



**Official
Transit Meeting
Minutes**

Thursday, May 28, 2020 - 3:30 PM

Present: Charlotte J. Nash, Jace Brooks, Marlene M. Fosque
Via Teleconference: Ben Ku
Absent: Tommy Hunter

I. Welcome/Opening Remarks by Chairman Nash

II. Presentation:

- Process on 30 Year Transit Sales Tax
 - Development and Review of ATL Project List
- Alan Chapman, Gwinnett County Transportation Director, gave a presentation regarding the Process on 30 Year Transit Sales Tax and Development and Review of the ATL Project List. Discussion was held between the Board of Commissioners, staff and the city representatives present in-person and via teleconference. No official action taken.

III. Comments from Cities

IV. Closing Comments



Gwinnett

Gwinnett Cities Transit Meeting

05/28/2020

Presentation Overview

- Process on 30-Year Transit Sales Tax
- Development of ATL Project List
- Review of ATL Project List
- Questions/Comments

Process on 30-Year Transit Sales Tax



- In 2018, the Georgia State Legislature passed House Bill 930, creating the Atlanta-Region Transit Link Authority (ATL). One of the responsibilities of the ATL is to provide a new governance structure for coordinated transit planning in the 13-county metro Atlanta region through a new Atlanta Regional Transit Plan (ARTP).
- HB 930 also enabled individual counties within the 13-County metro region to impose a transit sales tax.
- Only projects included in the ARTP can be considered for inclusion in a transit referendum list of projects.

Process on 30-Year Transit Sales Tax



- At least 60 days prior to the issuance of a referendum call for a transit sales tax, the county is required to host a meeting with qualified municipalities within the county to discuss two topics, possible transit projects from the regional transit plan for inclusion in the referendum and the rate of tax.
- The sales tax can be imposed for a period not to exceed 30 years at a maximum rate of 1% in .05 increments.
- Upon determining a constrained list of projects for a 30 year transit sales tax referendum, the county is required to notify the ATL of its intent to hold a referendum. The notice must include a list of projects from the ARTP which the county intends to fund with the proceeds from the transit sales tax.
- The ATL Board is required to vote on the approval of the list within 20 days.



Development of ATL Project List



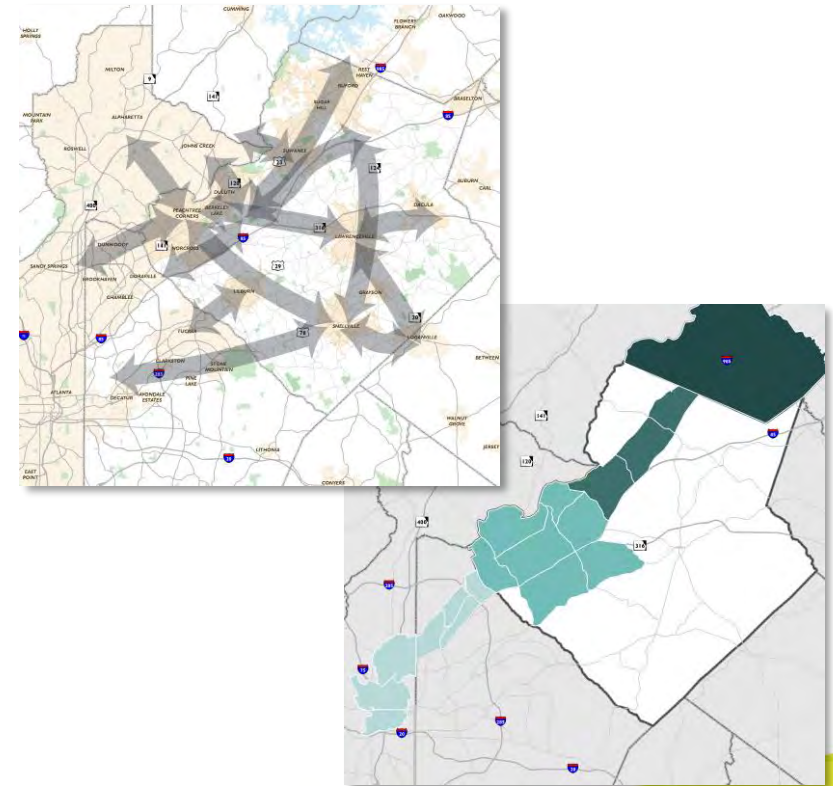
Recent Gwinnett Transit Planning



Gwinnett County Transit was established in November 2001

Connect Gwinnett

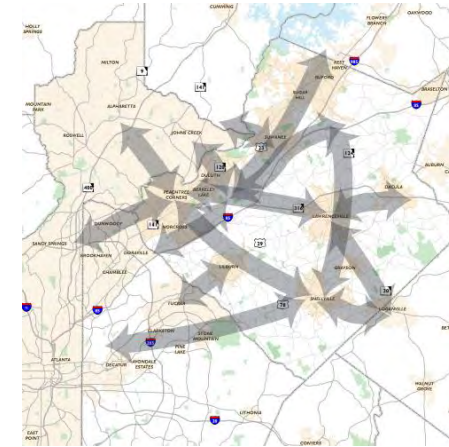
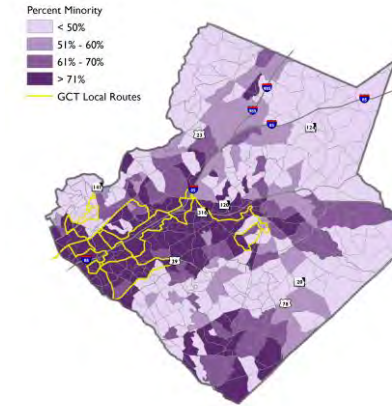
- Plan developed April 2017 – July 2018
- Detailed technical analysis
- Robust community engagement process
- Adopted by BOC in July 2018



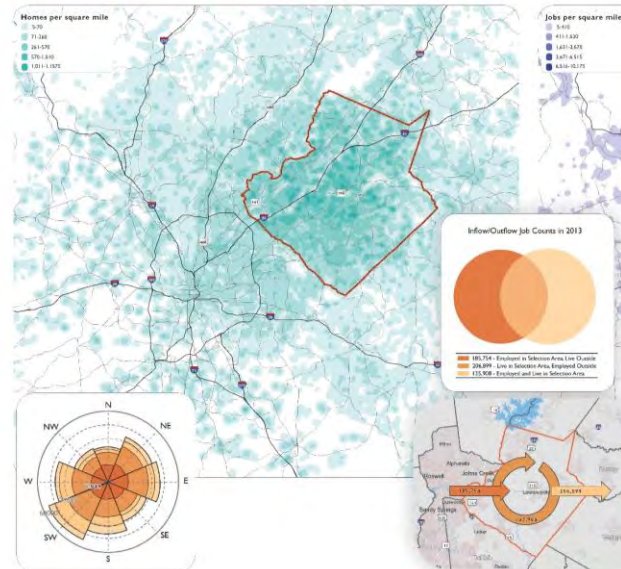
Connect Gwinnett



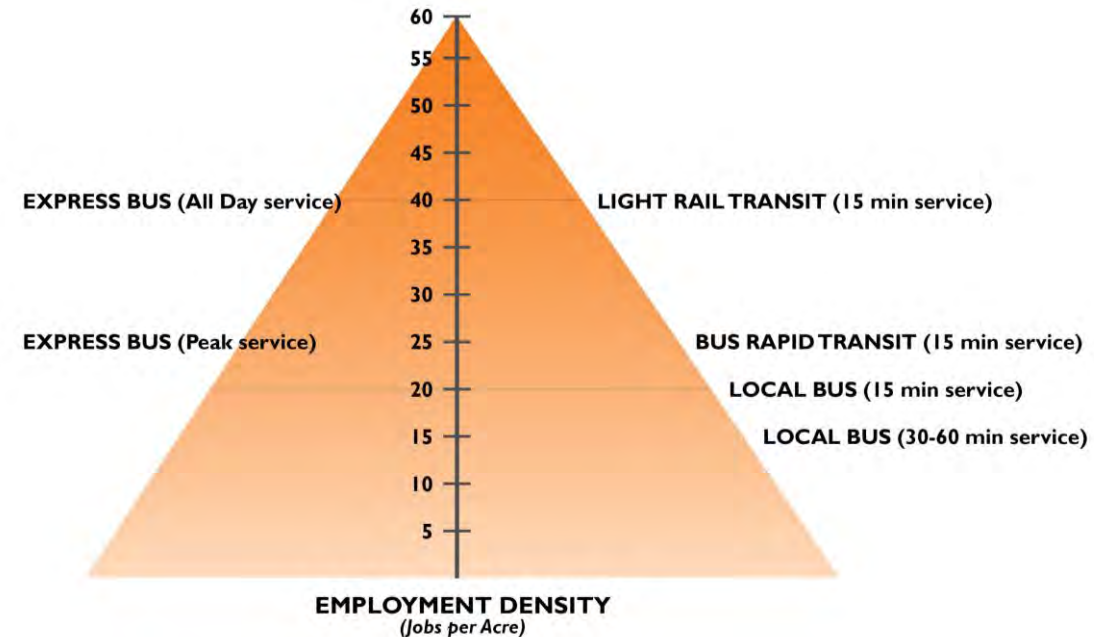
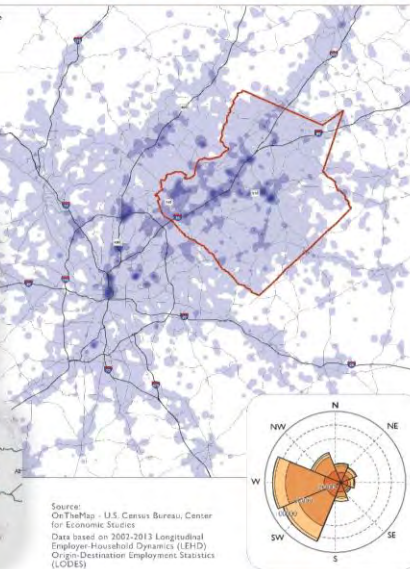
- Detailed technical analysis
 - Evaluated the community's transit needs
 - Assessed demand and defined appropriate modes
 - Developed financially constrained 30-year plan with short- and mid-range plans



