



GWINNETT COUNTY  
**BOARD OF COMMISSIONERS**

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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

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Official

**Informal Meeting Minutes**

Tuesday, June 9, 2020 – 12:00 PM

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

Via teleconference: Ben Ku

Absent: Tommy Hunter

**1. Transportation**

Transit Update

Consultants from Kimley-Horn and Connetics Transportation Group led a discussion on transit scenarios and the Board discussed transit options. No official action taken.



Gwinnett

# **Transit Scenarios**

## **Board of Commissioners Meeting**

06/09/2020

# Agenda

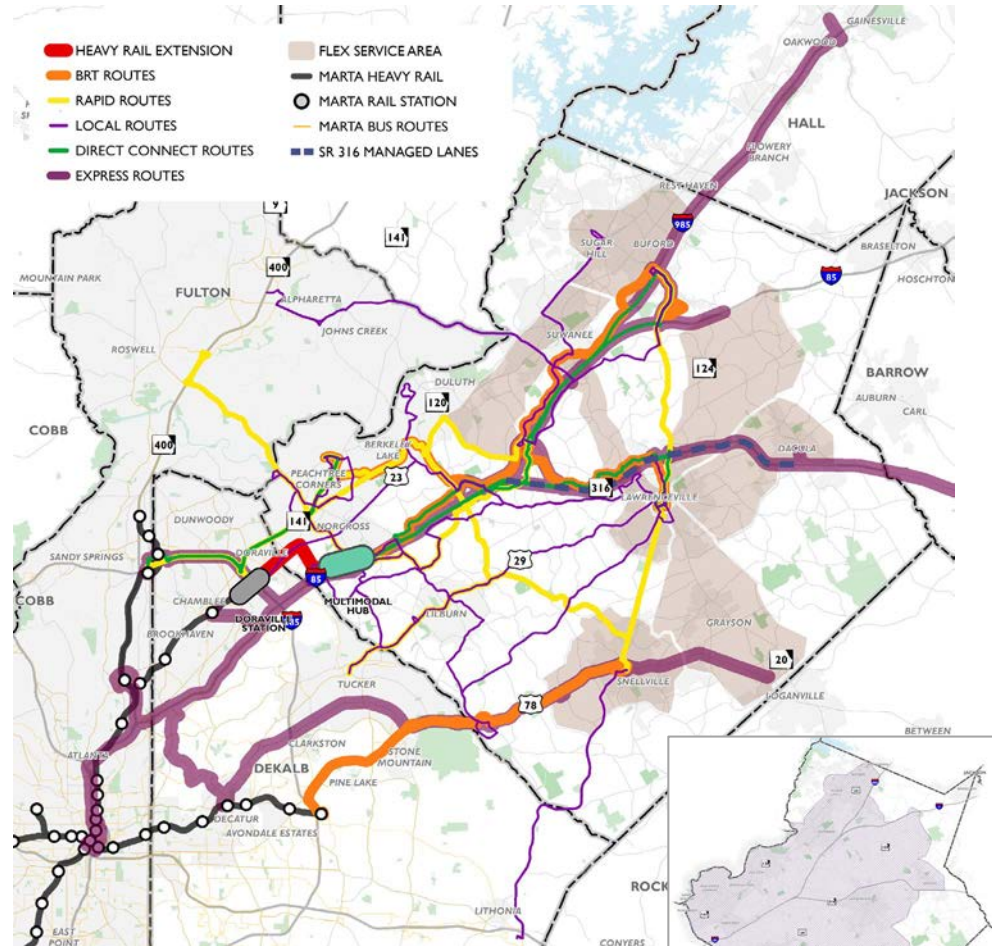
- Financial Scenarios
- GEM Comparison
- Common Network
- Transit Service Options

