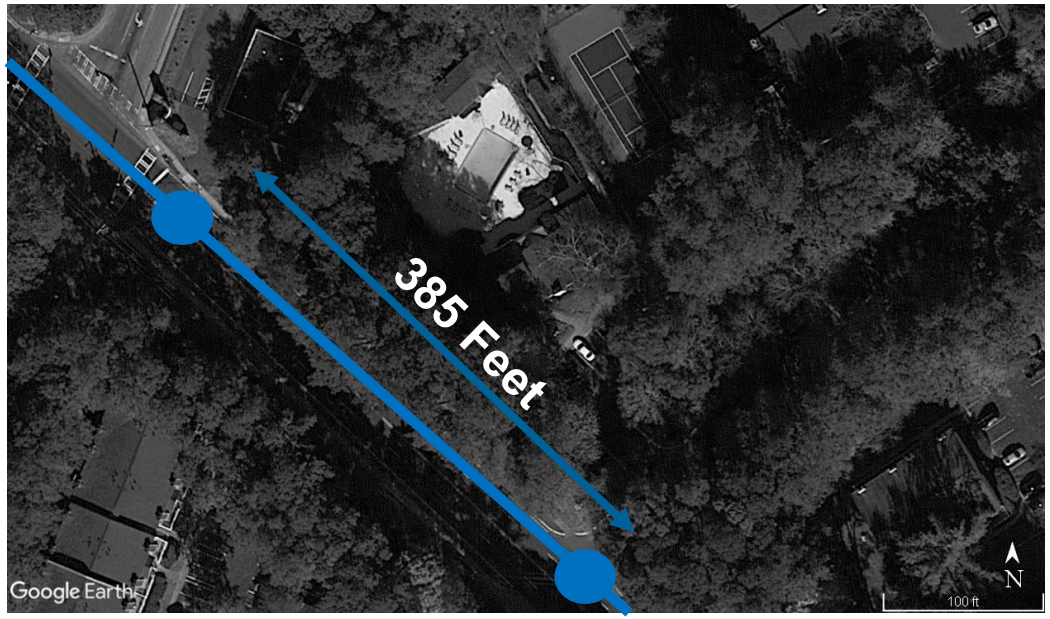



**Bi-directional**

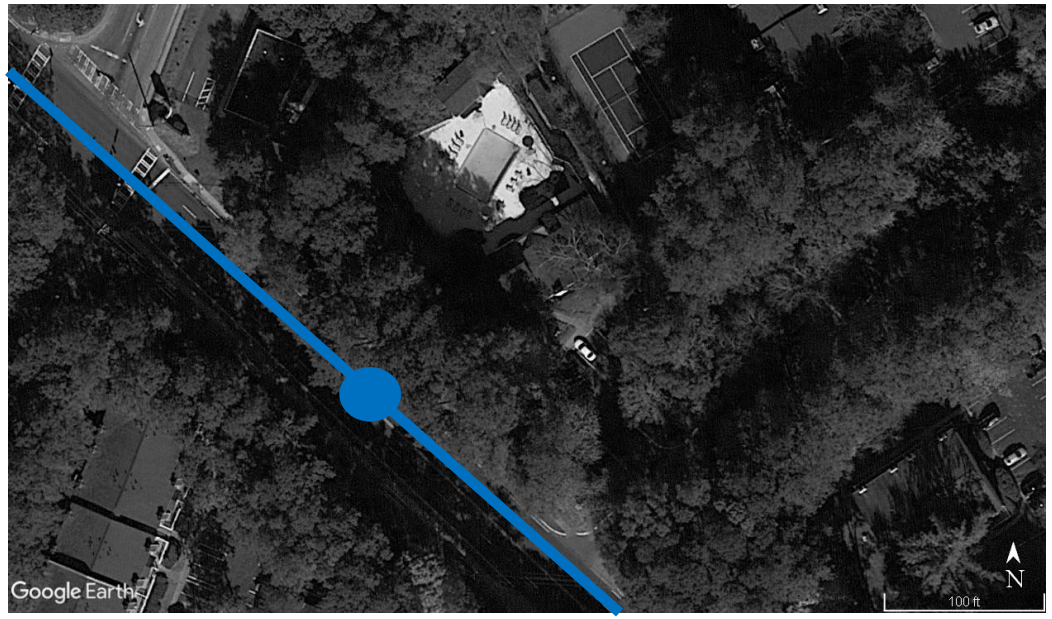


# Stop Spacing

## Local



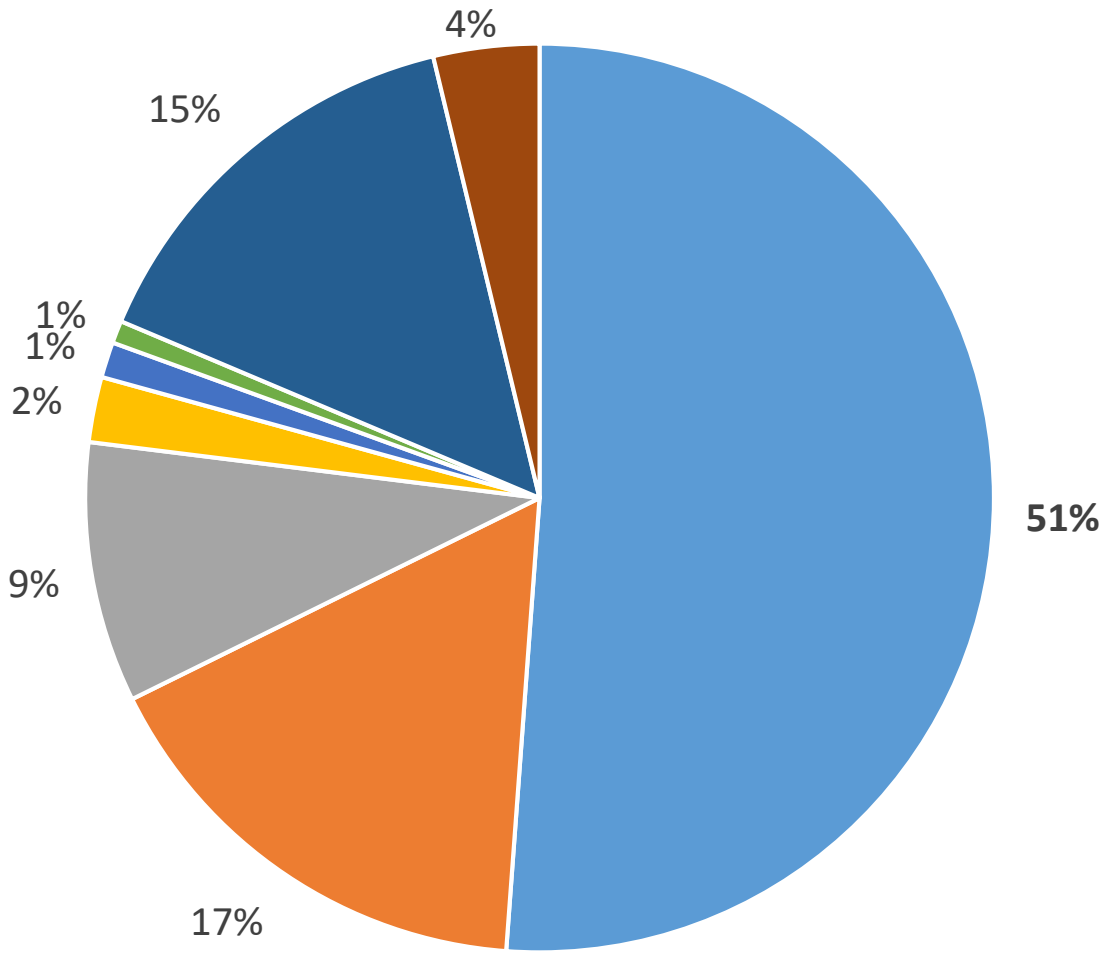

## Consolidated



# Trade-off Between Stop Spacing and Ridership

- Bus stop reduction is often the easiest way to achieve travel time and reliability gains, but often only results in a fraction of total travel time (usually <25%)
- However, nationally:
  - Over 50% of bus riders walk less than ¼ mile to their bus stop
  - Approximately 90% of bus riders walk less than ½ mile to their bus stop
- Lack of sidewalks causes significant drop in bus access

# Bus Stop Access




**Current Gwinnett Transit Users**
**Local Service**

- **Up to ¼ mile (0-2 blocks)**
- ¼-½ miles (3-4 blocks)
- ½-1 miles (5-8 blocks)
- 1-2 miles (9-16 blocks)
- More than 2 miles (> 17 blocks)
- Bicycle
- Auto
- Other