Where Gwinnett Workers Live



Where Gwinnett Residents Work



Source: OnTheMap - U.S. Census Bureau, Center for Economic Studies
Data based on 2007-2013 Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES)

Connect Gwinnett

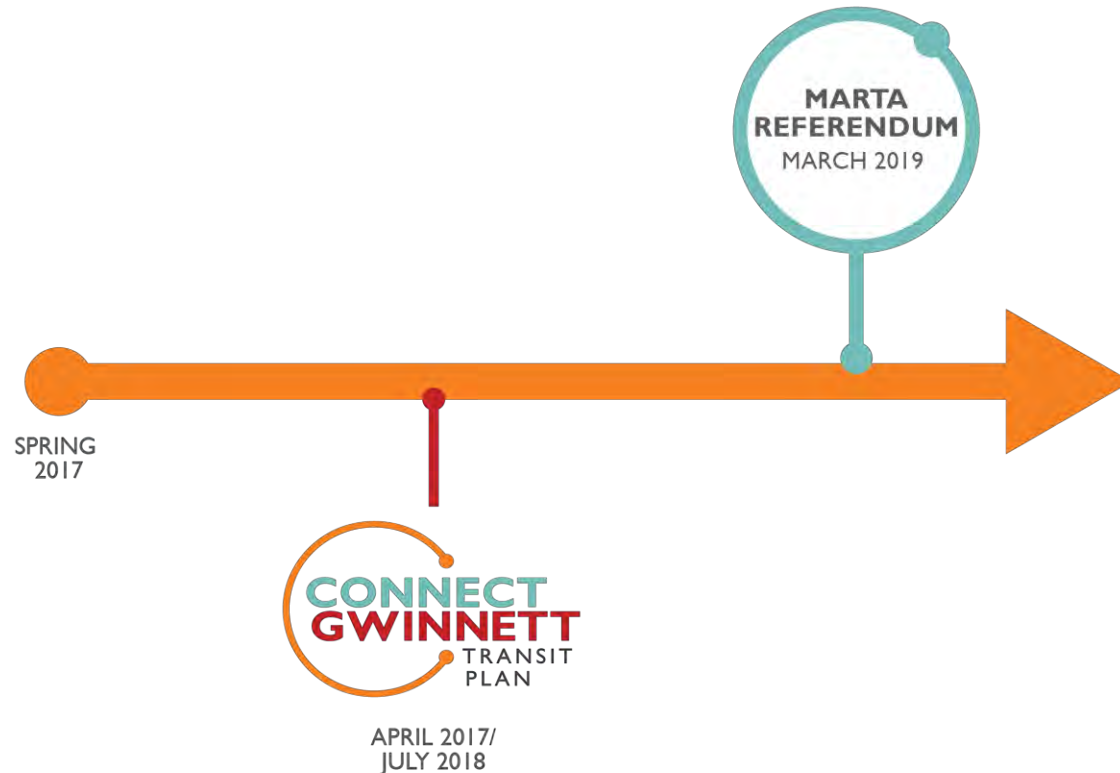
- Robust community engagement process
 - In-person, phone, and online surveys
 - Stakeholder Committees
 - Operator Meetings
 - Focus Groups
 - Community Events
 - Countywide Bus Tour
 - Public Meetings
 - English, Spanish, Korean, Vietnamese language outreach



CONNECT GWINNETT PUBLIC OUTREACH



Recent Gwinnett Transit Planning



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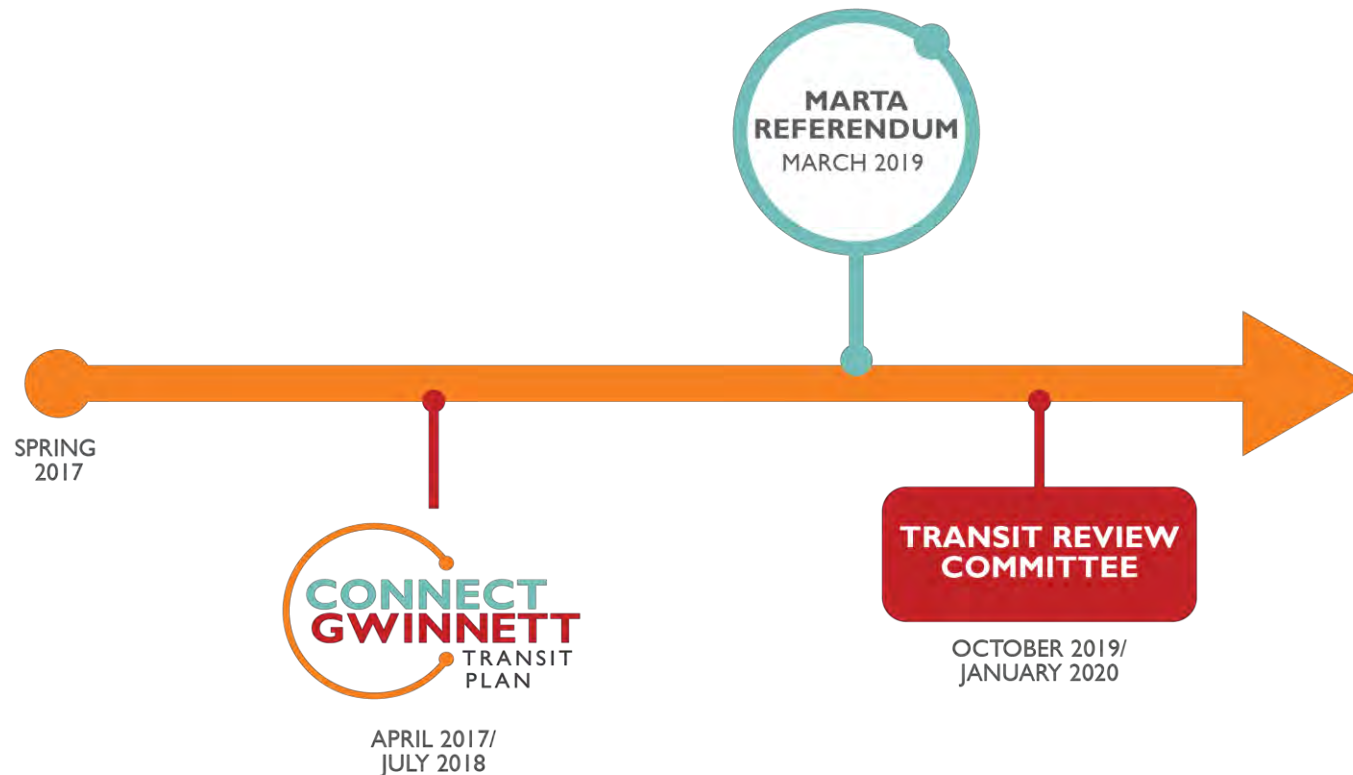
2019 MARTA Referendum



- Vote to join the MARTA system through 2057
- Connect Gwinnett used as base for projects
- Public outreach:
 - 19 official open houses
 - 33 other speaking events
 - Online/social media information as well as multi-lingual print collateral
- Referendum took place March 2019
- Referendum did not pass



Recent Gwinnett Transit Planning



Gwinnett County Transit was established in November 2001

Transit Review Committee (TRC)



The Board of Commissioners:

- Recognizes that **there are multiple options for the provision of transit services...and desires to pursue options that will be feasible** and meet the needs of the Gwinnett community;
- **Seeks the assistance of members of the Gwinnett community** in assessing potential transit options and **determining a feasible approach** to providing transit services to meet the increasing and changing needs...;
- Believes that the best way to obtain this assistance is through the establishment of a Transit Review Committee whose purpose is to **conduct a thorough and thoughtful review of Gwinnett's transit needs and options** for addressing these needs.