# Financial Scenarios

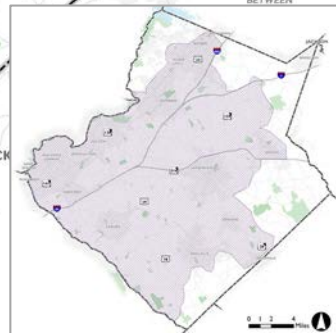


# Rail and No-Rail Plans

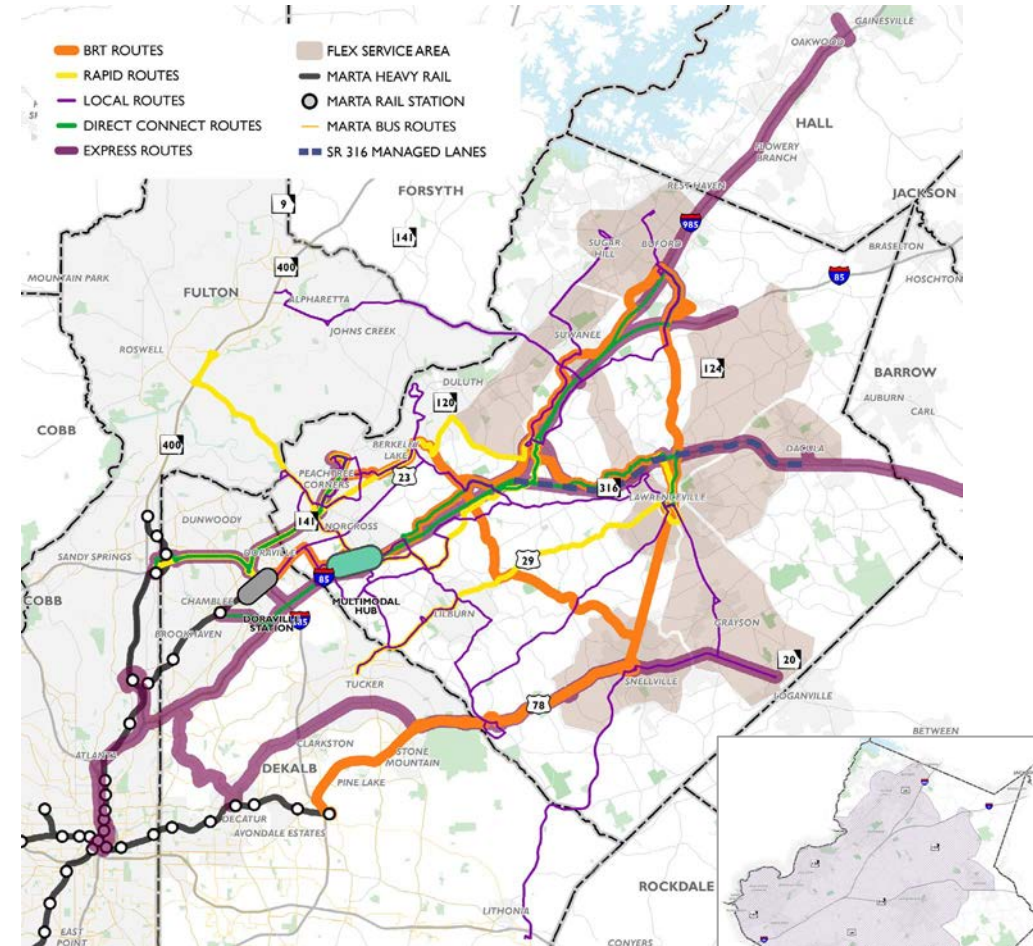
## Long-Range Rail Plan



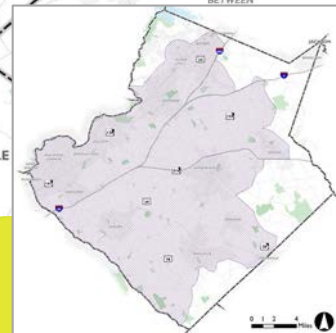
Paratransit Coverage



## Long-Range No-Rail Plan



Paratransit Coverage



# Funding Scenarios

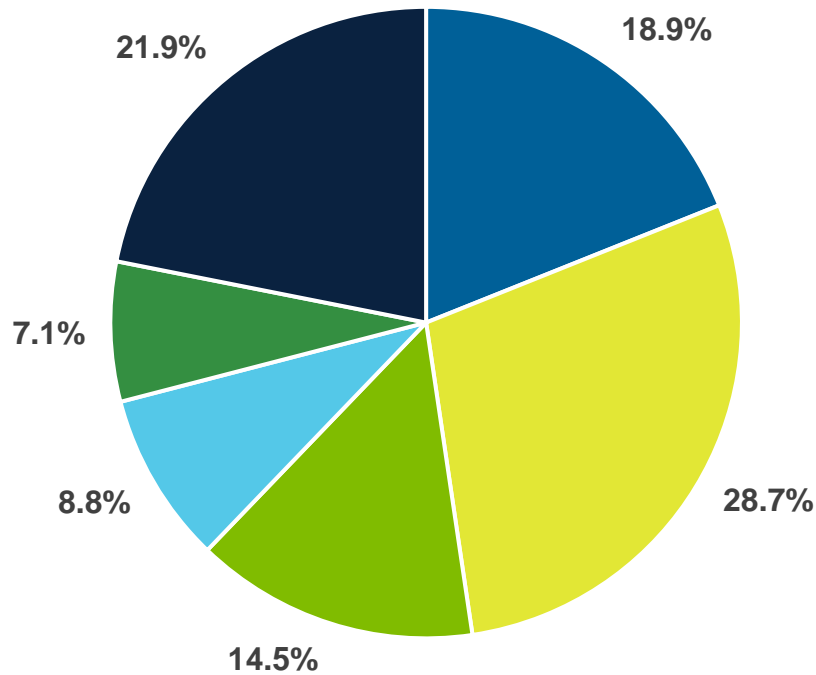
- HB 930 Sales Tax
  - 30-Years
- MARTA Sales Tax
  - 37-Years
  - Assumes same operational levels as year 30 for additional 7 years
- Expenditures include capital and operating costs
- Rail Plan will require some bonding in either funding scenario

# HB 930 Scenario Expenditures

Mode/Project	Total Rail Plan Cost (YOES\$ M)	Total No Rail Plan Cost (YOES\$ M)
HRT	\$2,352	\$0
BRT/Rapid	\$3,566	\$4,601
Local	\$1,806	\$2,178
Express/Direct Connect	\$1,091	\$1,160
Flex/Paratransit	\$888	\$952
Transit Facilities	\$125	\$206
Technology/TSP	\$76	\$81
TNC/Vanpool	\$51	\$51
Fixed Operating	\$1,247	\$1,485
Other	\$1,219	\$1,226
<b>Total (YOES\$)</b>	<b>\$12,421</b>	<b>\$11,941</b>

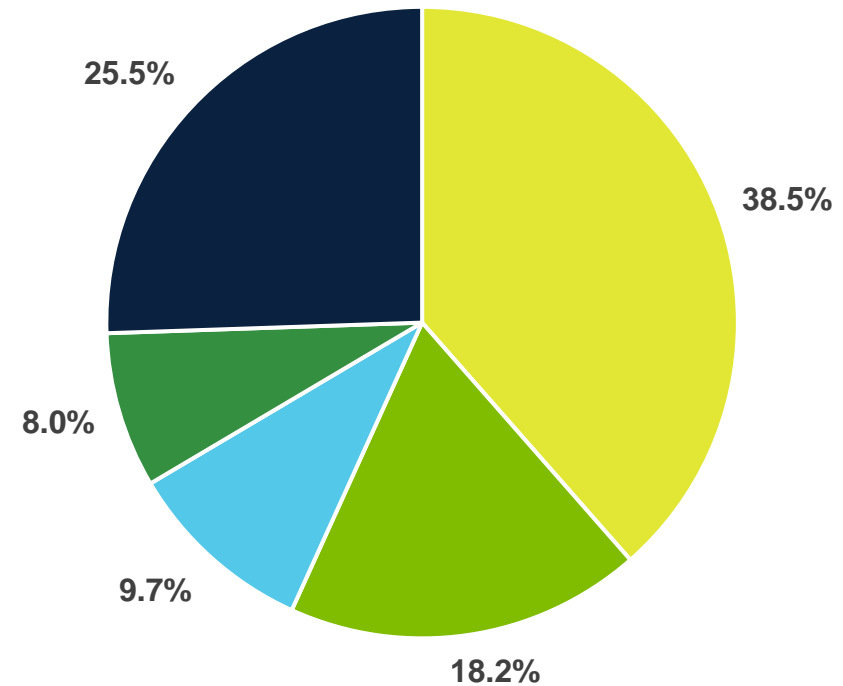
# HB 930 Scenario Expenditures

RAIL PLAN EXPENDITURES



- HRT
- Local
- Flex/Paratransit

NO RAIL PLAN EXPENDITURES



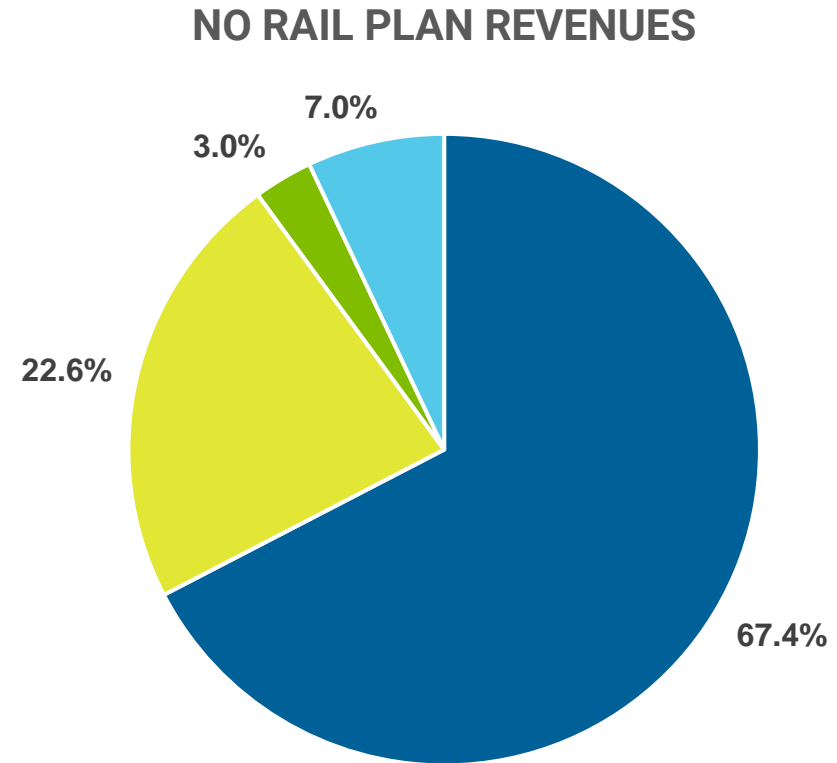
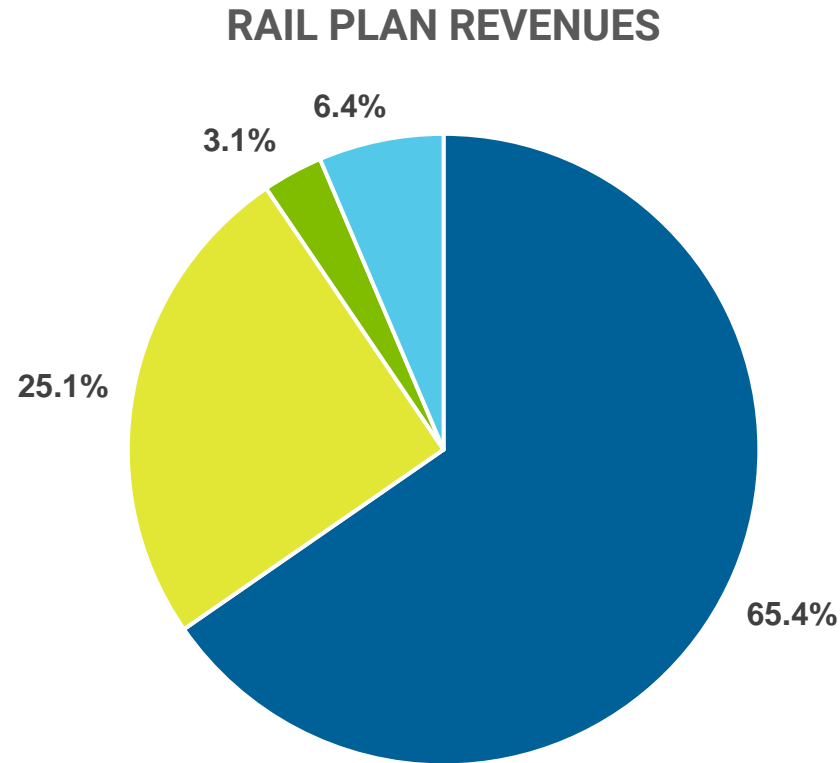
- BRT/Rapid
- Express/Direct Connect
- Other