Source: On-Board Survey, 2015

# Span of Service

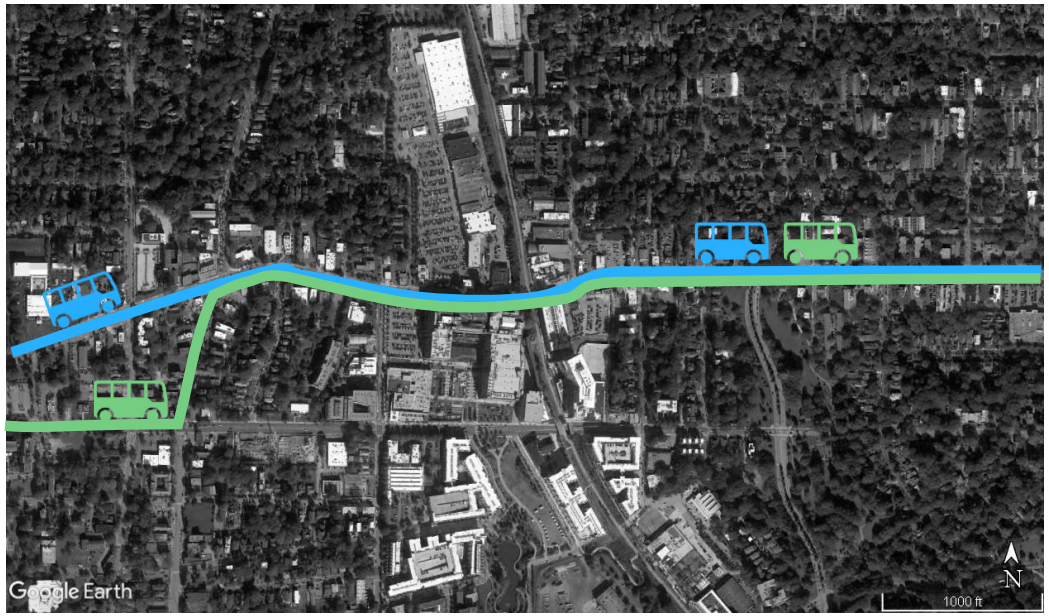
- When is the service going to be more frequent?
- How late does the service run?
- Saturday and Sunday Service?
- Important for trip type

# Frequency vs Coverage

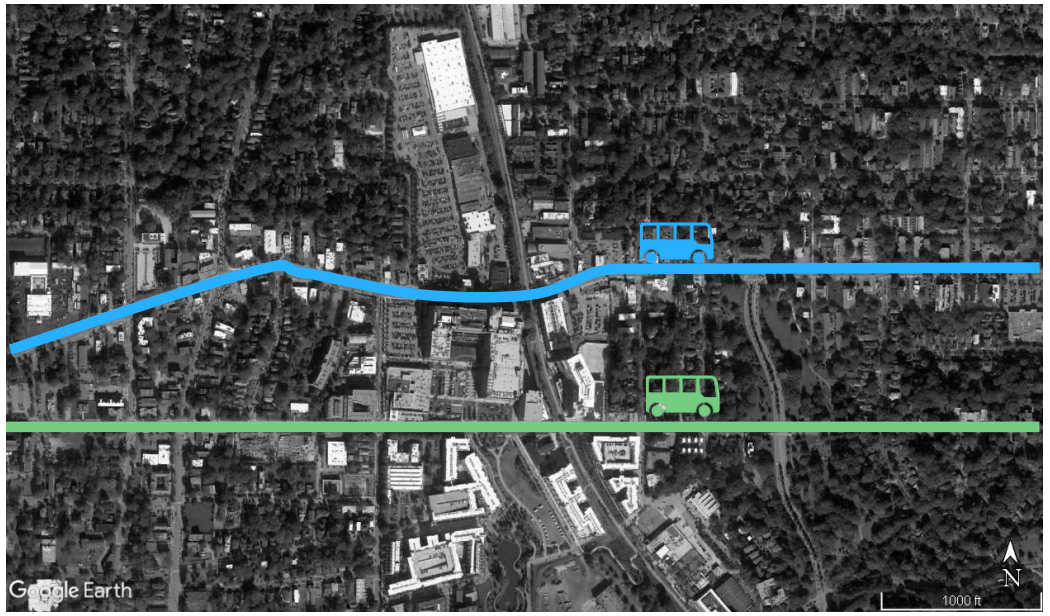
- Budget limits combined with routing choices force the conversation between coverage vs. frequency
- Tradeoffs of providing frequent service only along a dense corridor vs providing more coverage service across areas of need

# Frequency vs Coverage

## Frequency




## Coverage



# Infrastructure & Capital Investments

- Amenities at stops, stations, and on-board
- Connectivity to stops and stations

# Activity: Mode Choice

Gwinnett

# Transit Modes

# Transit Modes

- General Travel vs. Commuter Travel Modes
- Mode Operating Environments

# Common General Travel Modes

## Heavy Rail (HRT)

- High speed/rapid acceleration rail cars
- Electrified and fully grade-separated
- Substantial stations with faregates
- Stations spaced every 1 to 5 miles

## Light Rail (LRT)

- Operates most commonly in dedicated right-of-way
- Electrified, can be grade-separated or street level
- Lower capacity and speed than heavy rail
- Stations spaced every ½ to 1 mile


## Bus Rapid Transit (BRT)

- Rubber tired vehicles in primarily dedicated ROW
- Priority treatments to increase speed and reliability
- Enhanced stations spaced like LRT with distinctive branding and off-board fare collection

# Common General Travel Modes


## Arterial Rapid Transit (ART)

- Rubber tired vehicles
- Runs some dedicated lanes
- Mostly queue jumper lanes and transit signal priority
- Station spacing ¼ to 1/3 mile

## Local Bus

- Electric, hybrid, natural gas, or diesel vehicles
- Mixed flow traffic, shared-right-of-way
- Limited amenities at stops
- Stations spaced 1-2 blocks to ¼ mile


## Microtransit

- Demand responsive bus or shuttle
- Mixed flow traffic, shared-right-of-way
- Operates in a defined geographic area without fixed routes
- Combination of door-to-door service and/or designated stops

# General Travel Demand

HRT

BRT


ART

Lyft

UBER


Microtransit

TNCs

High Demand

LRT

Local Bus

Low Demand

# Common Commuter Travel Modes

## Commuter Rail (CR) – limited

- Electric or diesel propelled
- Carries moderate to long distance commuters
- Often runs in corridor shared with freight services
- Stations spaced at least every 2 to 5 miles


## Express Commuter Bus

- Rubber tired coach vehicles
- Serves long-distance, commute flow
- Mostly mixed flow, benefit from managed lanes
- Limited stops, primarily route termini


## Vanpool

- Uses vans for targeted small groups
- Serves commuters who have similar home and work locations
- Limited stops focused on route termini

# Commuter Travel Demand

Commuter Rail


Vanpool

Commuter Bus

**High Demand**

**Low Demand**

# Capital Costs for Transit Projects

**Heavy Rail Transit**
$250M+ per mile

**Commuter Rail Transit**
$20M-$25M per mile*
**Assumes operation on existing rail*

**Light Rail Transit**
$95M-$125M per mile

**Bus Rapid Transit**
$20M-$30M per mile

**Rapid Bus (ART)**
$3M-$15M per mile

**Commuter Bus**
$10M-$150M per mile
for Park-and-Ride

*Note: Costs shown above reflect common ranges. Actual costs can vary significantly depending on project specifications.*

# Productivity

Gwinnett

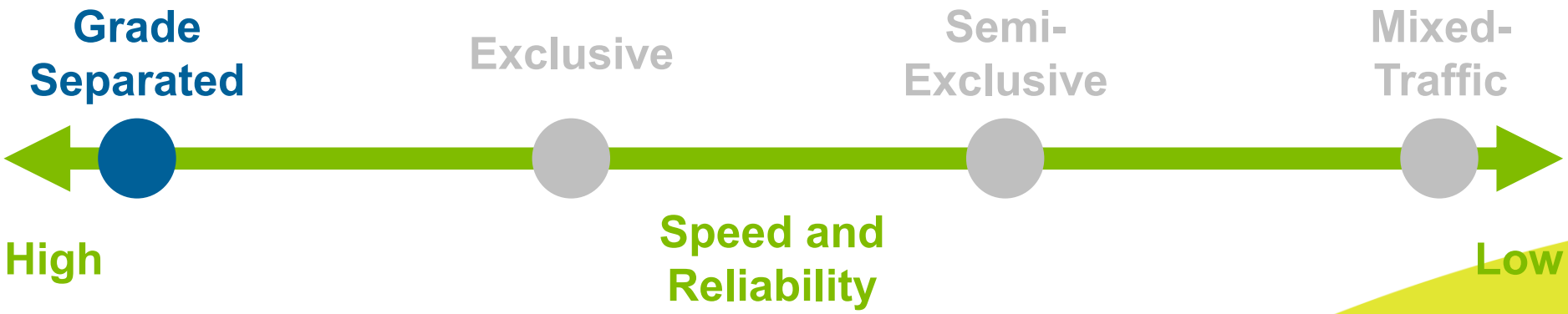
| Service Type | Passenger trips/service hour |
|---|---|
| Urban subway | >200 |
| Urban light rail | >100 |
| Urban frequent bus | 40-100 |
| Ridership-justified suburban bus | 15-40 |
| Coverage-justified suburban bus | 10-15 |
| General Public Dial-a-Ride | 0-3 |
| Microtransit Pilots to Date | 0-3 |
| TNCs | 1-2 |
| ADA Paratransit | 1-2 |