Transit Review Committee (TRC)



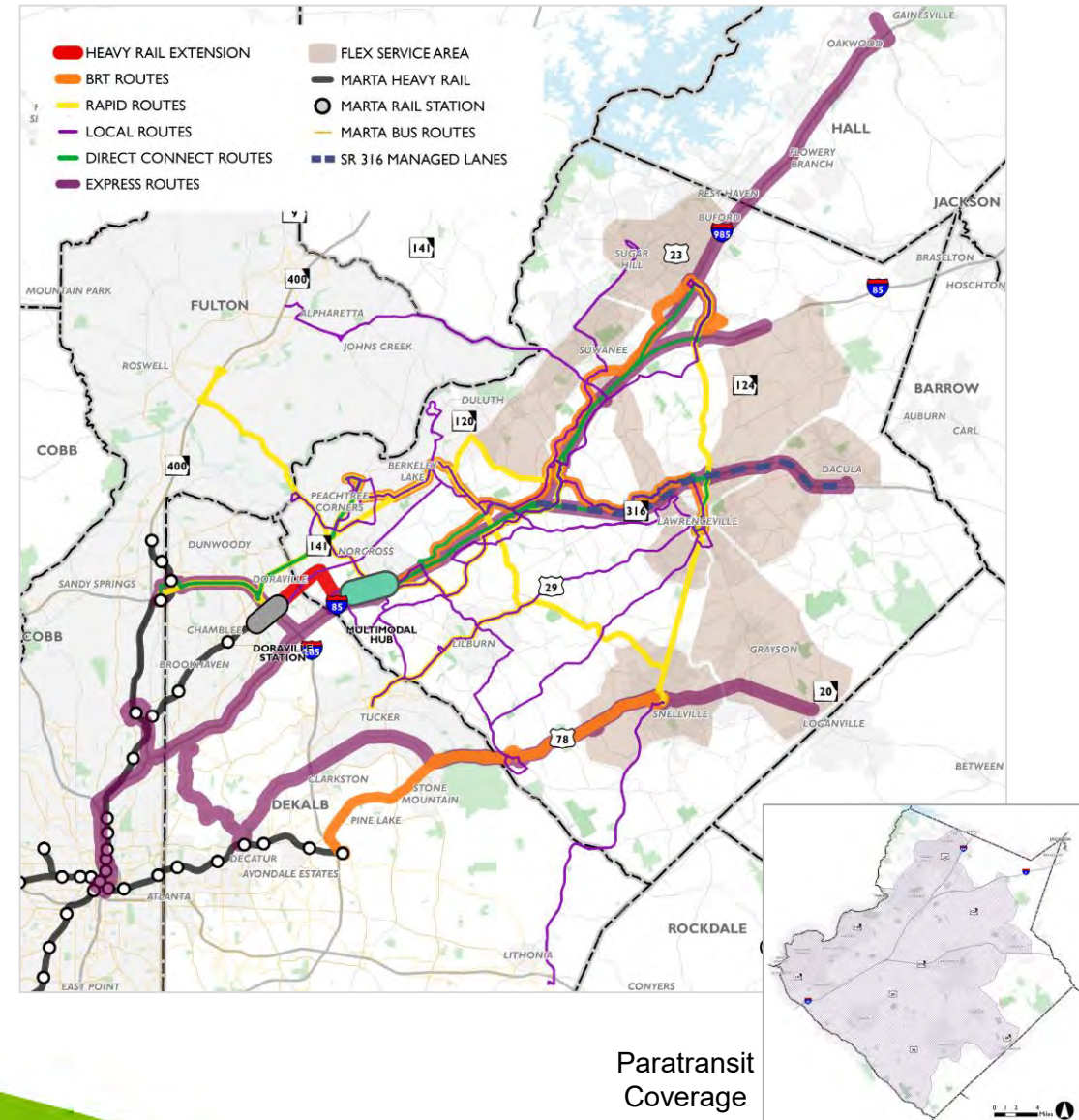
- Composed of 13 members representing various county stakeholder groups
- Conducted 11 meetings over 3-4 months:
 - General transit planning principles
 - Review of Connect Gwinnett plan and community input (from plan and referendum)
 - Opportunities for non-committee stakeholders to present as well as public input segments at every meeting
 - Possible transit scenarios
 - Explored major rail investments to Mall of Georgia as well as a No-Rail option
 - Outlined a range of options for modes countywide
 - Vetted scenarios using robust set of metrics
- Submitted TRC-recommended Plan to Gwinnett BOC



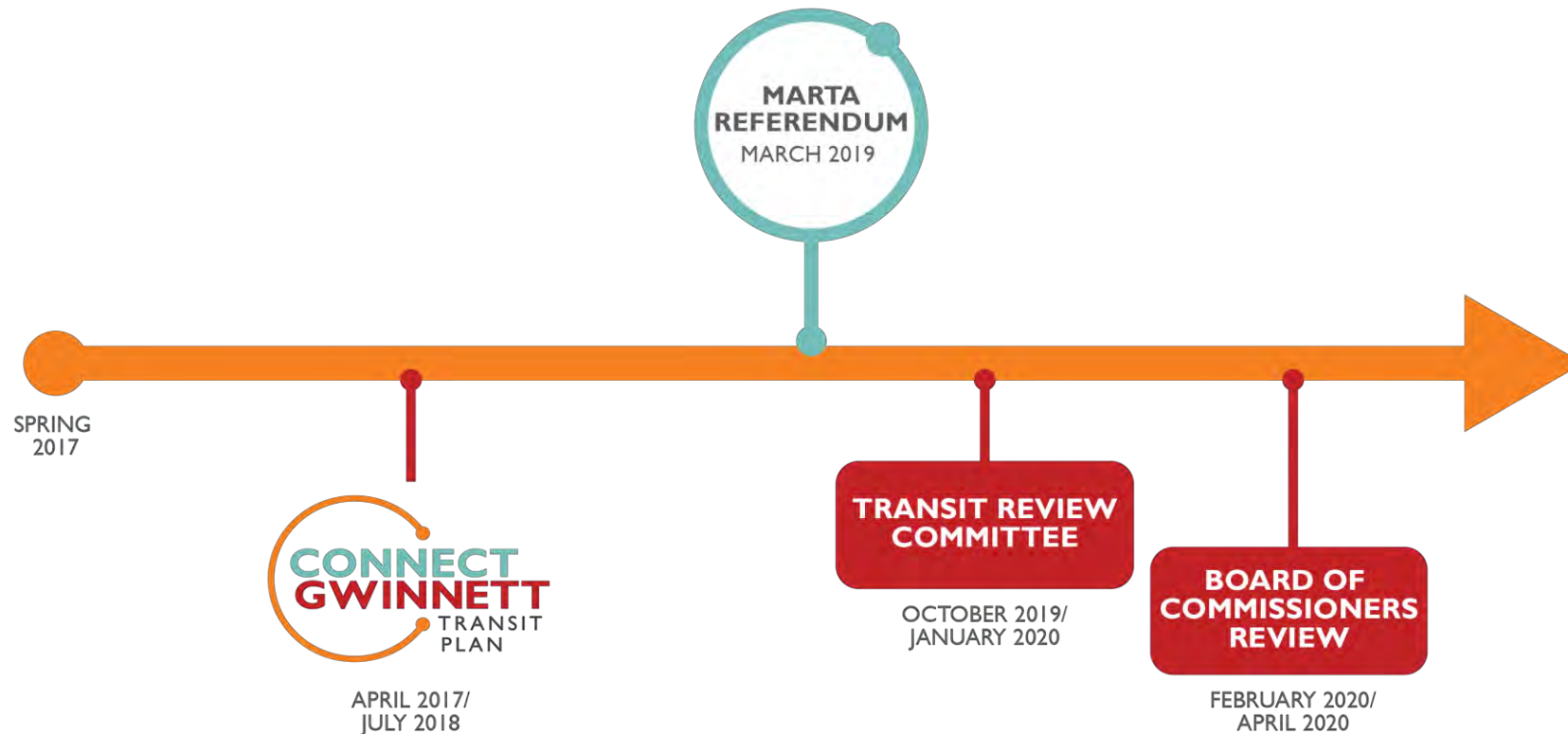
Transit Review Committee

Long-Range Plan

- Outlines a more aggressive, first 10 year implementation strategy than Connect Gwinnett
- Provides more fixed route coverage in the County, including routes in Lilburn, Sugar Hill, Suwanee/Buford
- Increases regional connectivity, including to Alpharetta and Stonecrest
- Adds Rapid/ART route that is upgraded to BRT (Mall of Georgia)
- Increases paratransit coverage