# HB 930 Scenario Revenues

Funding Source	Total Rail Plan Revenues (YOES\$ M)	Total No Rail Plan Revenues (YOES\$ M)
Local Funds	\$8,120	\$8,120
Federal Funds	\$3,123	\$2,718
Other Funds	\$384	\$364
Farebox Revenue	\$795	\$847
<b>Total</b>	<b>\$12,422</b>	<b>\$12,049</b>

# HB 930 Scenario Revenues



■ Local Funds

■ Other Funds

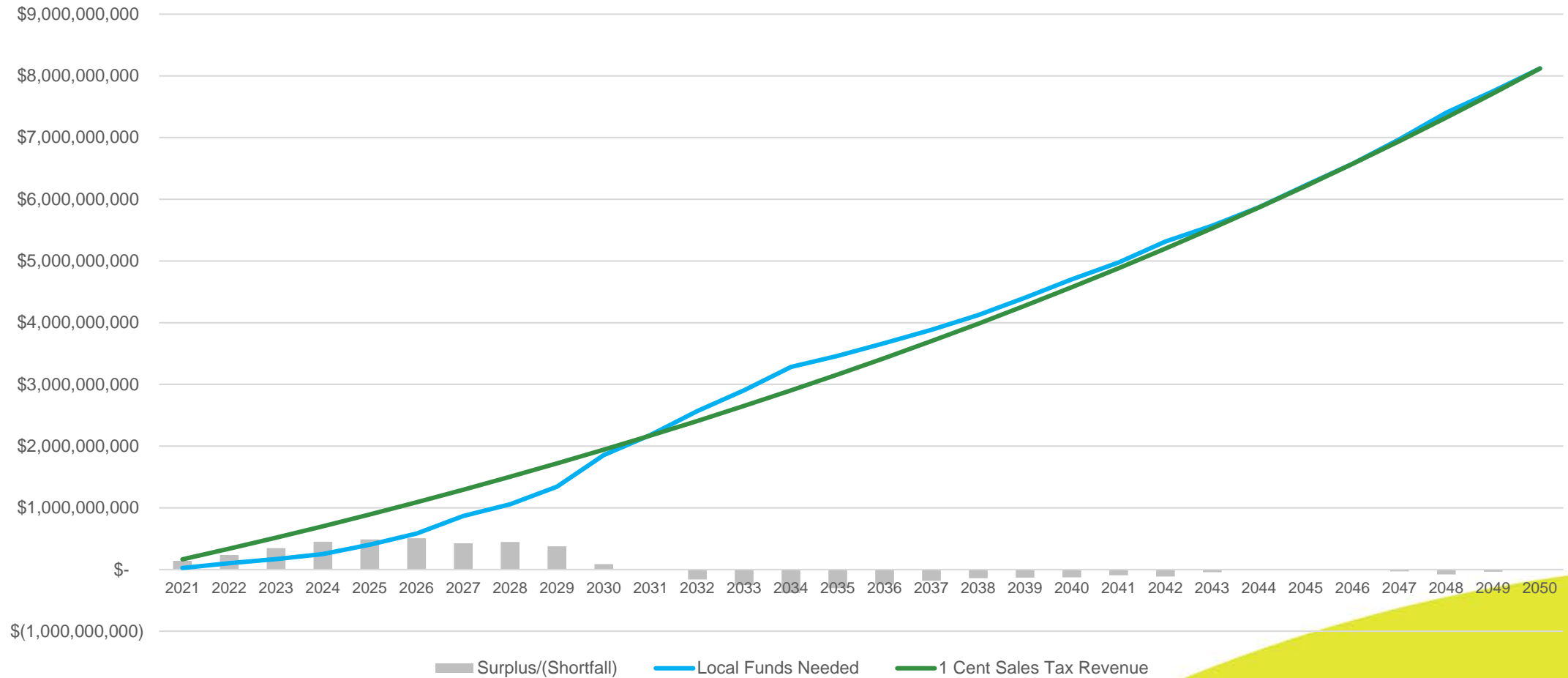
■ Federal Funds

■ Farebox Revenue

# HB 930 Scenario Cumulative Local Revenues & Expenditures



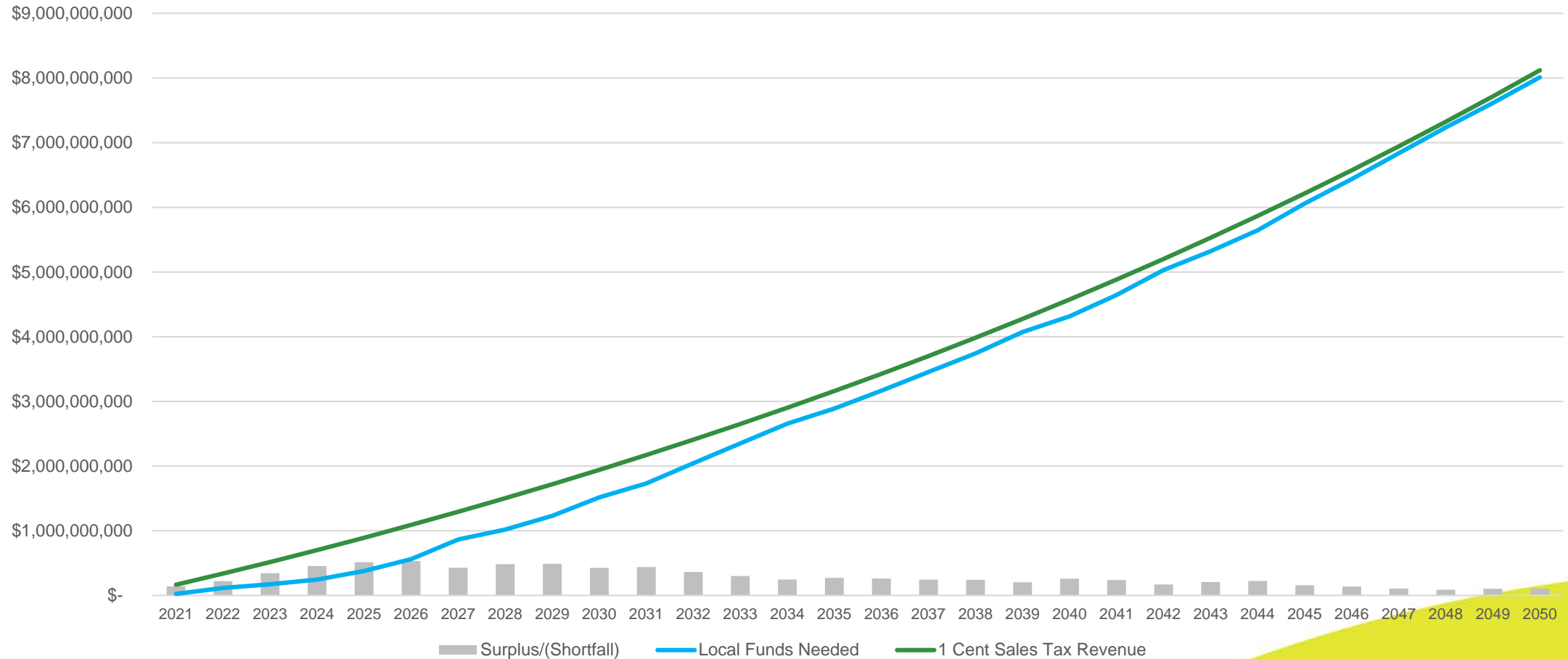
## Rail Plan (YOE\$)