# Mode Operating Environment


*Source: TRB Transit Capacity and Quality of Service Manual, 3rd Edition*

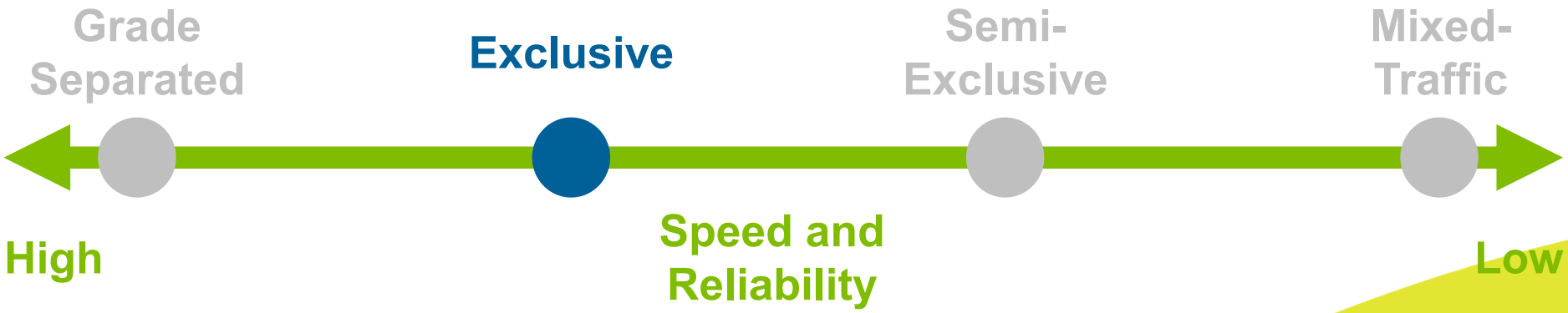
# Grade Separated

- No potential conflict points with any traffic
- Allows for highest speed and most reliability
- HRT, LRT, and BRT



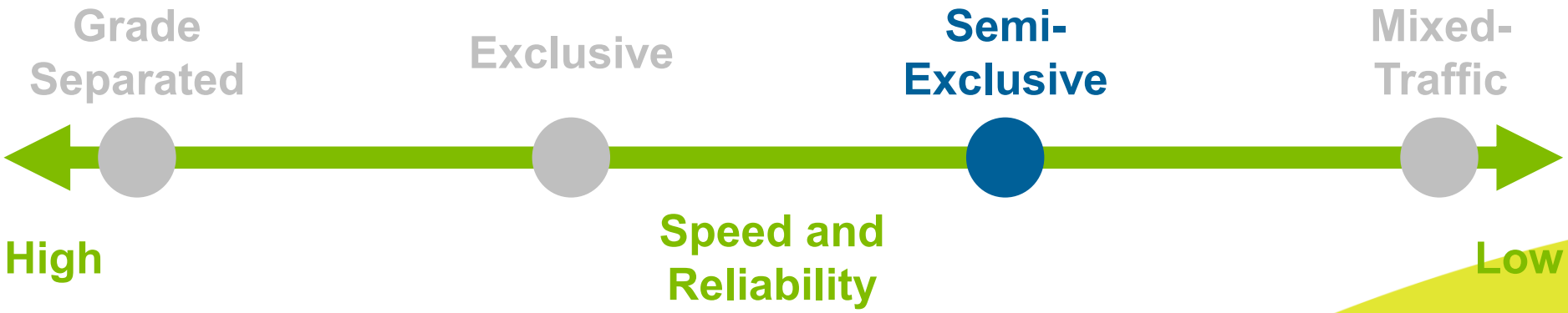
# Exclusive

- Exclusive transit right-of-way where there is some interaction with other traffic
- On-street transit lanes, Commuter Rail right-of-way grade crossings
- LRT, BRT, Commuter Rail



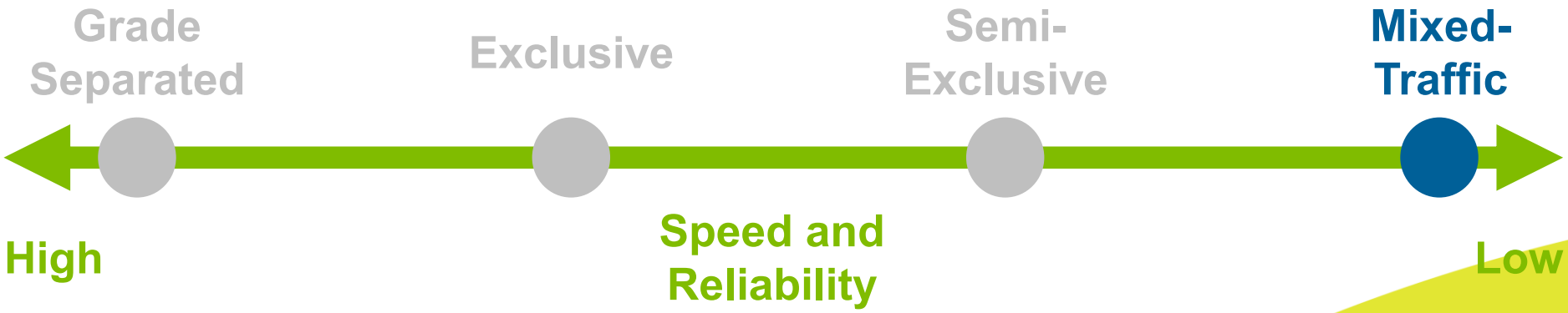
# Semi-Exclusive

- Partially dedicated transit right-of-way that allows some other vehicles to use depending on location and time
- Peak hour bus lanes, managed lanes
- BRT, Streetcar, Rapid Bus, Commuter Bus

# Mixed Traffic

- Transit operates in regular travel lanes with normal traffic
- Streetcar, Local Bus, Rapid Bus, Commuter Bus