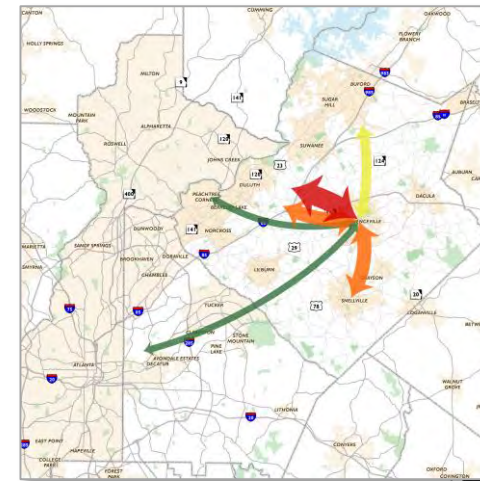
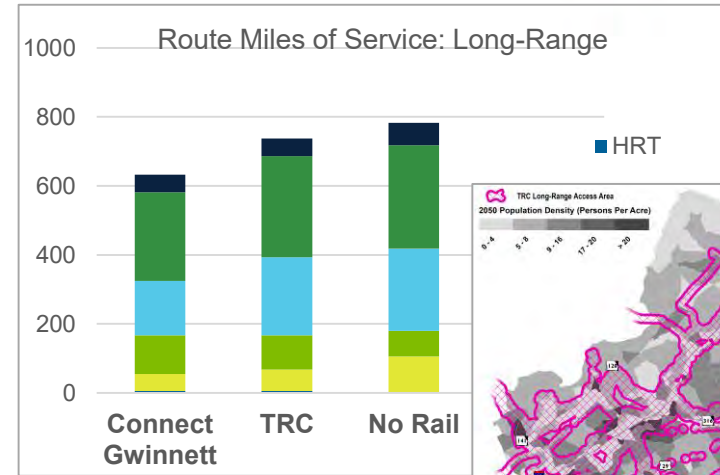
Recent Gwinnett Transit Planning



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Board of Commissioners

- Held 5 work sessions/meetings following TRC recommendations (prior to ATL submittal)
- Considered Board priorities for transit
- Reviewed plans and metrics:
 - Connect Gwinnett: Transit Plan
 - TRC-recommended Plan
 - No-Rail Option
 - GEM Plan
- Offered public comment opportunities during regular BOC meetings as well as TRC member comments and local media coverage of meeting results
- Created aggregated list of projects for submittal to the ATL

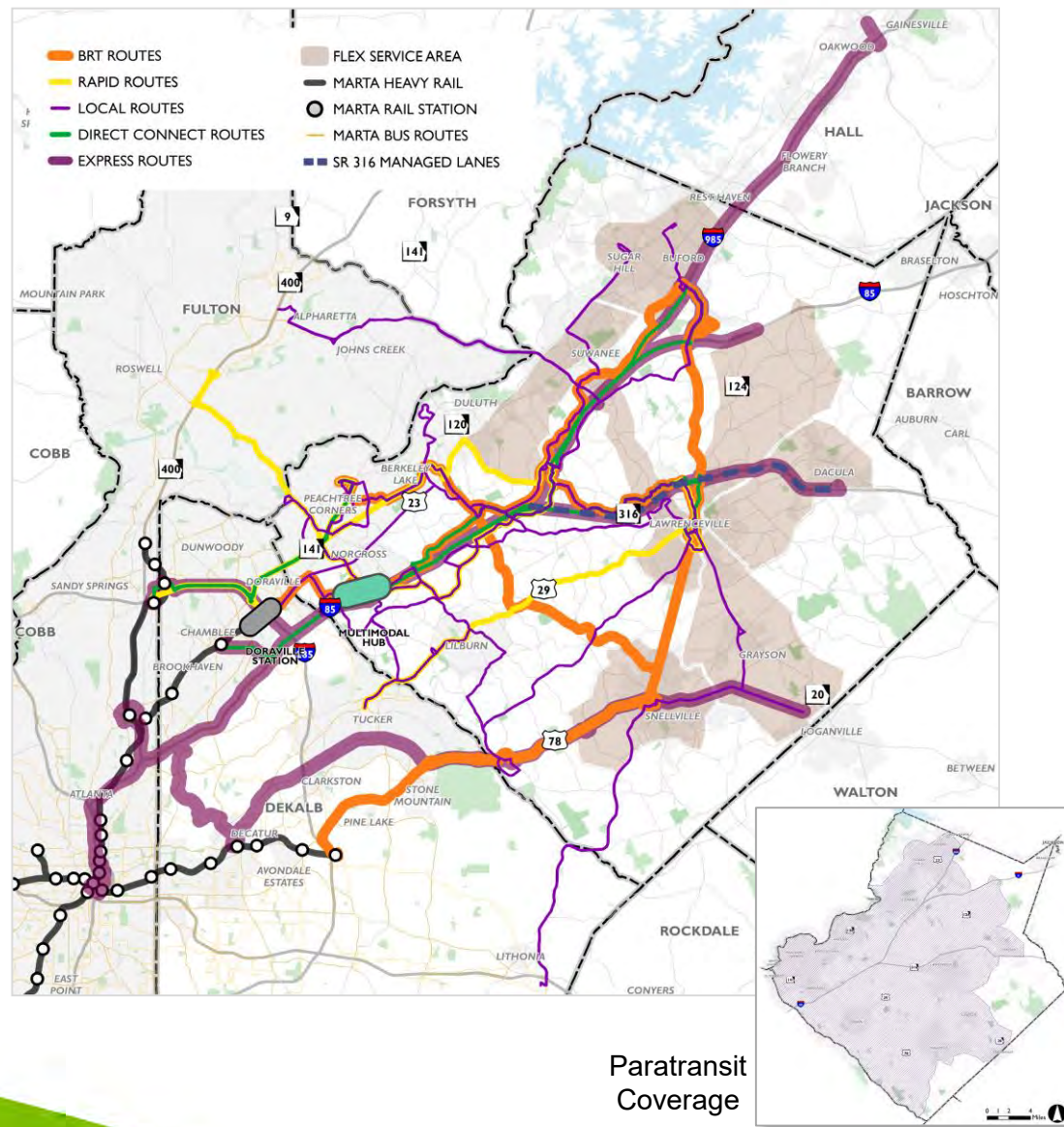


	Alpharetta	Athens	Downtown Atlanta	Emory/CDC	Tucker	Stone Mountain	Stonecrest
Duluth							
Lawrenceville			TRC				
Lilburn							
Norcross							

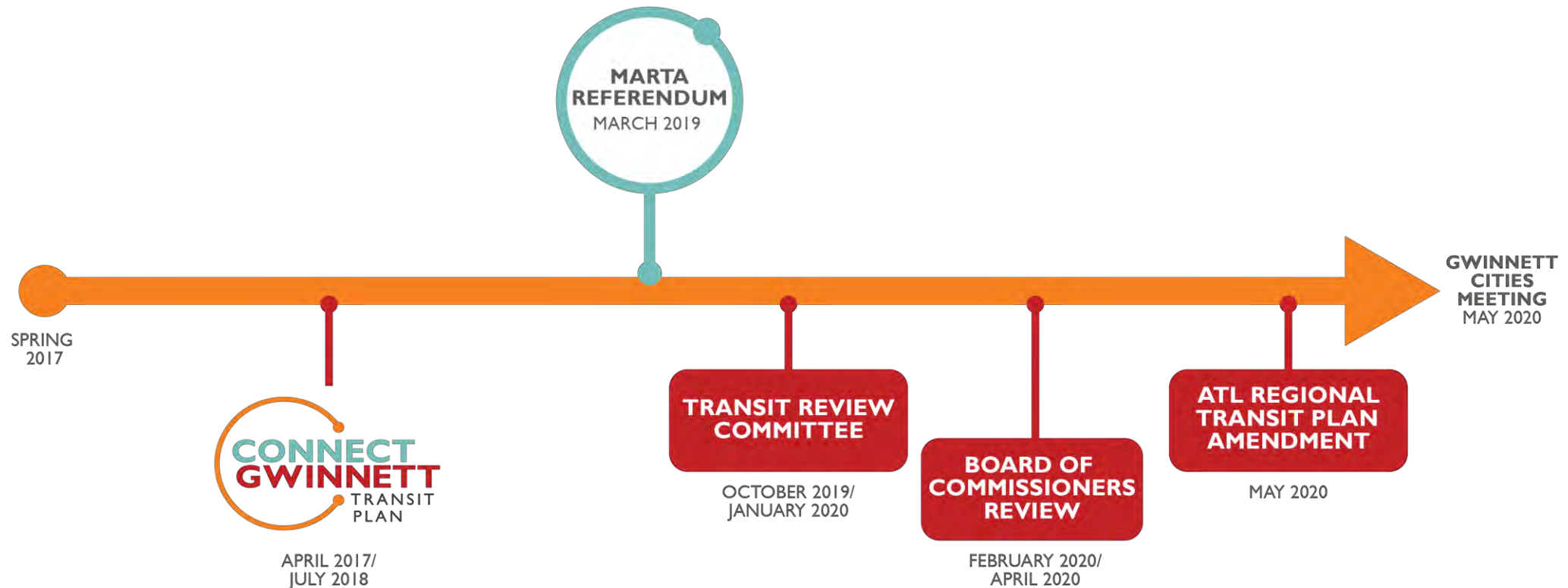
No-Rail Scenario

Long-Range Plan

- Provides robust, initial 10-year implementation strategy
- Removes HRT extension and reroutes some service to Doraville/Chamblee
- Extends I-85 BRT system from Jimmy Carter to Doraville
- Adds 2 BRT routes (6 vs. TRC's 4) and upgrades a local route to Rapid/ART
- Creates new local routes to Buford, Grayson, and Loganville
- Extends paratransit buffer (1.25 miles)