# HB 930 Scenario Cumulative Local Revenues & Expenditures



## No Rail Plan (YOES\$)



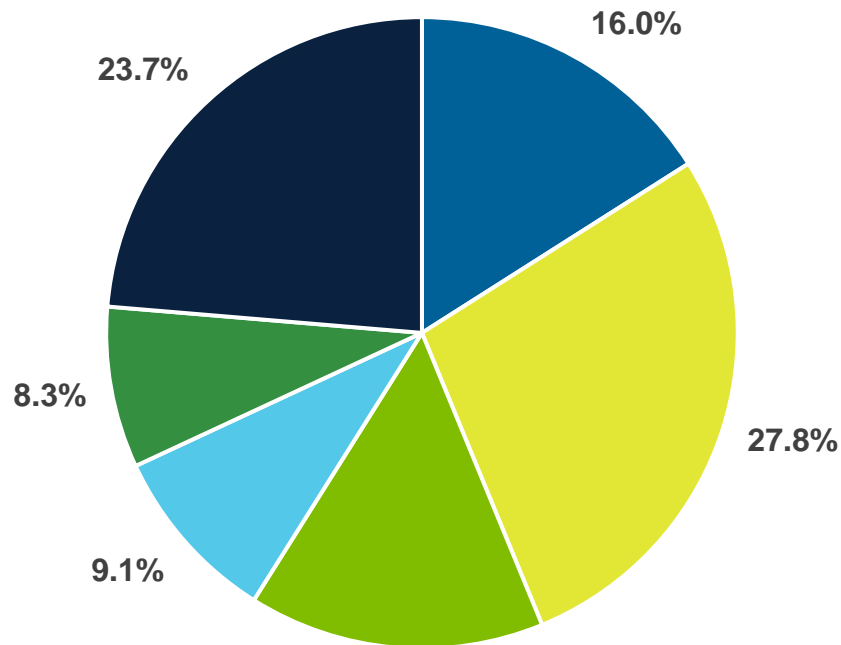
# MARTA Scenario Expenditures

Mode/Project	Total Rail Plan Cost (YOES\$ M)	Total No-Rail Plan Cost (YOES\$ M)
HRT	\$2,670	\$0
BRT/Rapid	\$4,639	\$6,026
Local	\$2,529	\$3,007
Express/Direct Connect	\$1,526	\$1,636
Flex/Paratransit	\$1,378	\$1,481
Transit Facilities	\$125	\$206
Technology/TSP	\$76	\$81
TNC/Vanpool	\$74	\$74
Fixed Operating	\$1,949	\$2,329
Other	\$1,727	\$1,769
<b>Total (YOES\$)</b>	<b>\$16,693</b>	<b>\$16,609*</b>

*Note: No-Rail projects an approximate \$66M deficit in MARTA Scenario at end of 37-year timeframe*

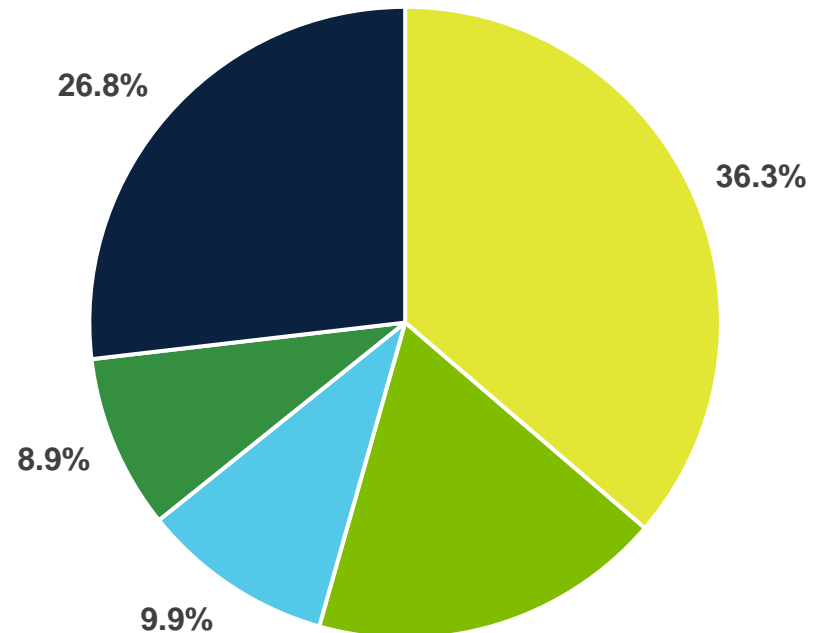
# MARTA Scenario Expenditures

RAIL PLAN EXPENDITURES



- HRT
- Local
- Flex/Paratransit

NO RAIL PLAN EXPENDITURES



- BRT/Rapid
- Express/Direct Connect
- Other

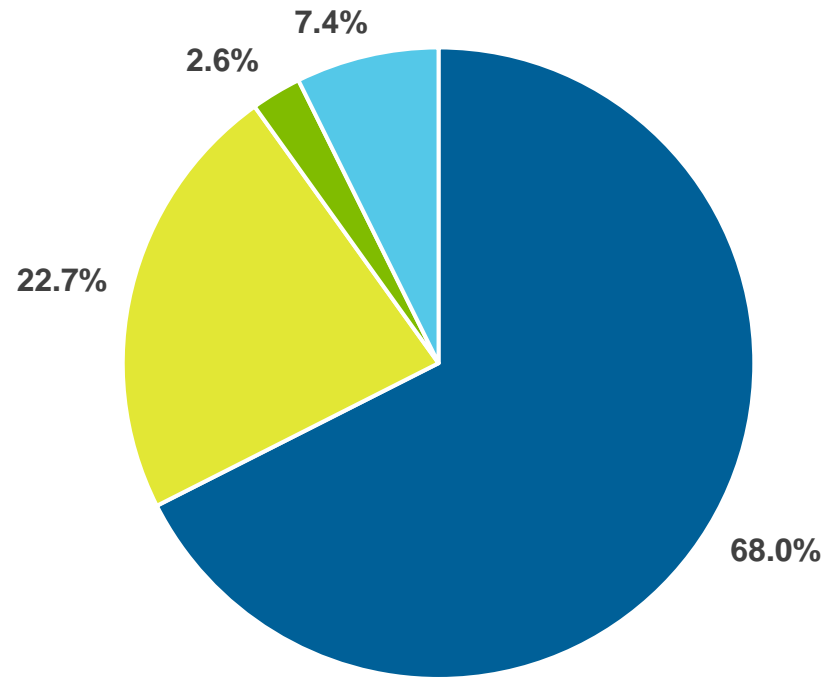
# MARTA Scenario Revenues

Funding Source	Total Rail Plan Revenues (YOES M)	Total No Rail Plan Revenues (YOES M)
Local Funds	\$11,302	\$11,302
Federal Funds	\$3,813	\$3,500
Other Funds	\$436	\$417
Farebox Revenue	\$1,237	\$1,324
<b>Total</b>	<b>\$16,789</b>	<b>\$16,543*</b>

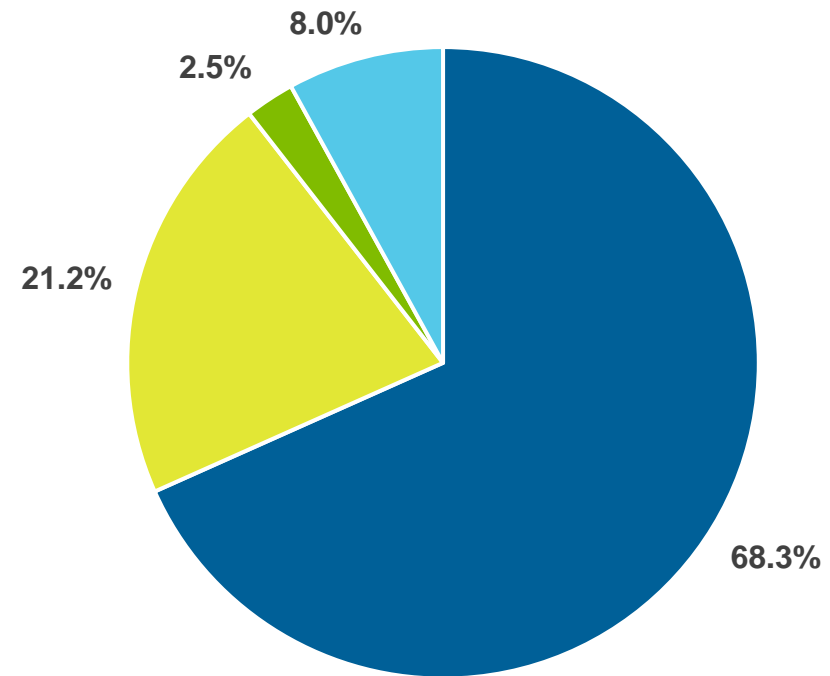
*Note: No Rail projects an approximate \$66M deficit in MARTA Scenario at end of 37-year timeframe*