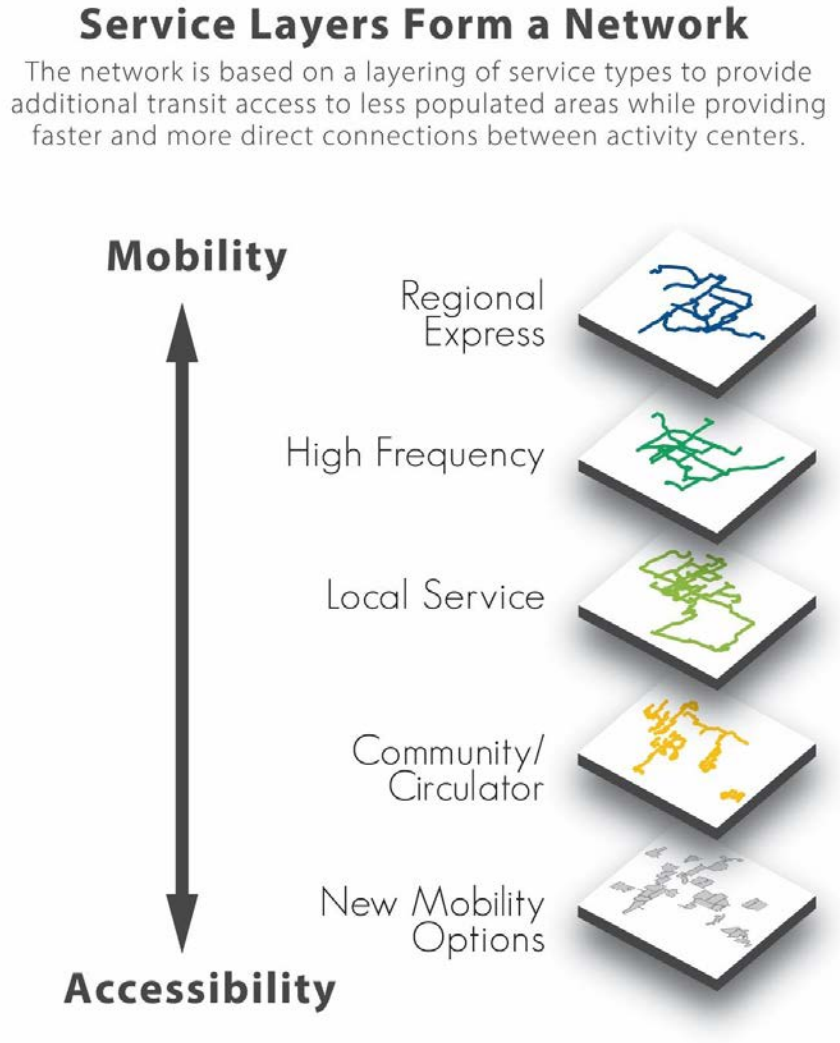
Gwinnett

# Network Design Process

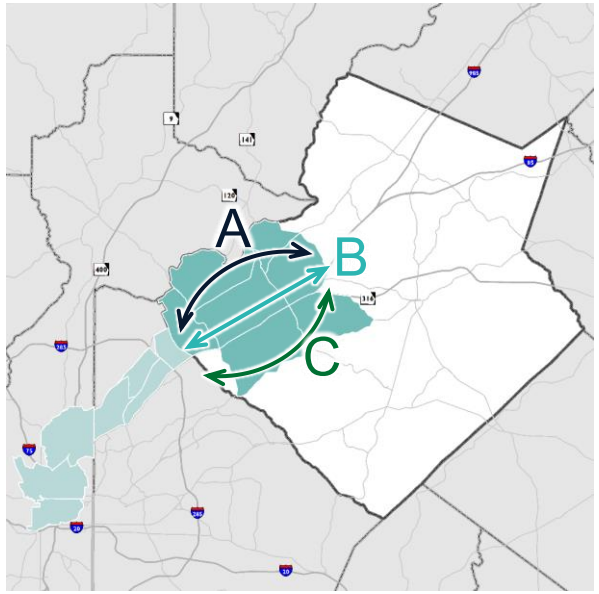
# Building the Transit Network

## Matching Transit Services to Travel Markets

- Use guiding principles
- Let the market determine appropriate service type
- Create realistic recommendations
- Consider equity implications
- Be mindful of the importance of transit facilities