Recent Gwinnett Transit Planning



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Review of ATL Project List

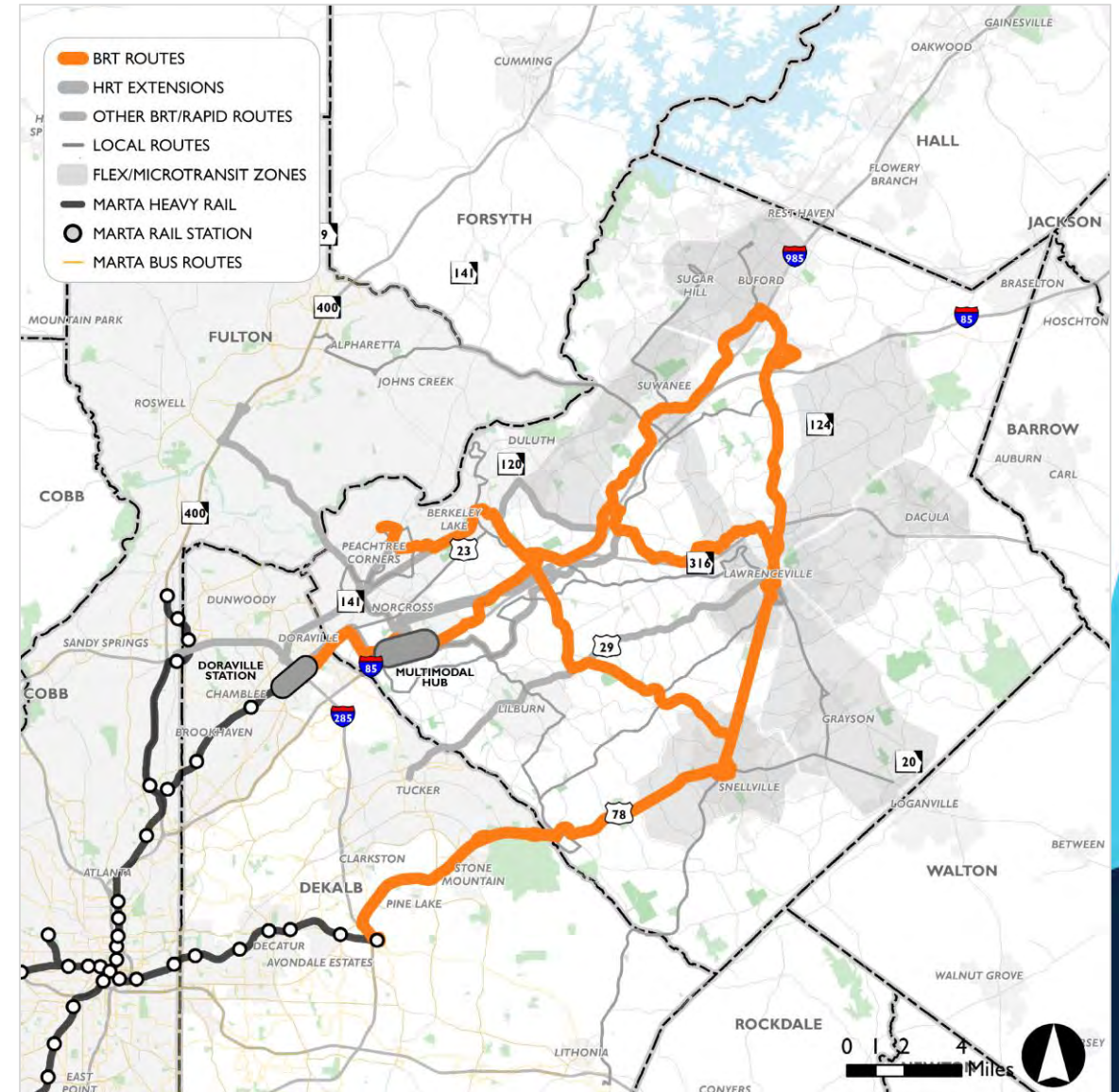


Overview of ATL Project List

- Combines project lists from Connect Gwinnett, TRC-recommended Plan, No-Rail option, and BOC deliberations
- Uses highest estimated cost for each capital project and for operations/maintenance to provide greatest flexibility in the future
- If referendum is advanced, a financially constrained subset of projects would be selected for funding and presented to the ATL Board for approval

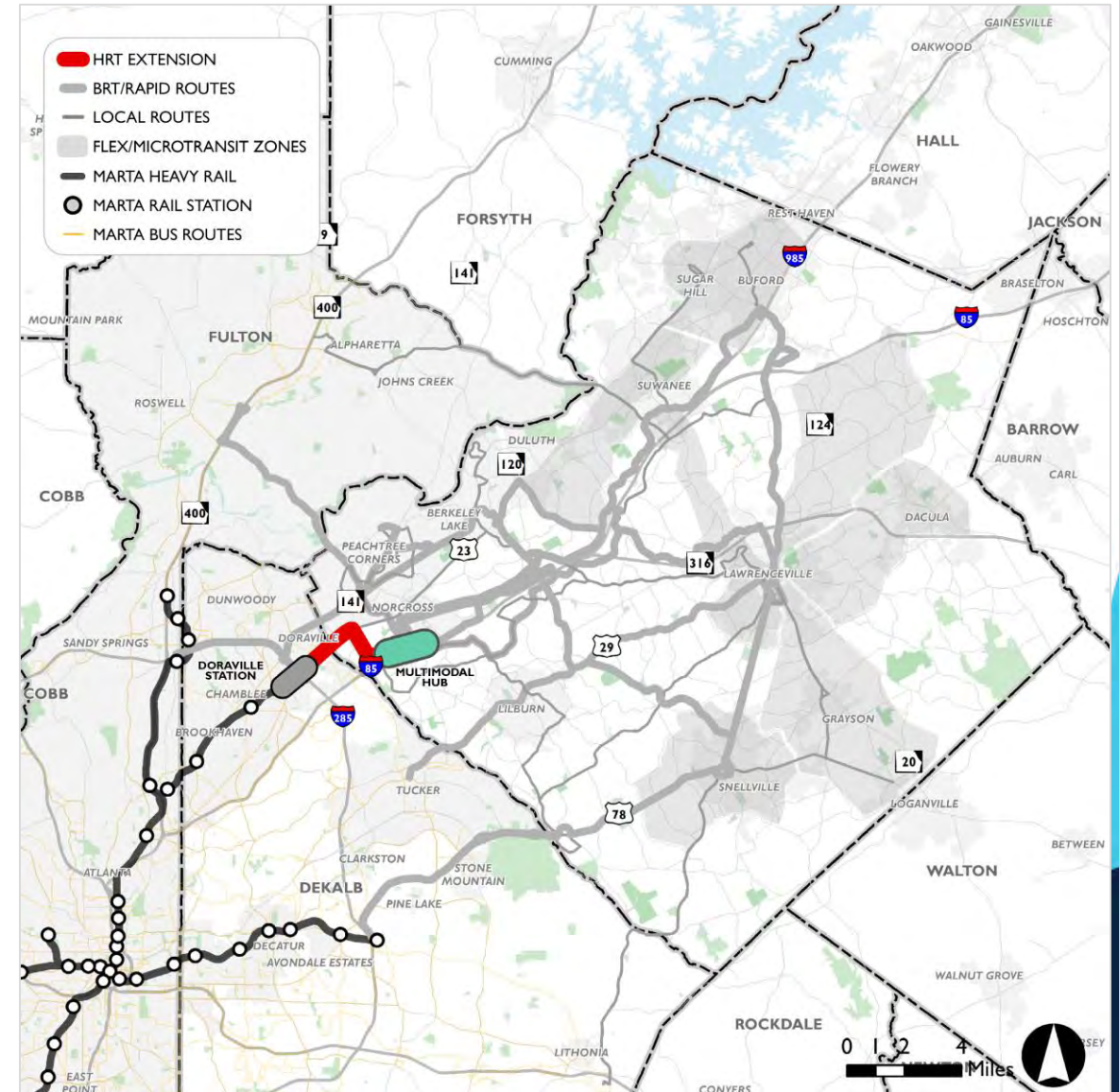
BRT Projects

- BRT 700A: New Multimodal Hub near Jimmy Carter Blvd/I-85 – Sugarloaf Mills
- BRT 700B: New Multimodal Hub near Jimmy Carter Blvd/I-85 – Doraville MARTA Station
- BRT 701: Peachtree Corners – Lawrenceville
- BRT 702: Snellville – Indian Creek MARTA Station
- BRT 703: Infinite Energy Center – Mall of Georgia
- BRT 704: Snellville – Mall of Georgia
- BRT 705: Snellville – Peachtree Corners