# MARTA Scenario Revenues

## RAIL PLAN REVENUES



## NO RAIL PLAN REVENUES



■ Local Funds

■ Other Funds

■ Federal Funds

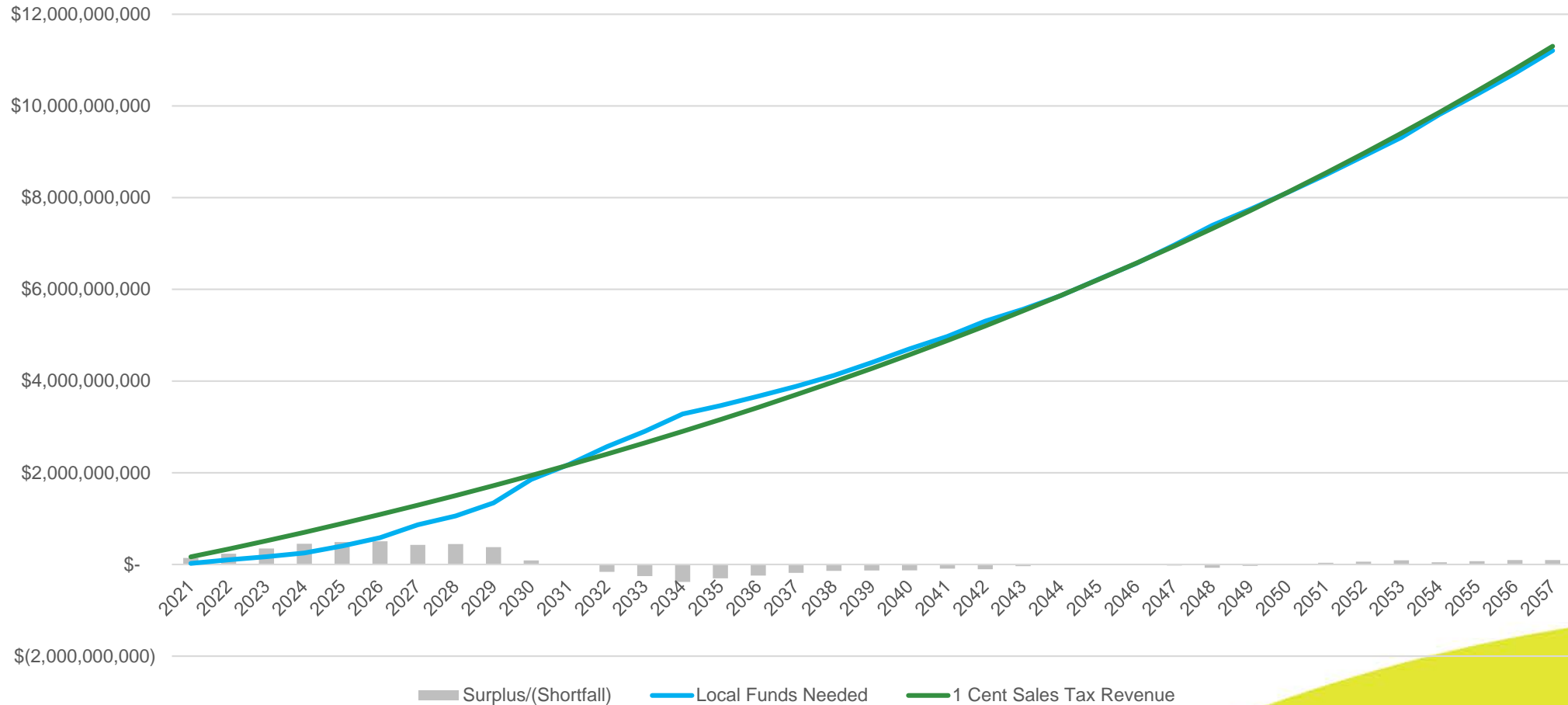
■ Farebox Revenue



# MARTA Scenario Cumulative Local Revenues & Expenditures



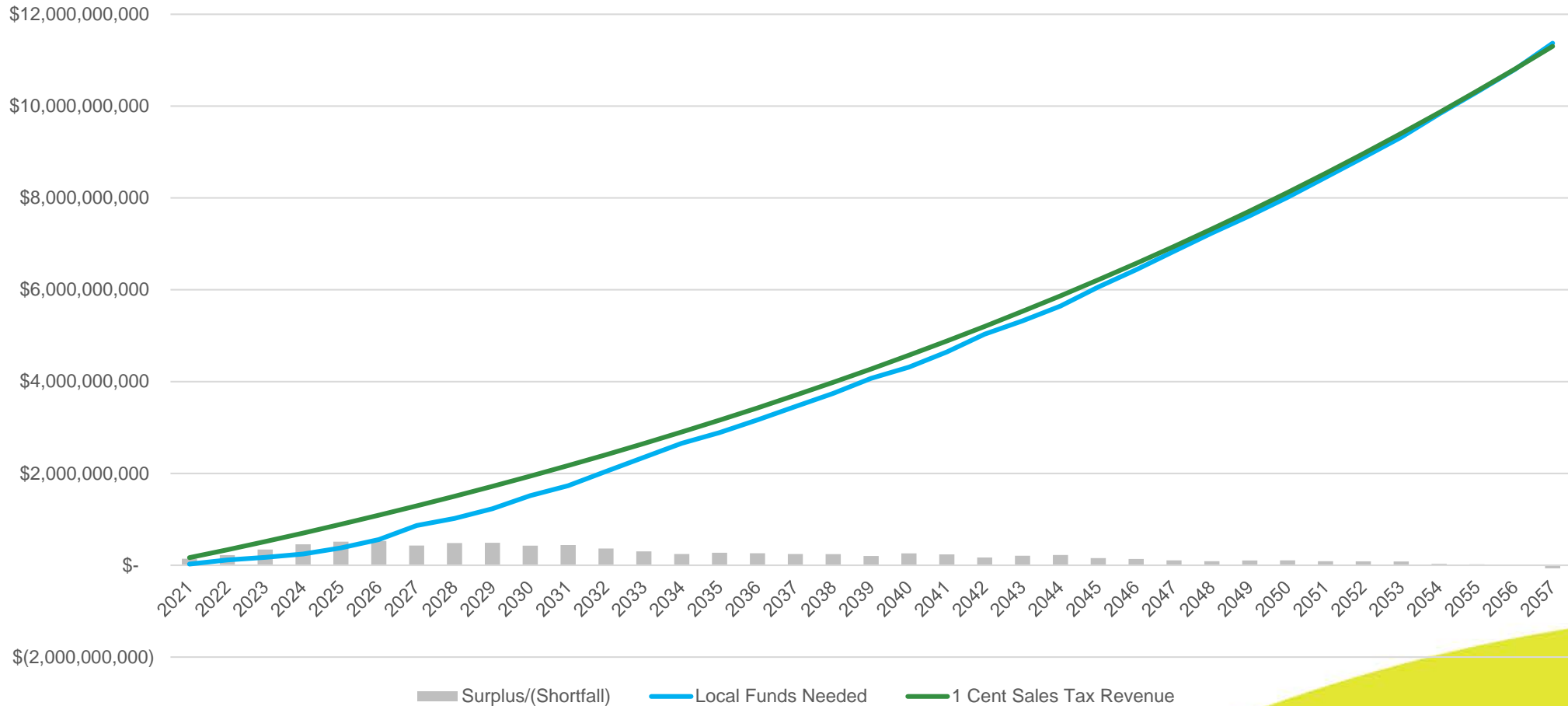
## Rail Plan (YOE \$)