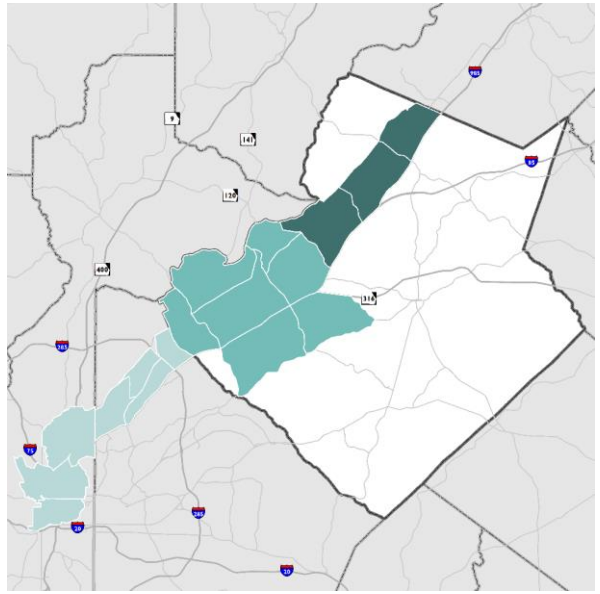


# Building the Transit Network:
## Daily Trips per Mile



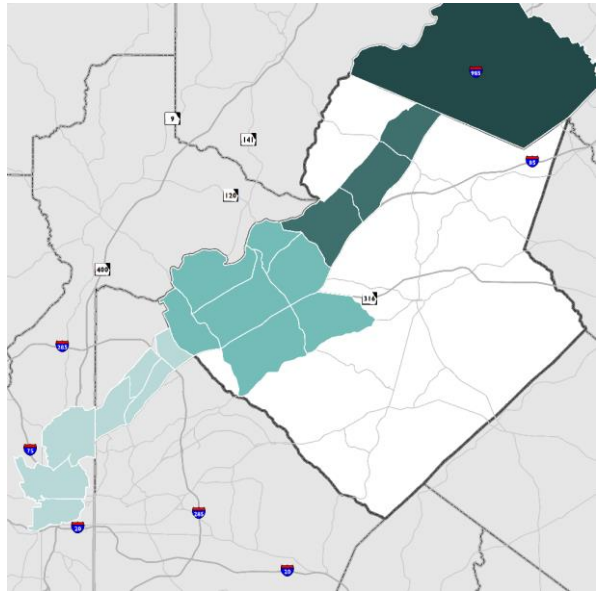

**South I-85 Corridor**

| | A | B | C |
|---|---|---|---|
| 2015: | 7,286 | 8,489 | 15,319 |
| 2040: | 10,178 | 12,276 | 22,181 |



**North I-85/I-985 Corridor**

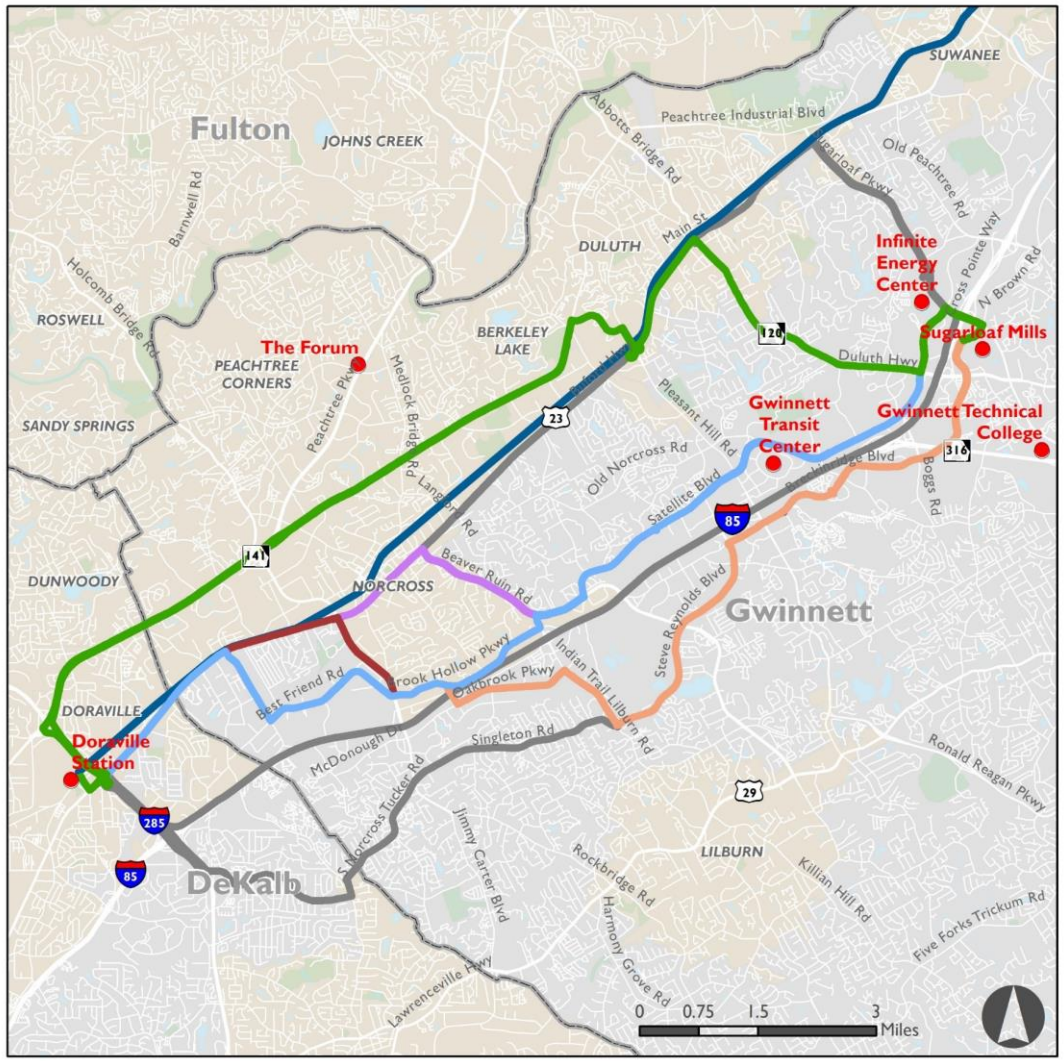
2015: 3,850
2040: 6,243



**Connection to Hall County**

2015: 1,194
2040: 2,075

# Building the Transit Network: Alignment Considerations



# Building the Transit Network: Satellite Boulevard Alignments

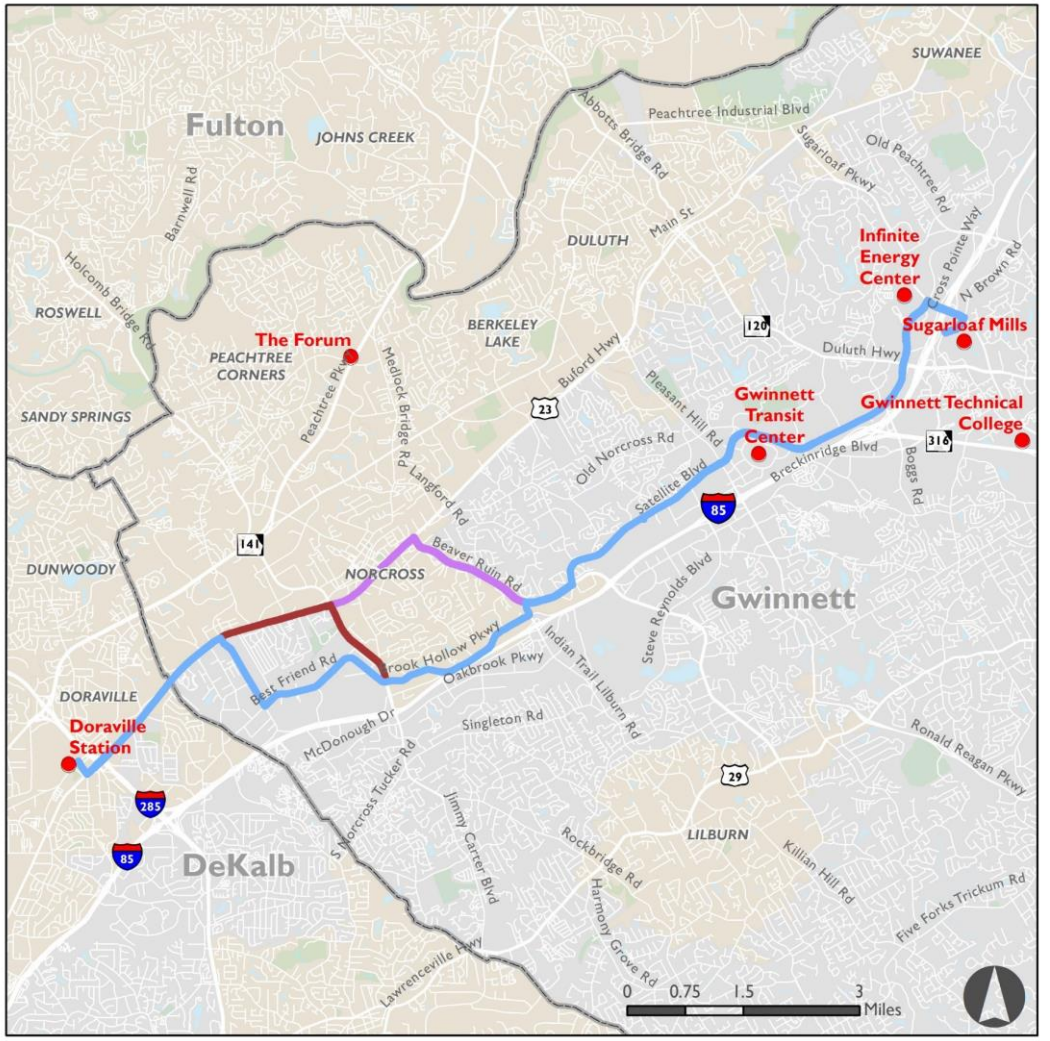
Gwinnett

**Traffic Constraints**

- Congestion on Buford Hwy between Button Gwinnett Rd and Beaver Ruin Rd and on Brook Hollow Pkwy between Jimmy Carter Blvd and Indian Trail Lilburn Rd

**Major Right-of-Way Constraints**

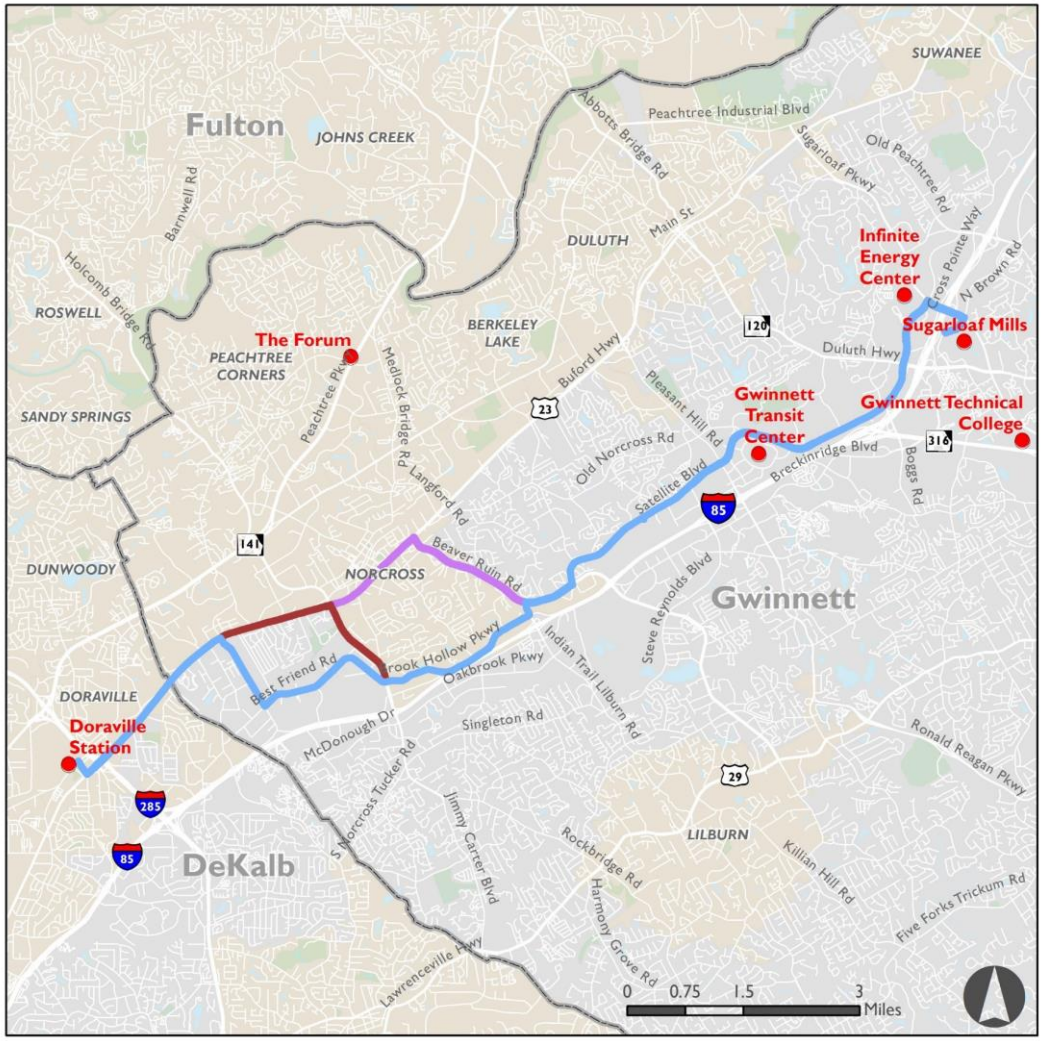
- Button Gwinnett: **50'**, 2 undivided lanes
- Jimmy Carter: **100'**, 6 lanes with two way left turn lane
- Beaver Ruin: **85'**, 5 lanes with two way left turn lane



# Building the Transit Network: Satellite Boulevard Alignments

**Alignment Considerations**

- Beaver Ruin
  - Low-density residential
  - ROW on Beaver Ruin Road ranges from 85 to 150 feet for 4 lanes; least ROW-constrained among Satellite options
- Jimmy Carter
  - Mixed-use employment area; low-density office
  - ROW on Jimmy Carter Blvd ranges from 100 to 150 feet for 6 lanes
- Button Gwinnett
  - Mostly industrial areas; best connection to OFS Fitel site
  - Most ROW-constrained among Satellite options; 2-lane road would require widening



# Building the Transit Network

Gwinnett

## Alignment Comparisons

| Alignment | Peachtree Industrial Blvd | Satellite via Button Gwinnett | Satellite via Jimmy Carter | Satellite via Beaver Ruin | Steve Reynolds |
|---|---|---|---|---|---|
| **Corridor Length (miles)** | 18.6 | 16.2 | 16.1 | 15.7 | 17.0 |
| **Existing Transit Use** | 1,147 Daily Boardings | 2,101 Daily Boardings | 2,301 Daily Boardings | 2,232 Daily Boardings | 1,708 Daily Boardings |
| **Population Served** | 20,196 | 18,697 | 18,145 | 17,747 | 18,620 |
| **Jobs Served** | 24,577 | 29,411 | 27,024 | 24,354 | 22,939 |

Gwinnett

# Paying for Transit

# Paying for Transit

- Capital Costs
- Operations and Maintenance (O&M) Costs
  - Daily operations of service
  - Labor Costs (70-75%)
    - Drivers and support staff
  - Non-Labor Costs (25-30%)
    - Fuel, vehicle parts, insurance
- State of Good Repair Costs
  - “System components are properly maintained or replaced”
  - Need to program funds for transit infrastructure repair and replacement

# Capital Costs

- Cost associated with physical assets of transit
- Stations
- Guideways
- Vehicles



# Infrastructure

- Direct Access Ramps
- Major Transfer Point Facilities
- Bus Stop Improvements

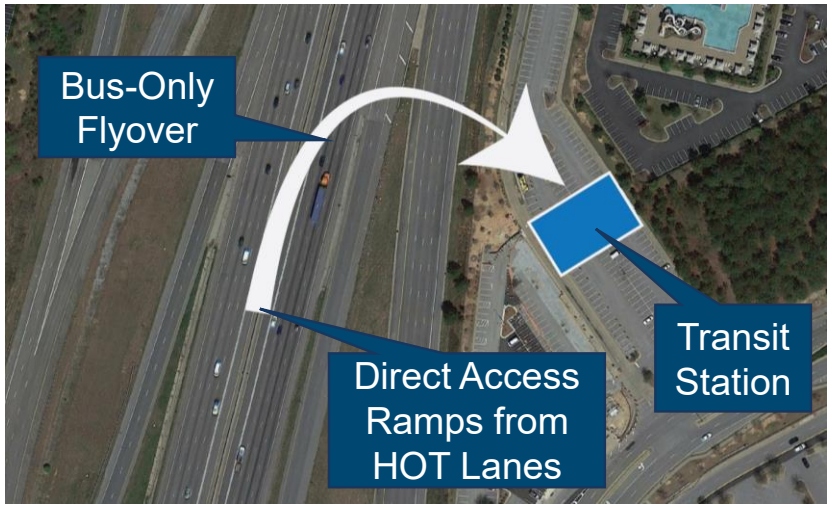




**Image Sources (from bottom left):** *HRT Transit Center*, Building Design & Construction. *Nasvhille Bus Stop,* Nasvhille MTA.