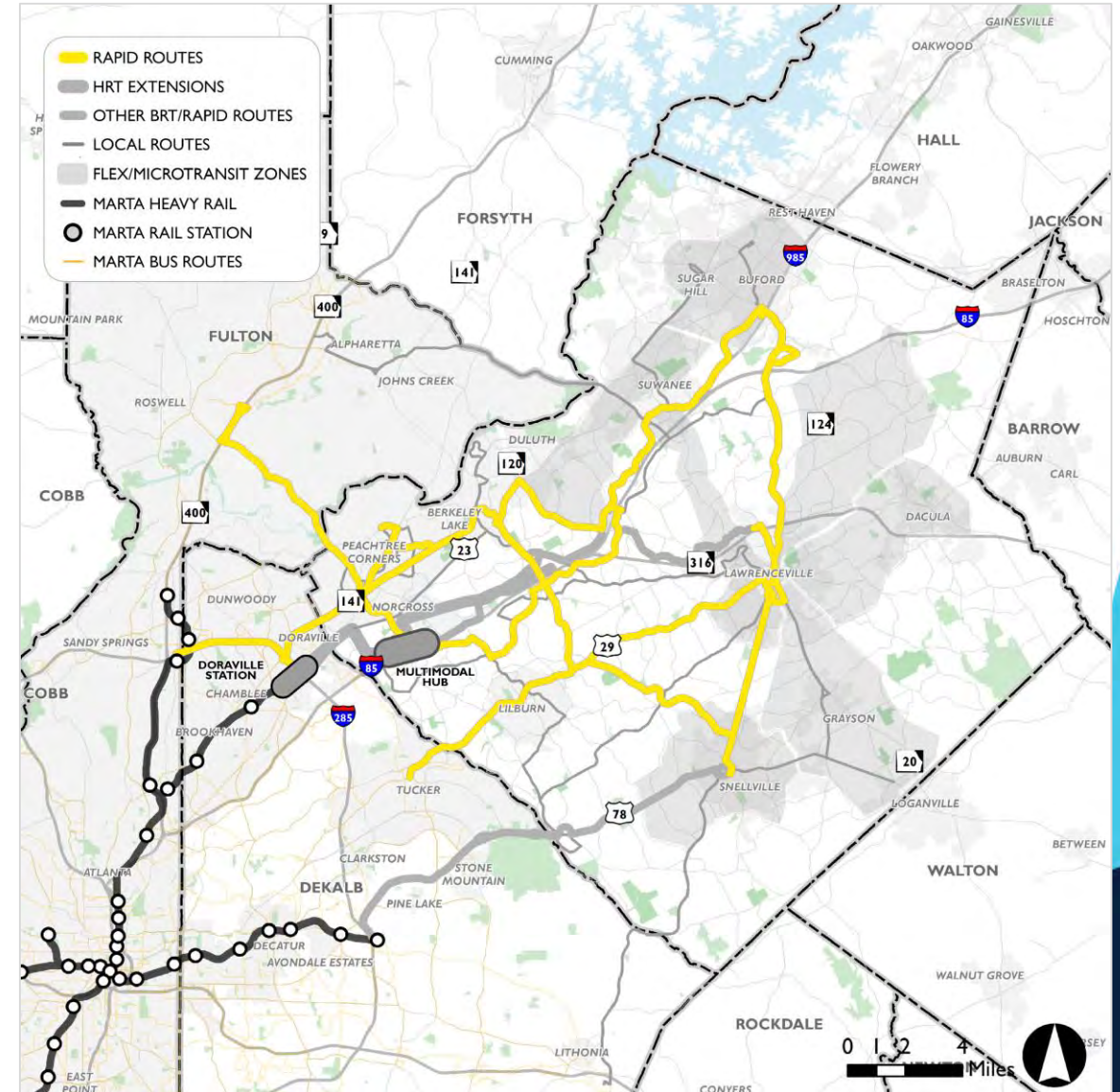
HRT Projects

- Doraville MARTA Station to New Multimodal Hub
 - Financially constrained within Connect Gwinnett and TRC plans
 - Project list also contains an additional financially unconstrained, aspirational extension from the Multimodal Hub to Gwinnett Place area



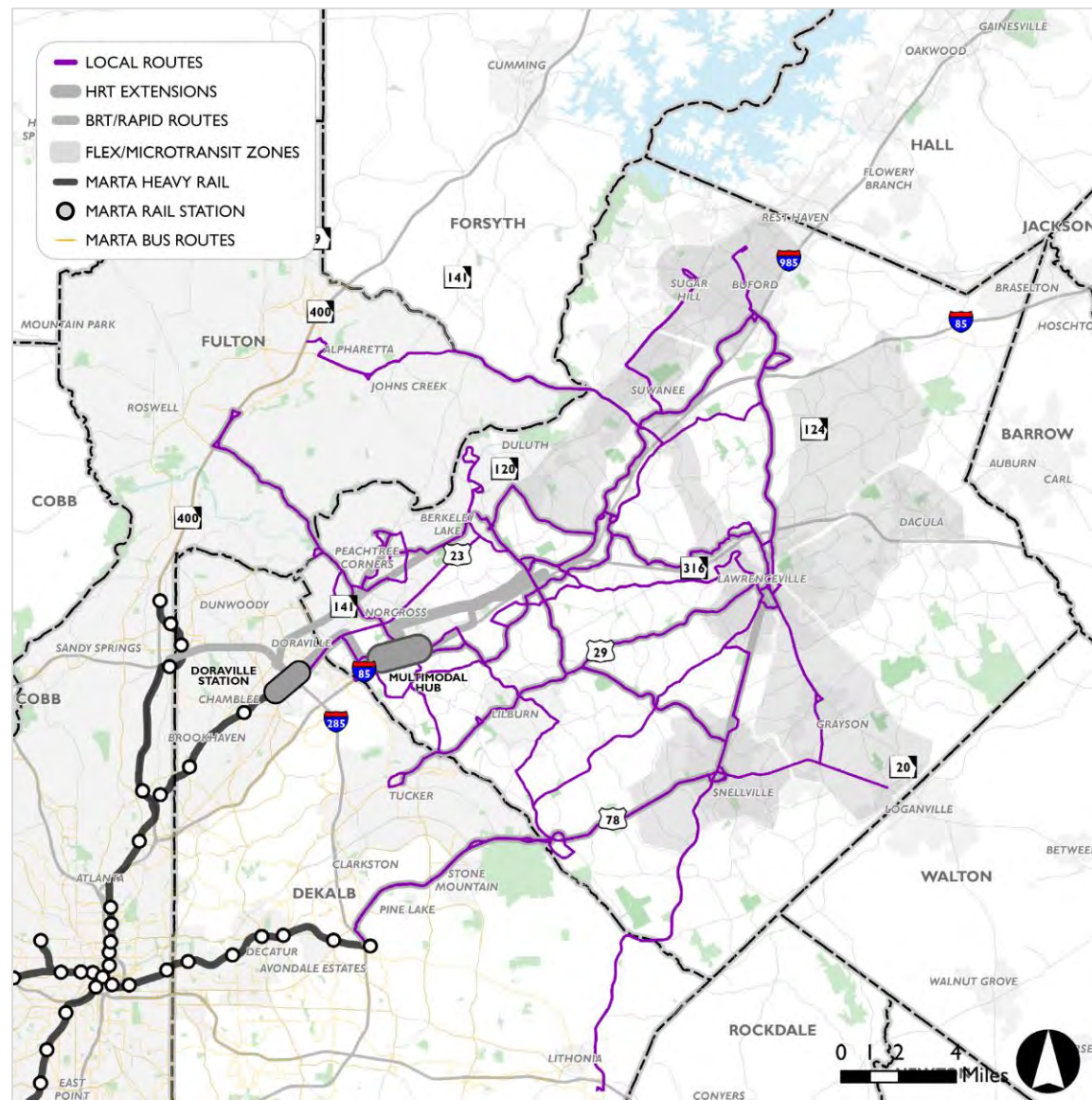
Rapid Projects

- Rapid 200: Peachtree Industrial Blvd
- Rapid 201: Steve Reynolds Blvd
- Rapid 202: Infinite Energy Center – Mall of Georgia
- Rapid 203: Ronald Reagan Pkwy/ Pleasant Hill Rd
- Rapid 204: State Route 124
- Rapid 205: Jimmy Carter Blvd/Holcomb Bridge Road
- Rapid 207: Lilburn – Tucker
- Rapid 208: Peachtree Corners – Perimeter
- Rapid 209: Lawrenceville – Tucker