# MARTA Scenario Cumulative Local Revenues & Expenditures



## No Rail Plan (YOE \$)

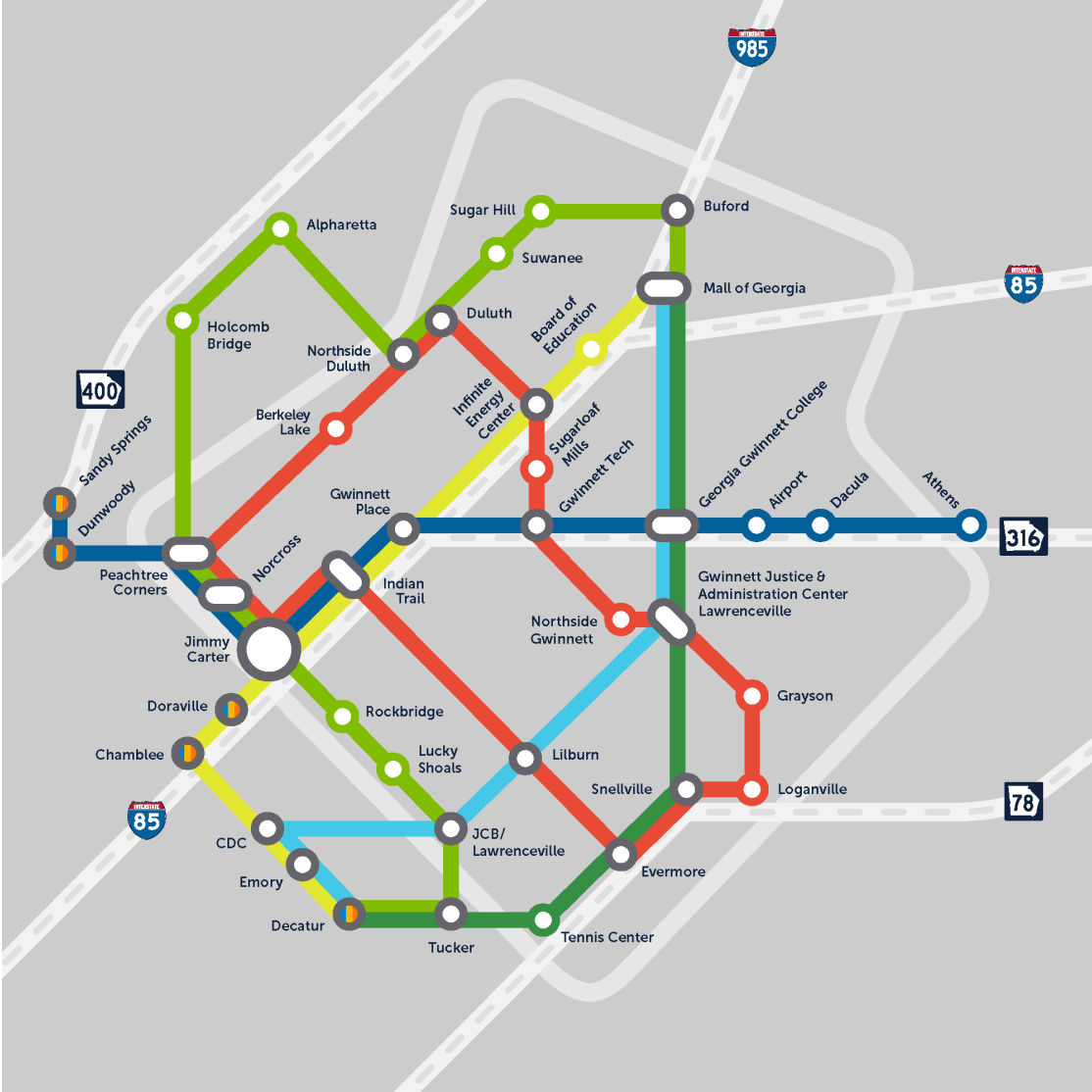


Note: No Rail is projected approximate \$66M deficit in MARTA Scenario at end of 37-year timeframe



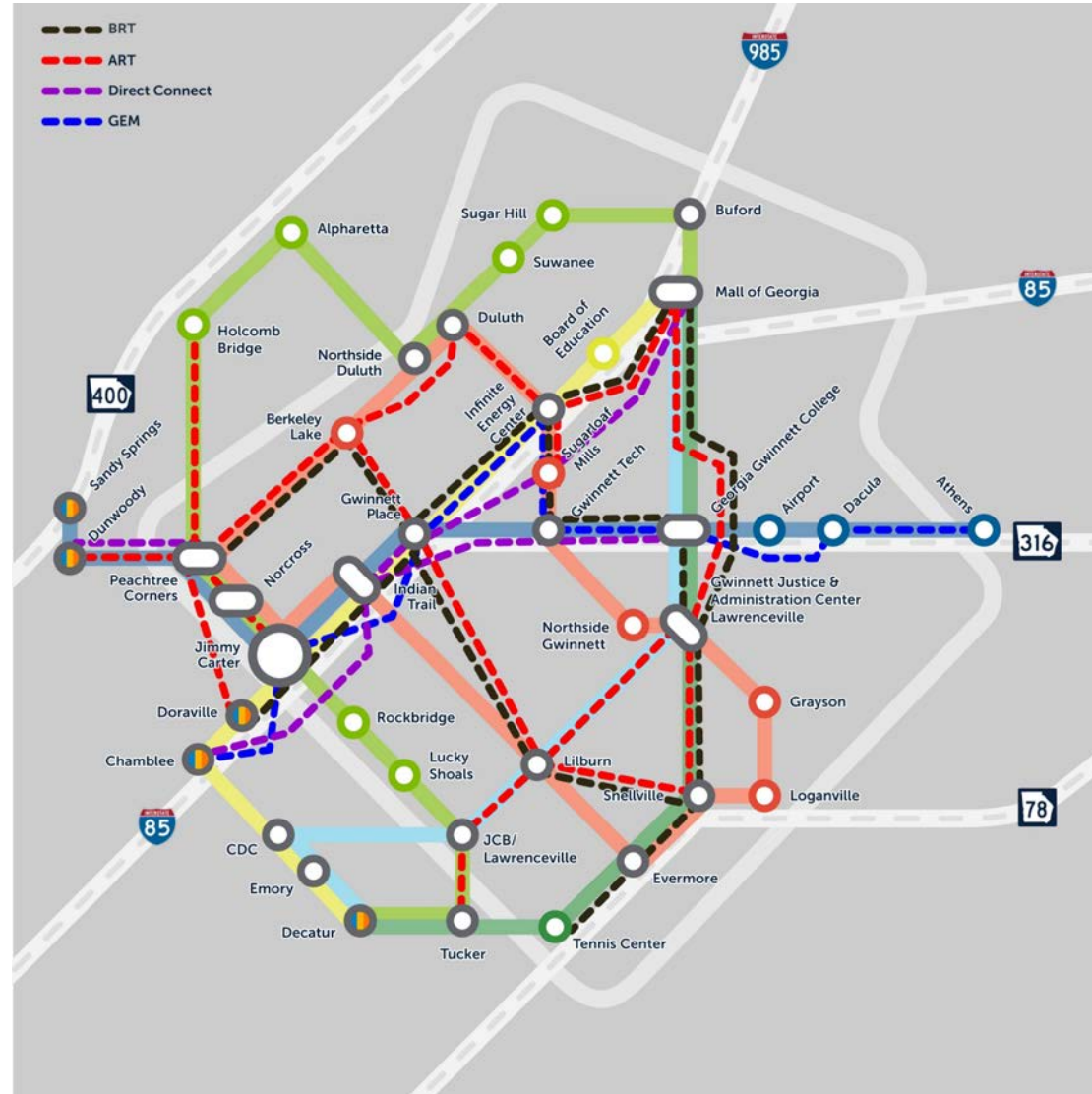
# **GEM/ARTP Project List Comparison**

# Updated GEM



# GEM Compared to ARTP

- BRT
- ART
- Direct Connect
- GEM (Athens Route)