# Capital Funding Sources

- FTA New Starts Federal Grant Program
  - Projects greater than $300M
  - Competitive program with limited funds
  - Time needed to secure funds can take several years
- FTA Small Starts Federal Grant Program
  - For smaller projects (e.g., $300 million or less) with smaller federal share (< $100 million)
  - Less restrictive criteria and requires less time to secure funding
- Federal funding covers 30% to 80% of project cost
- Local and/or state matching funds cover the rest of the cost

# 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**

*Source: ATL Transit Operators Working Group August 16, 2019*

# O&M Costs

- Costs associated with daily operations and maintenance
- Costs included in running service with capital assets

  Labor Costs
  - Driver pay and benefits
  - Support staff pay and benefits

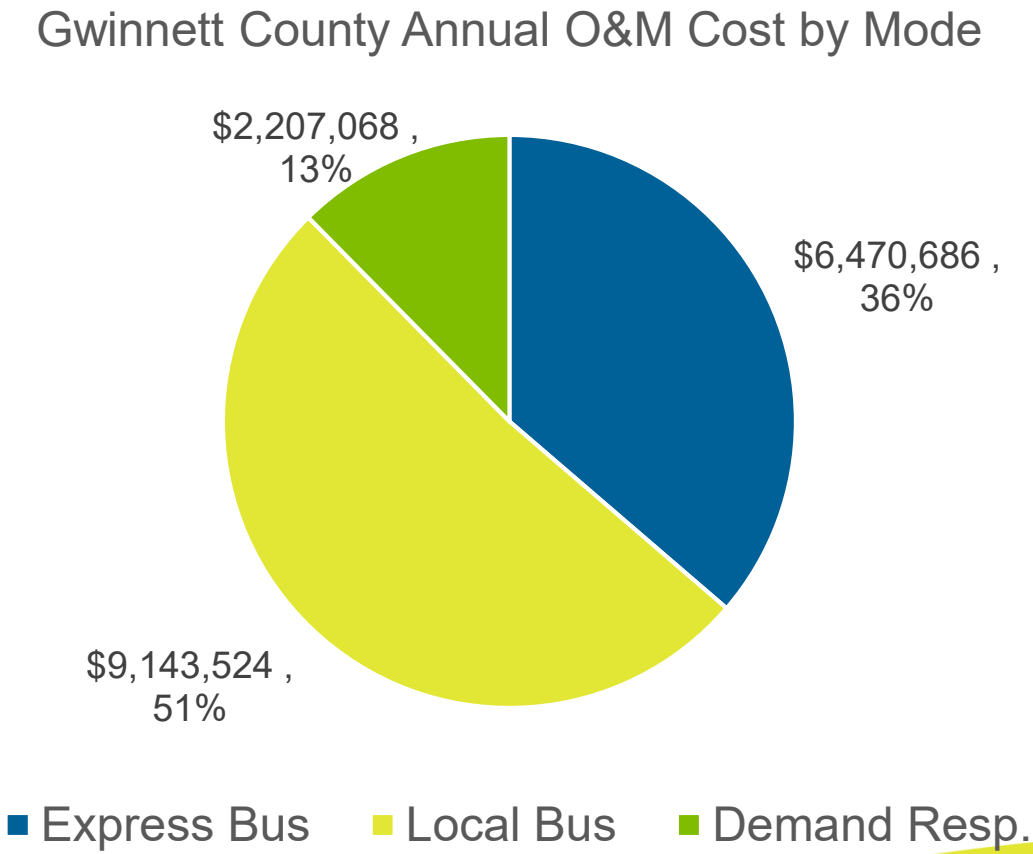
  Non-Labor Costs
  - Fuel costs
  - Vehicle parts and supplies
  - Insurance

**Labor costs (wages & fringes) typically account for 70-75% of all costs**

# O&M Costs in Gwinnett County

- Gwinnett's cost to add one hour of revenue service:
  - Express Bus – $150
  - Local Bus – $90
  - Demand Response – $90

**Current Approximate Annual O&M Cost: $18 Million**

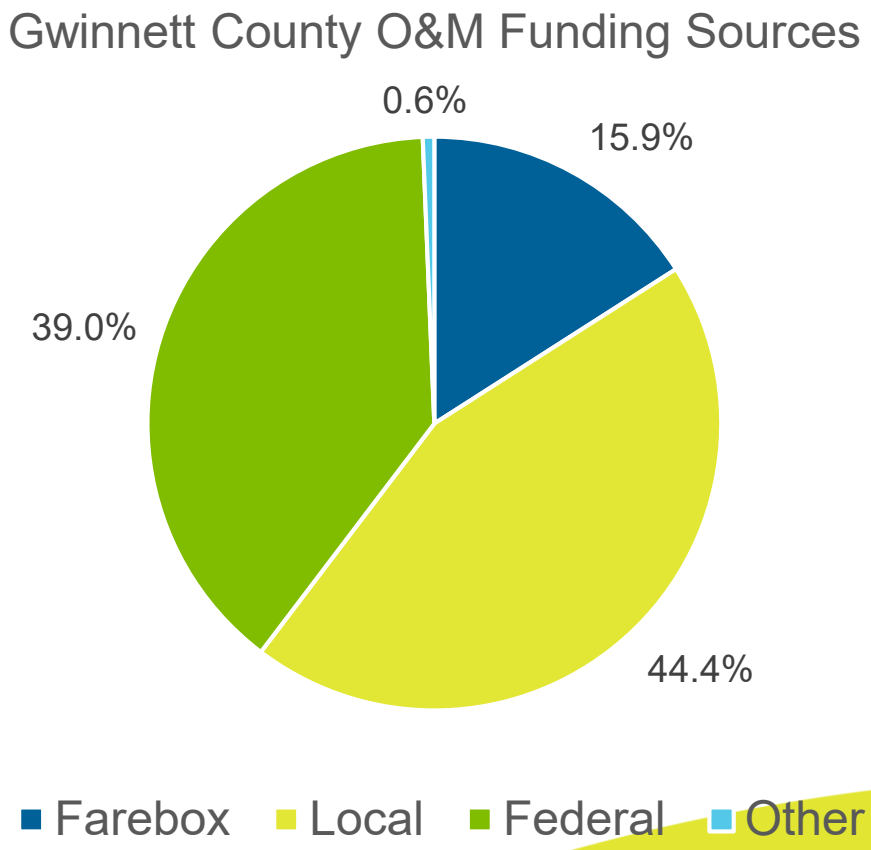



*Source: 2017 National Transit Database*

# Funding Sources for O&M Costs

**Gwinnett Transit Farebox Revenues Cover:**

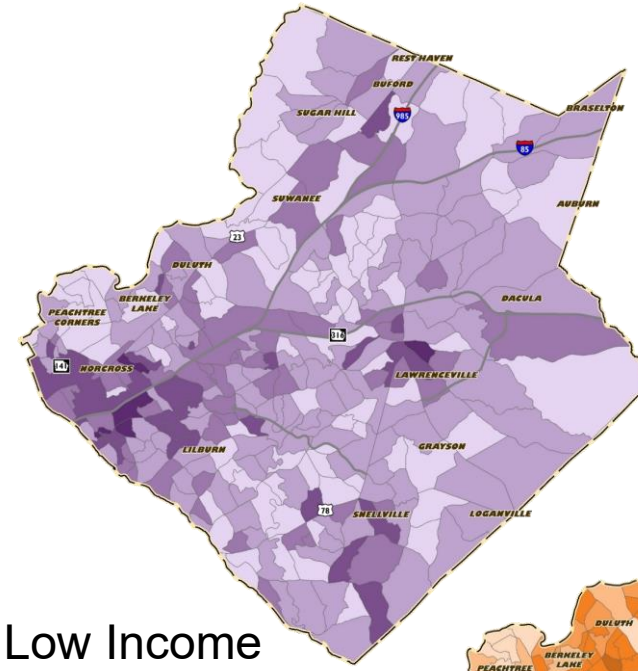
- 22% of commuter bus costs
- 16% of local bus costs
- 3% of demand response costs