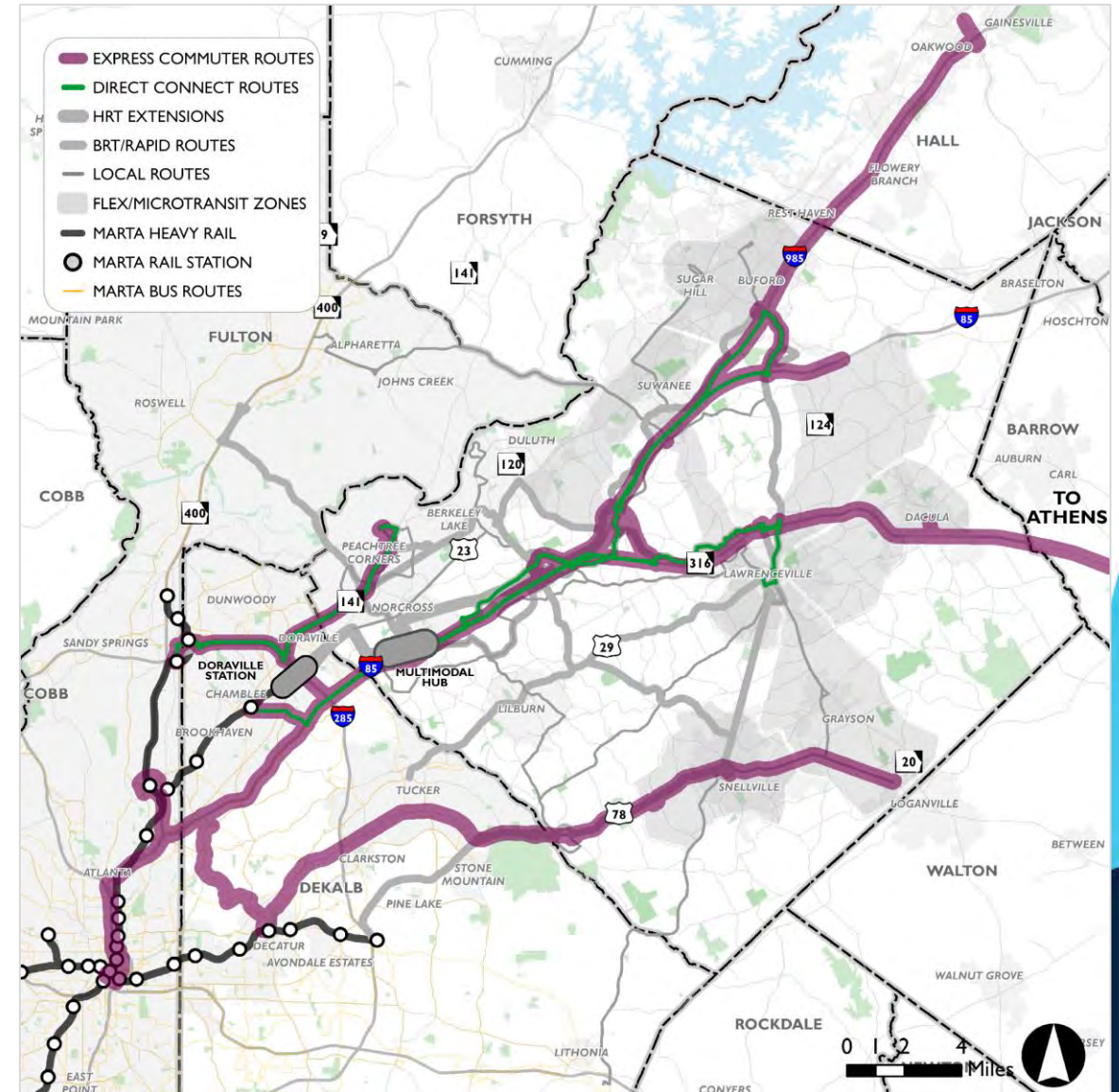
Local Bus Projects

- 27 Local Bus Routes
- 8 Routes are phased out for BRT or Rapid service
- 6 Routes with new regional connections
 - Stonecrest
 - Tucker (2 Routes)
 - Alpharetta
 - Holcomb Bridge (Replaced by Rapid)
 - Indian Creek MARTA Station (Replaced by BRT)



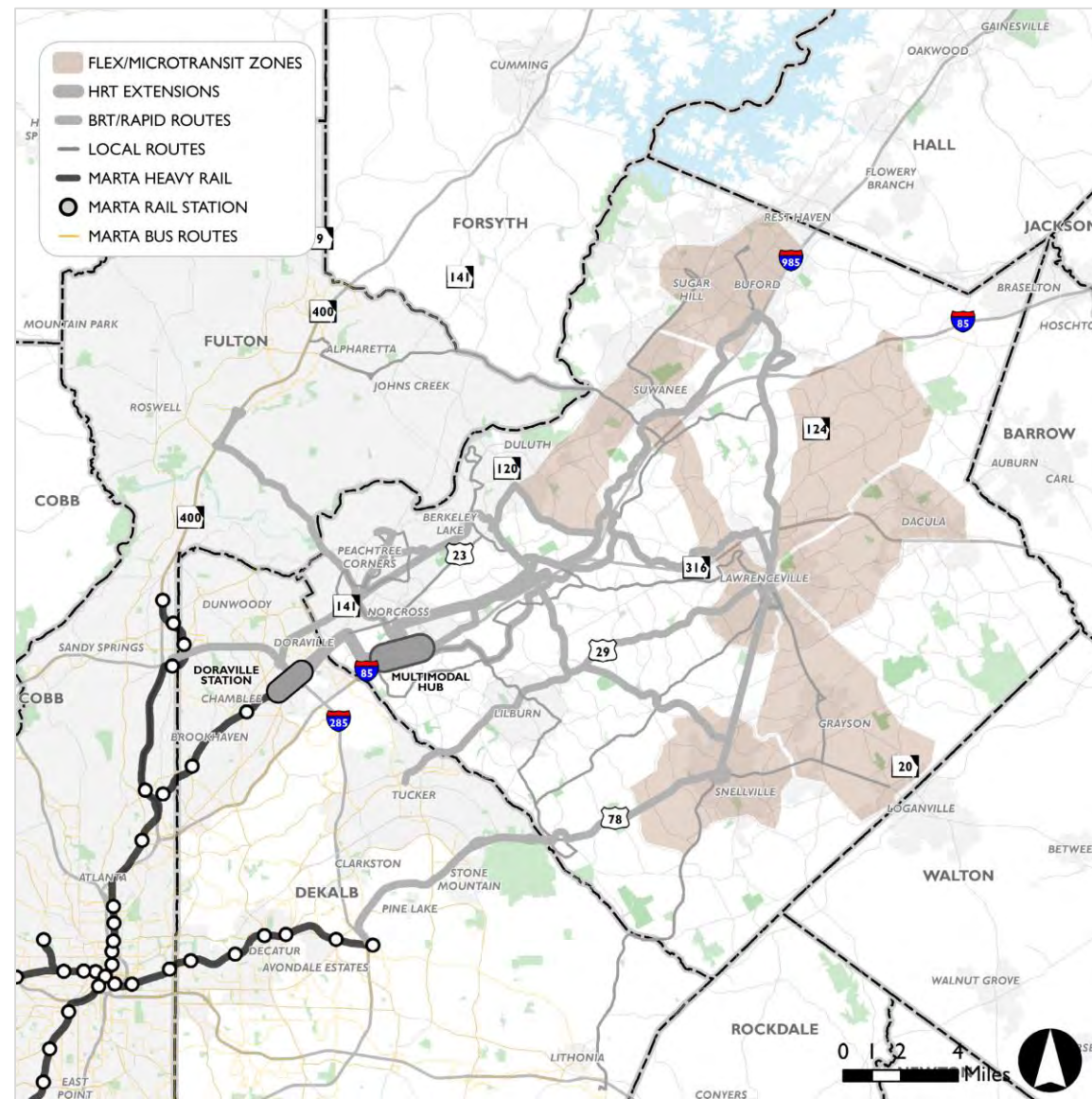
Commuter Service Projects

- 13 Express Commuter Bus Routes
 - 4 Routes serving downtown Atlanta
 - 3 Routes serving Emory/CDC area
 - 2 Routes serving Perimeter Center area
 - 1 Route serving Buckhead
 - 1 Route connecting Hall County to Multimodal Hub
 - 1 Route connecting North I-85 to Chamblee MARTA/Multimodal Hub
 - 1 Route connecting Chamblee MARTA/Multimodal Hub to GGC and Athens
- 3 Direct Connect Bus Routes
 - All-day service connecting park-and-ride lots to MARTA to supplement traditional express commuter service