# GEM Compared to ARTP

- Express Commuter Bus
- Local Bus



# GEM and Rail/No-Rail Comparison



*Connections in GEM for which Rail/No-Rail does not have comparable service:*

CONNECTION <sup>1</sup>	RAIL SERVICE TYPE	NO RAIL SERVICE TYPE	NOTES
Lawrenceville-Grayson-Loganville	Flex	Local/Flex	
Loganville-Snellville	Express	Local/Express	Express is peak-direction, peak hours only (but at higher frequency)
Dacula-Lawrenceville	Express/GEM/ Flex	Express/GEM/ Flex	Express is peak-direction, peak hours only (but at higher frequency)
Suwanee-Duluth on Buford Highway	Flex	Flex	
Sugar Hill-Buford	Flex	Flex	
Duluth-Johns Creek-Alpharetta	Local to Alpharetta on McGinnis Ferry	Local to Alpharetta on McGinnis Ferry	Per input during the Fulton Transit Master Plan and North Fulton CTP, routing to Alpharetta was focused along McGinnis Ferry Road
Dacula-Athens	Express/GEM	Express/GEM	Assumes cost sharing with partners
Lilburn-Emory	Rapid/Transfer to MARTA	Rapid/Transfer to MARTA	Connects at Tucker to Mobility Center and two ART routes proposed in DeKalb Transit Master Plan
Lawrenceville-Snellville	Rapid	BRT	

<sup>1</sup> Two GEM connections without direct service (with no transfers): Lilburn/Evermore and Gwinnett Tech/Northside Gwinnett



# Common Network Elements





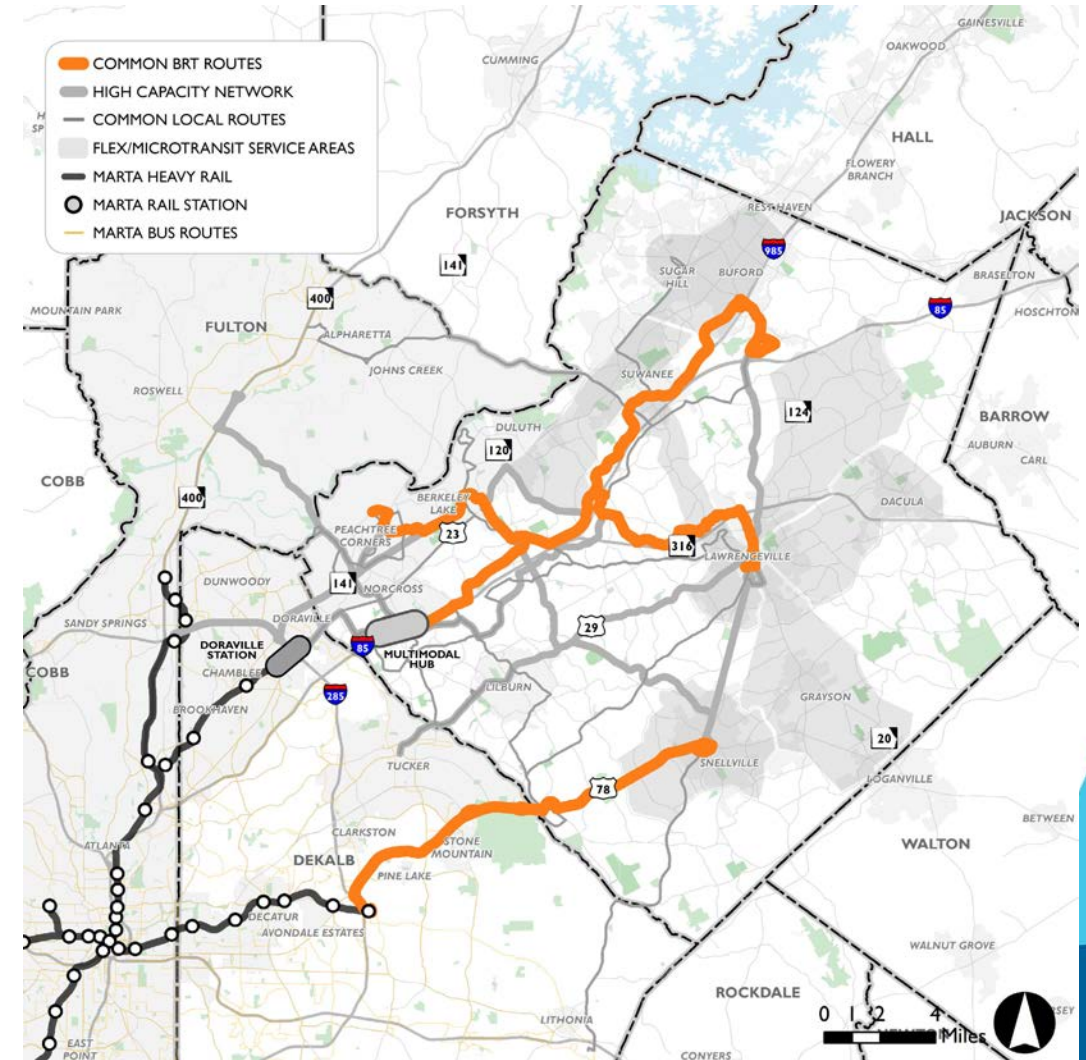
# Common Network Elements

- Elements of bus network that are mostly the same between Rail and No-Rail Plans
- Some alignment differences related to the rail extension
- Includes modifications recently discussed with BOC (elimination of two local routes that were also served by BRT routes and addition of Athens route)

# Common Network Elements: BRT Service

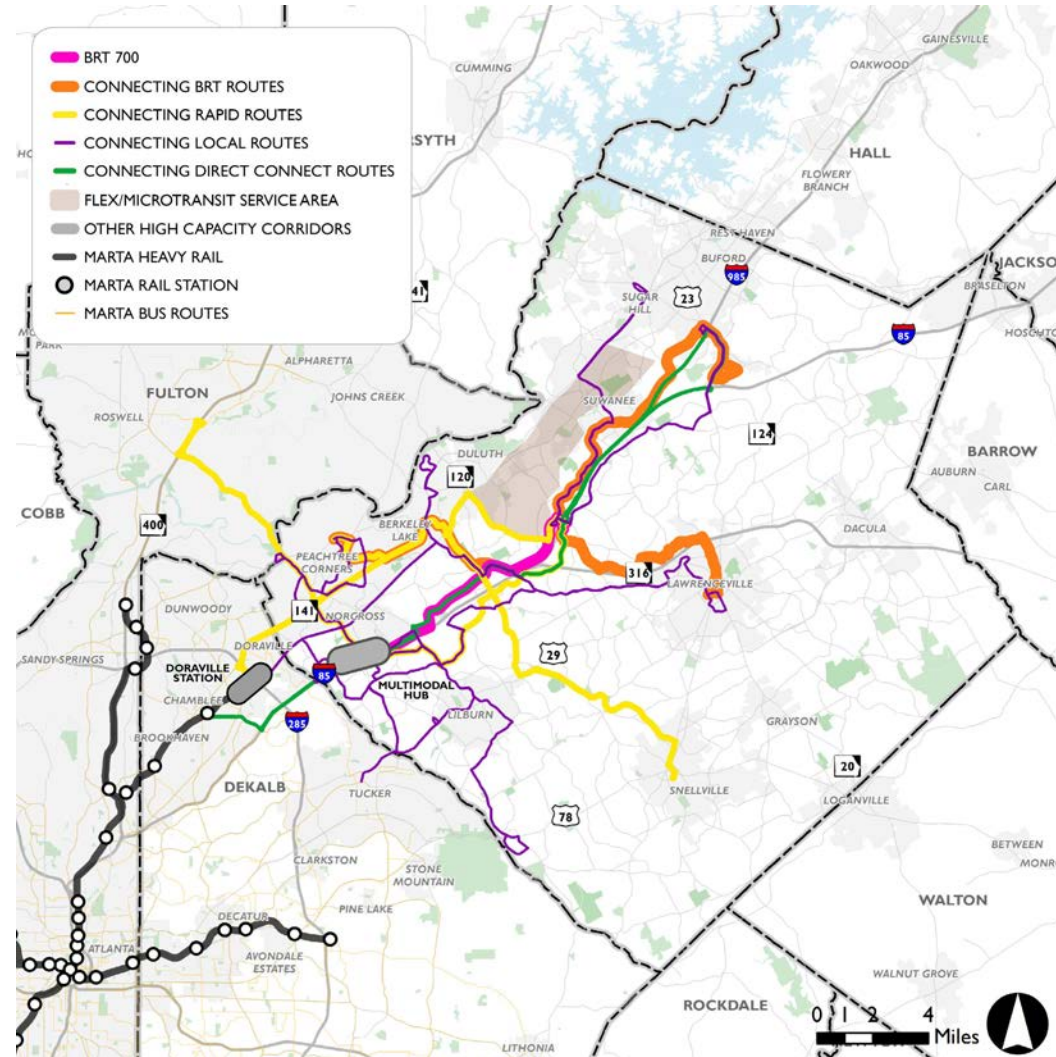


- BRT 700: MMH/Sugarloaf Park-and-Ride
  - Via Brook Hollow Parkway and Satellite Boulevard
- BRT 701: Lawrenceville/Peachtree Corners
  - Via Georgia Gwinnett College, Sugarloaf Mills, and Gwinnett Place
- BRT 702: Snellville/Indian Creek MARTA Station
  - Via US 78
- BRT 703: Infinite Energy Center/Mall of Georgia
  - Via Satellite Boulevard and Buford Drive