Source: 2017 National Transit Database

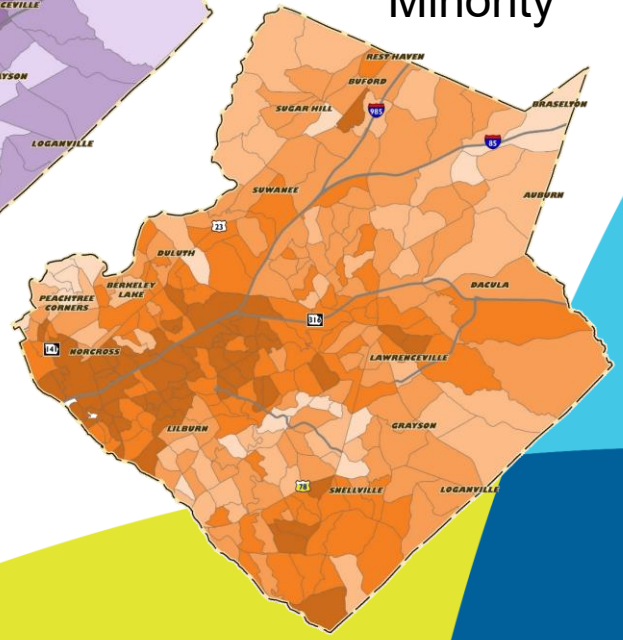
# Title VI Requirements

- Implementation of the Civil Rights Act
- Required for federal funding recipients
- Reporting required every three years plus with any service change, fare change, or parking charge
- New service must be equitable
  - Must provide equivalent service investment in minority and low-income areas
  - Minority and low-income areas defined relative to service area




Low Income

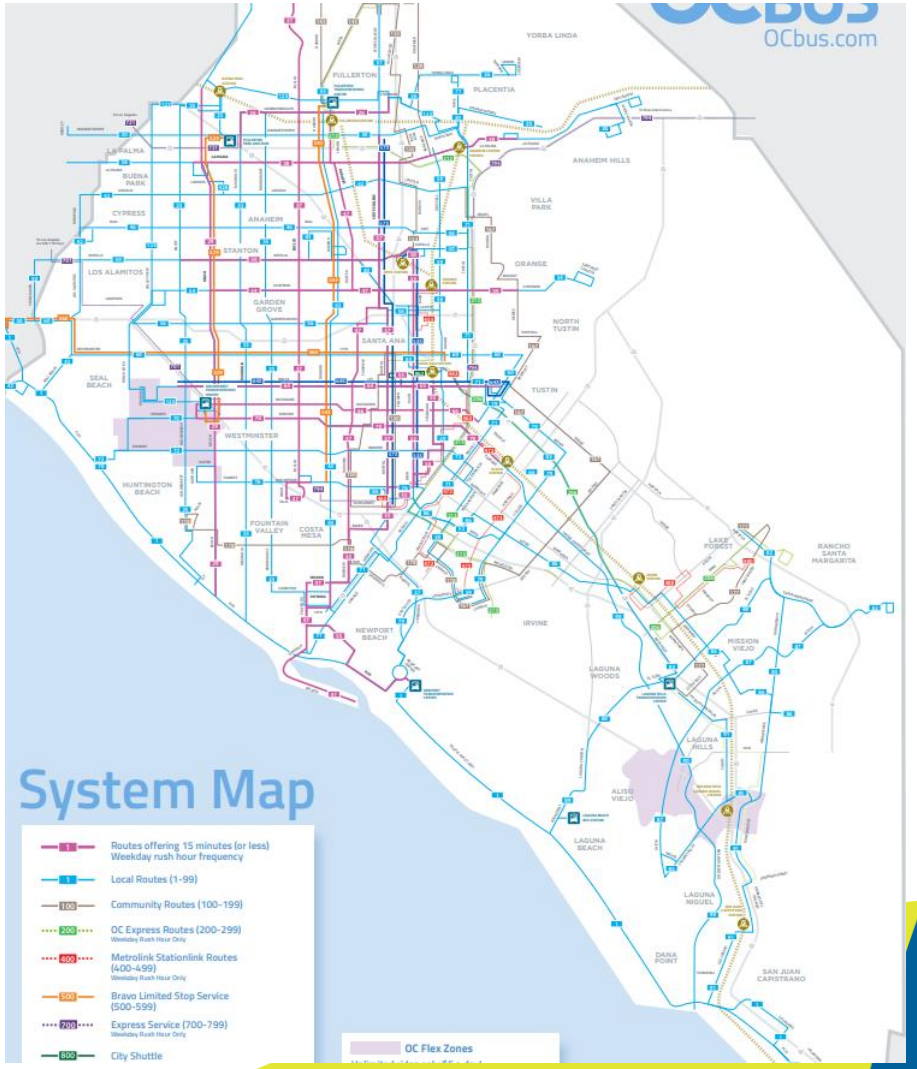
Minority



# State of Good Repair

- A transit system is in a State of Good Repair when:
  - “system components are properly maintained or replaced.”
- Need to program funds for transit infrastructure repair and replacement
- Typical Bus Replacement Requirements
  - Buses = 12 years
  - Paratransit/Small Buses = 4-6 years
  - Rail Vehicles = 25 years