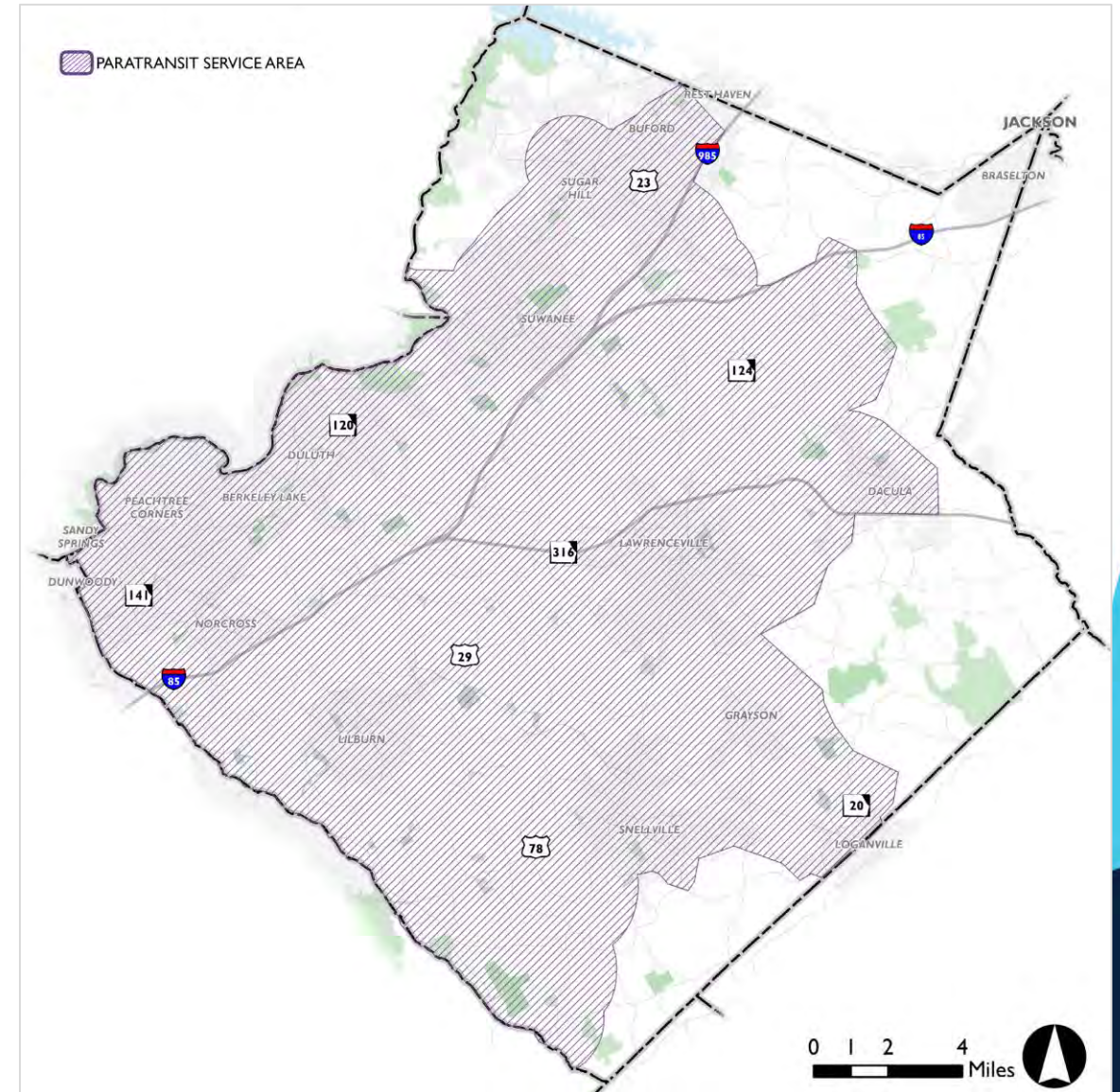
Flex/Microtransit Projects

- 8 Flex/Microtransit Zones
 - Sugar Hill/Buford
 - Suwanee/Duluth
 - South Lawrenceville
 - Snellville
 - Dacula
 - Lawrenceville-Suwanee Road
 - Grayson/Loganville
 - Hamilton Mill



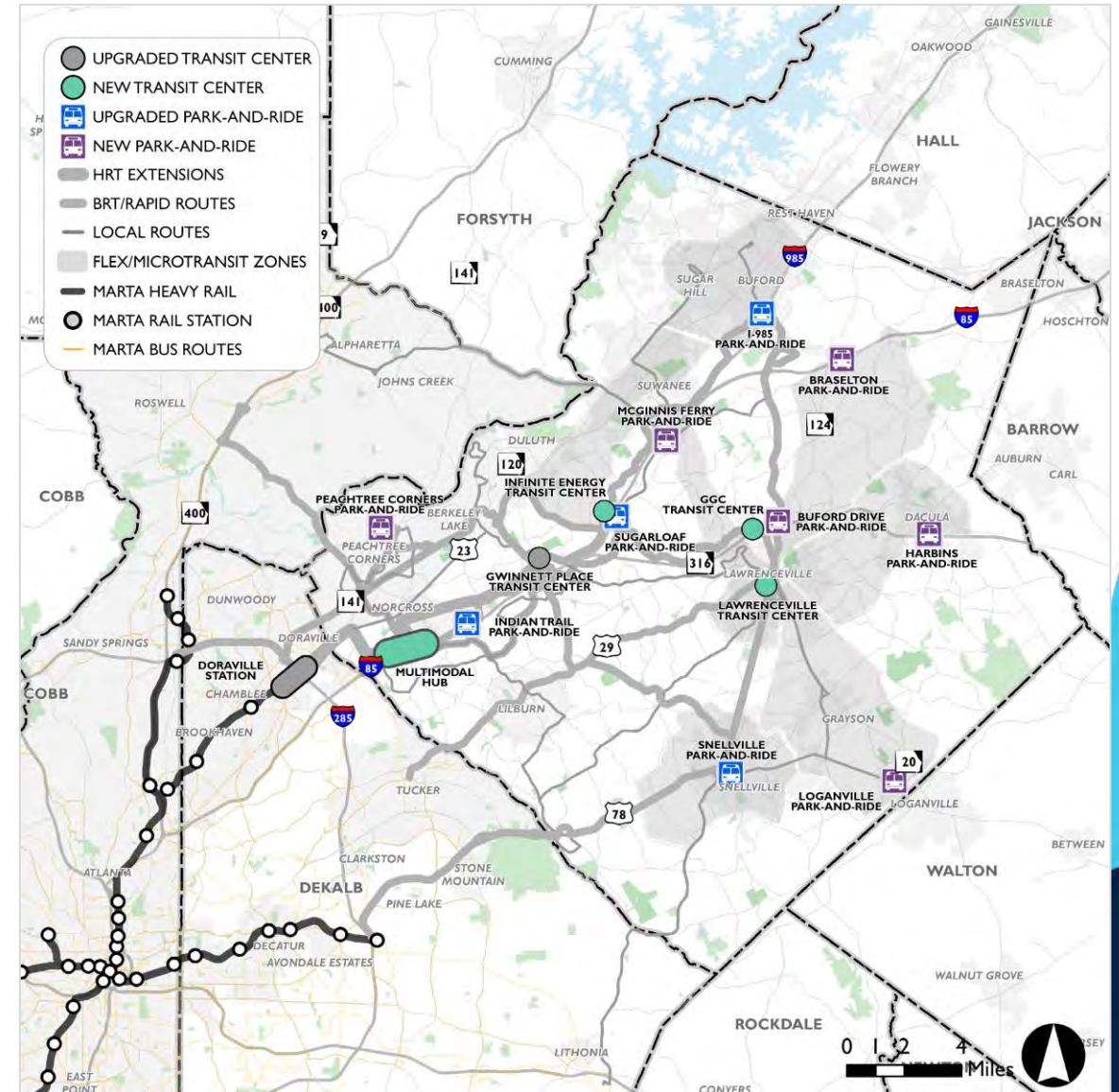
Paratransit Service

- Expanded Paratransit Coverage
- 72% to 74% of County land area
- 83% to 85% of projected 2050 County population



Capital Improvement Projects

- New Multimodal Hub near Jimmy Carter Blvd/I-85
- Upgrades to Gwinnett Place Transit Center and Doraville MARTA Station
- 4 Existing Park-and-Ride Upgrades
- 8 New Park-and-Rides
 - 6 Identified
 - 2 Additional
- 3 New Transit Centers



Capital Improvement Projects

- New Maintenance Facility
- Transportation Network Company (TNC)/Rideshare Subsidy
- Vanpool Subsidy
- Bike/Pedestrian Access Improvements
- System Technology Upgrades
- Flex Service Capital
- Local Bus Stop Upgrades
- Fleet Transit Signal Priority Enhancements
- Bus Replacement and Rehab
- SR 316 Managed Lanes Support
- BRT to Light Rail Transit Conversion Seed Money
- Regional Transit Project Support



Questions/Discussion