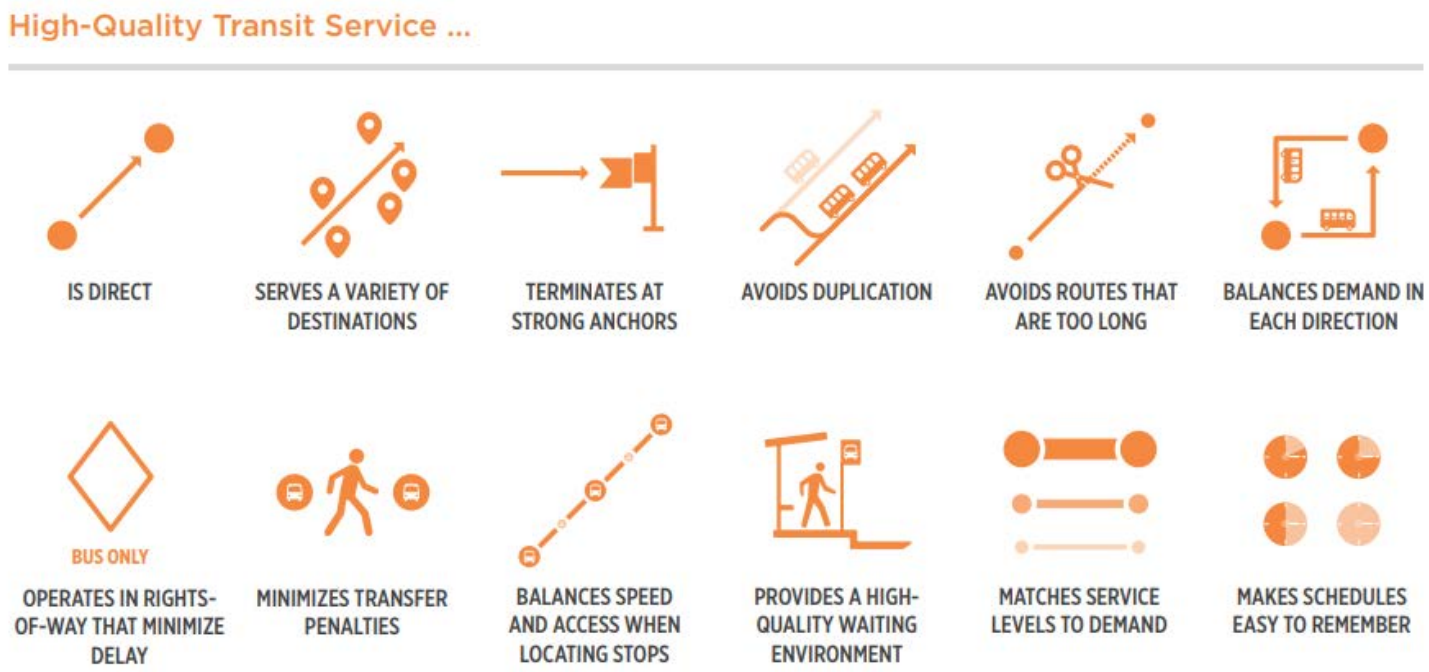
# Comparison – OCTA


Source: OCTA

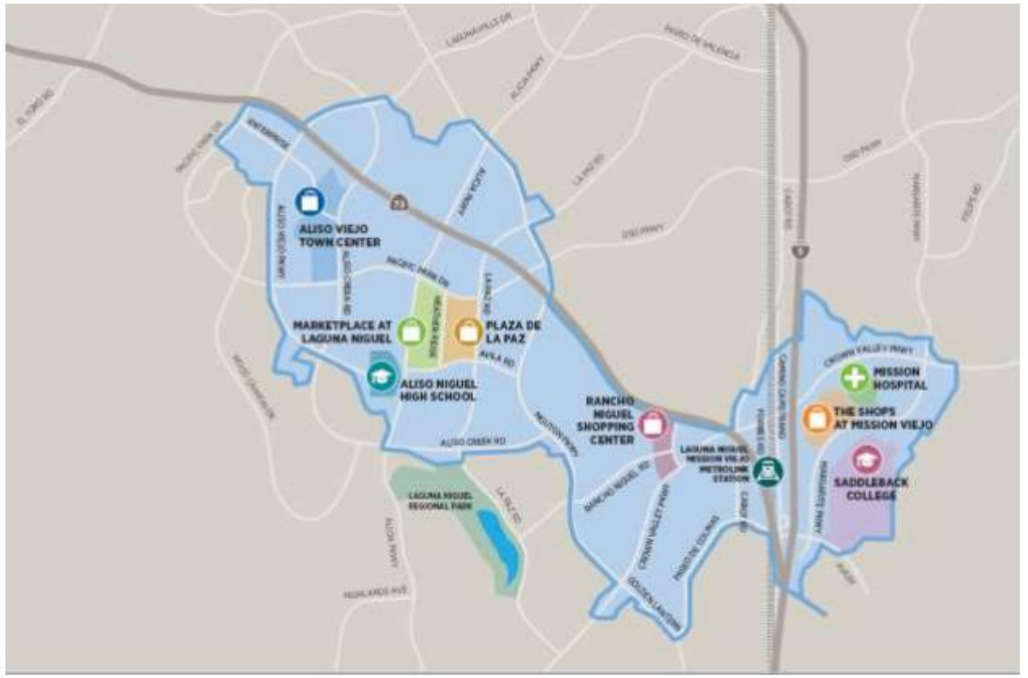
# OCTA Community Vision

- Faster and More Frequent Service
  - 15-Minute Network
- Longer Hours of Operation
- High-Capacity Transit on Busy Corridors
- Easier Connections to Transit (Walking/Biking)
- Real-Time Information and Amenities



# OCTA Flex Bus

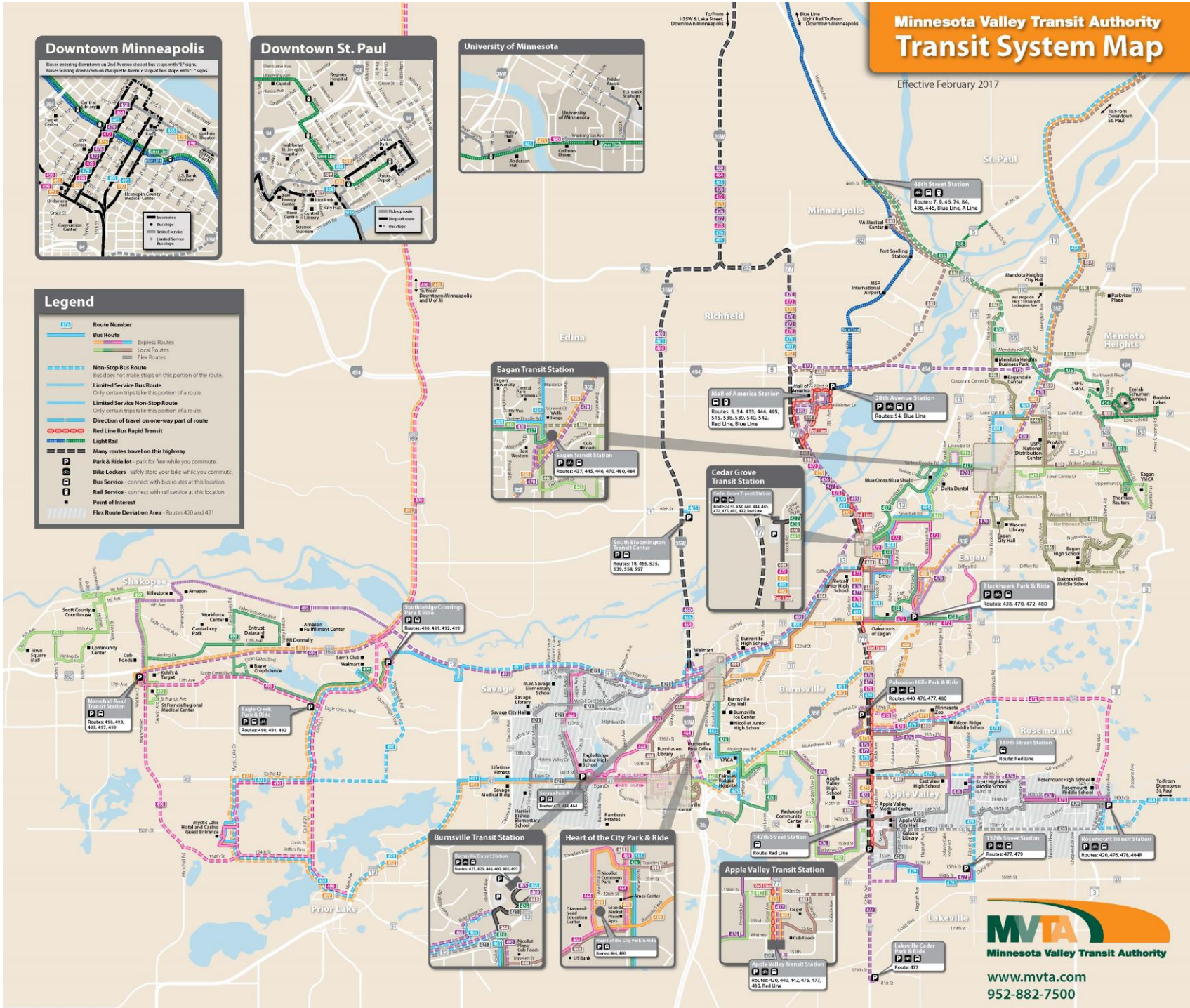
- Two Zones
- After first year, averaging 2.4 riders per revenue hour
- About a third of trips involve transfers with regional rail


Source: OCTA

# Comparison – MVTA

- Serves Dakota County, south of Minneapolis/St. Paul



# Comparison – MVTA

- One BRT, connecting to Metro Transit LRT
- 14 Local Routes
- 17 Express Routes
- 5 Transit Centers/ P&Rs
- 5 Additional P&Rs

# Summary of Key Concepts

- Start with understanding trip needs and mode choice
- Find the right balance between trade-offs
- An efficient service provides value for users and maximizes use of operating funds
- Labor is the primary driver of operating cost

Gwinnett

# Questions/Discussion

REFERENDUM FOR TRANSIT SALES AND USE TAX (MARTA)
(OFFICIAL CODE OF GEORGIA ANNOTATED SECTION 32-9-20)

| | |
|---|---|
| 04/07/2020 | Board of Commissioners adopts revised Transit Plan |
| | Board of Commissioners requests approval by the ATL of any changed projects in the Regional Transit Plan |
| 07/21/2020 | Board of Commissioners approves Contract for Transit Services |
| 07/21/2020 | MARTA Board approves Contract for Transit Services |
| 07/21/2020 | Board of Commissioners meets and votes to Call Transit Referendum |
| 07/21/2020 | Board of Registrations and Elections meets and votes to approve the Resolution, Call, and Notice of Election |
| 07/29/2020 | 1st publication of Call in Gwinnett Daily Post (Wednesday) |
| 08/02/2020 | 2nd publication of Call in Gwinnett Daily Post (Sunday) |
| 09/30/2020 | 1st publication of Notice of Election |
| 10/07/2020 | 2nd publication of Notice of Election |
| 10/14/2020 | 3rd publication of Notice of Election |
| 10/21/2020 | 4th publication of Notice of Election |
| 10/28/2020 | 5th publication of Notice of Election |
| 11/01/2020 | 6th publication of Notice of Election (Sunday of week of election) |
| 11/03/2020 | Date of Referendum |

REFERENDUM FOR 30 YEAR TRANSIT SPLOST
(OFFICIAL CODE OF GEORGIA ANNOTATED SECTION 48-5-269)

| | |
|---|---|
| 04/07/2020 | Board of Commissioners adopts revised Transit Plan and Resolution that the Region has not proposed a TSPLOST |
| | Request approval by the ATL of any changed transit projects in the Regional Transit Plan |
| 05/19/2020 | Notice to the Cities of Meeting with Board of Commissioners |
| 05/29/2020 | Meeting between Board of Commissioners and Cities |
| | County Notice to the ATL of Intent to Call Referendum, List of Projects, Etc. |
| 07/21/2020 | Board of Commissioners meets and votes for Resolution Calling for Implementation of Tax with List of Projects, Operator, etc. |
| 07/21/2020 | Board of Registrations and Elections meets and votes to approve the Resolution, Call, and Notice of Election |
| 07/29/2020 | 1st publication of Call in Gwinnett Daily Post (Wednesday) |
| 08/02/2020 | 2nd publication of Call in Gwinnett Daily Post (Sunday) |
| 11/03/2020 | Date of Referendum |