# BRT 700

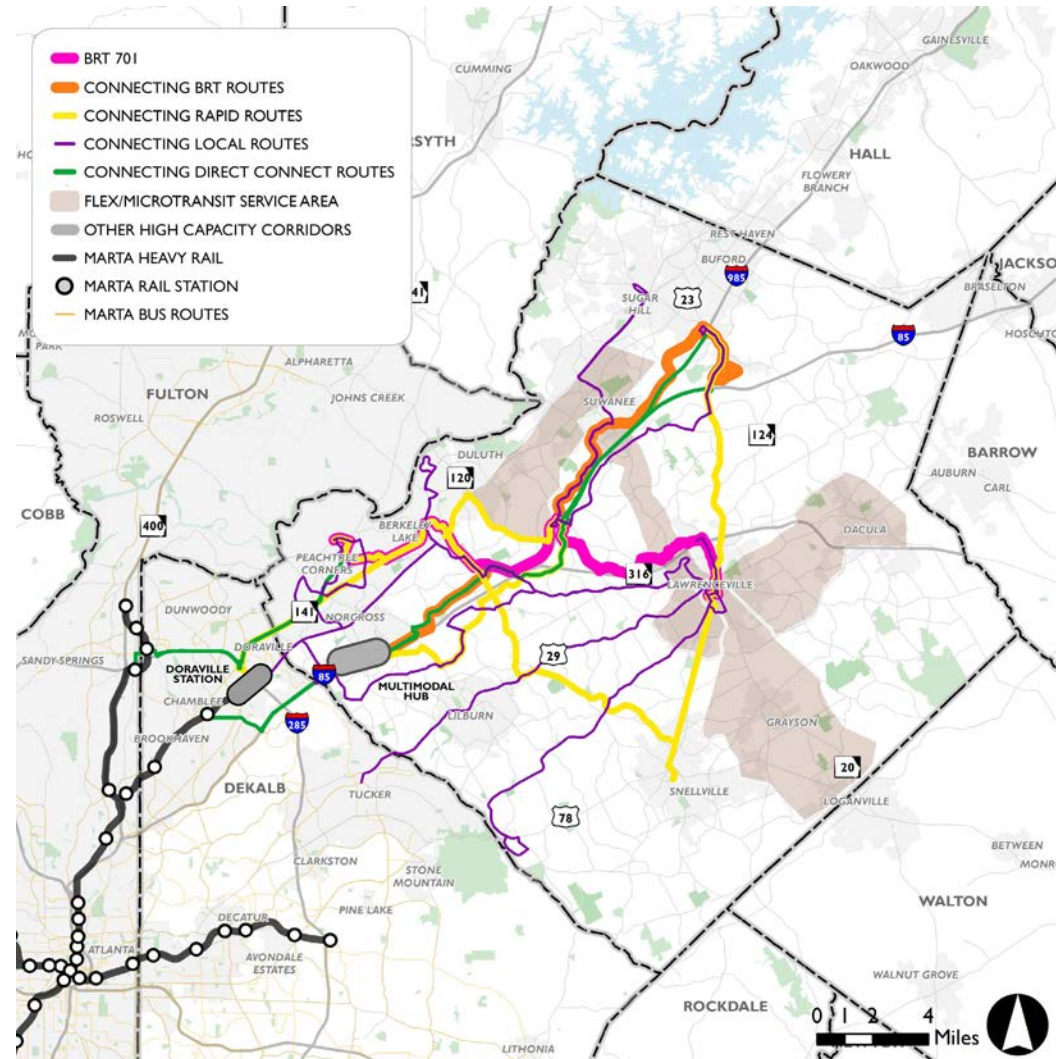
## Service Connections



\* Map reflects Rail modes except HRT; some corridors vary mode type depending on Rail or No-Rail

# BRT 701

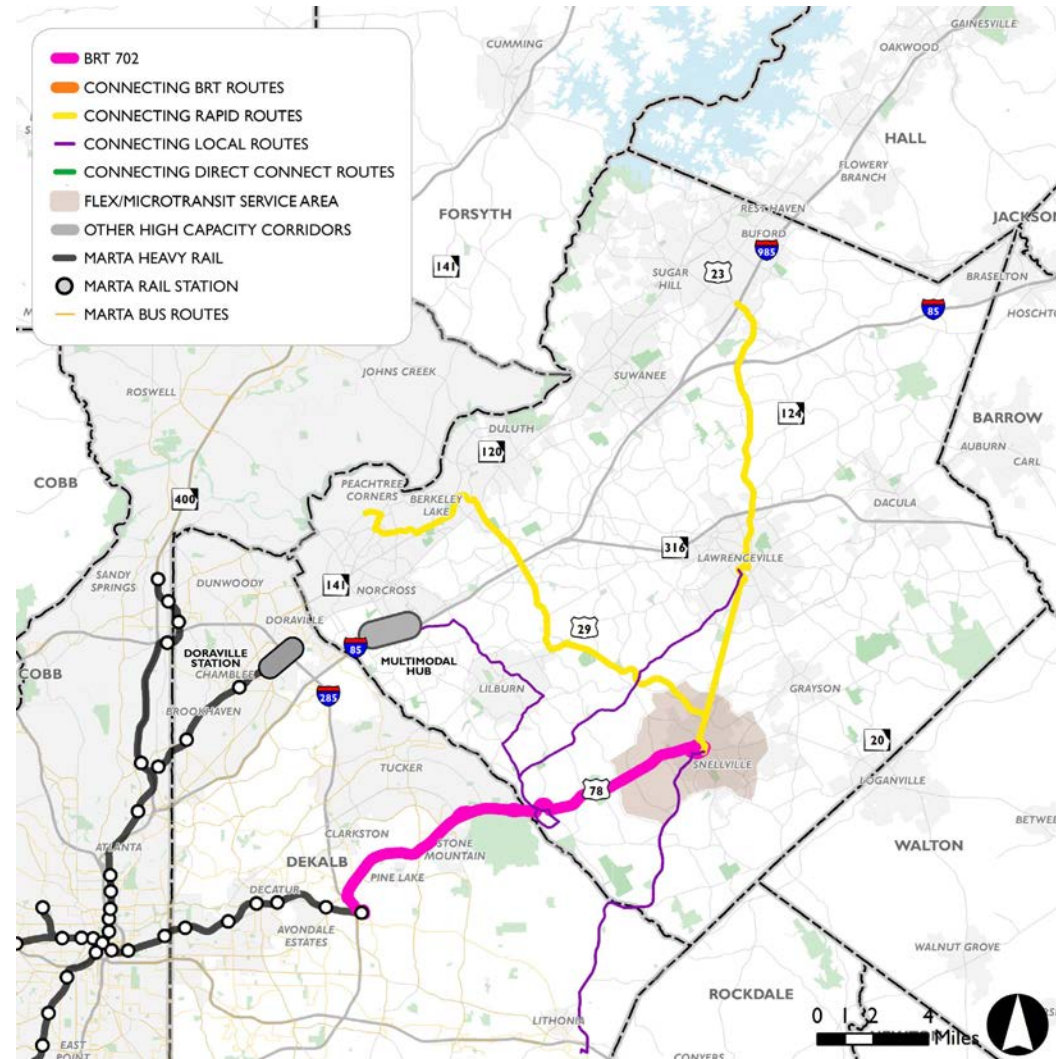
## Service Connections



\* Map reflects Rail modes; some corridors vary mode type depending on Rail or No-Rail

# BRT 702

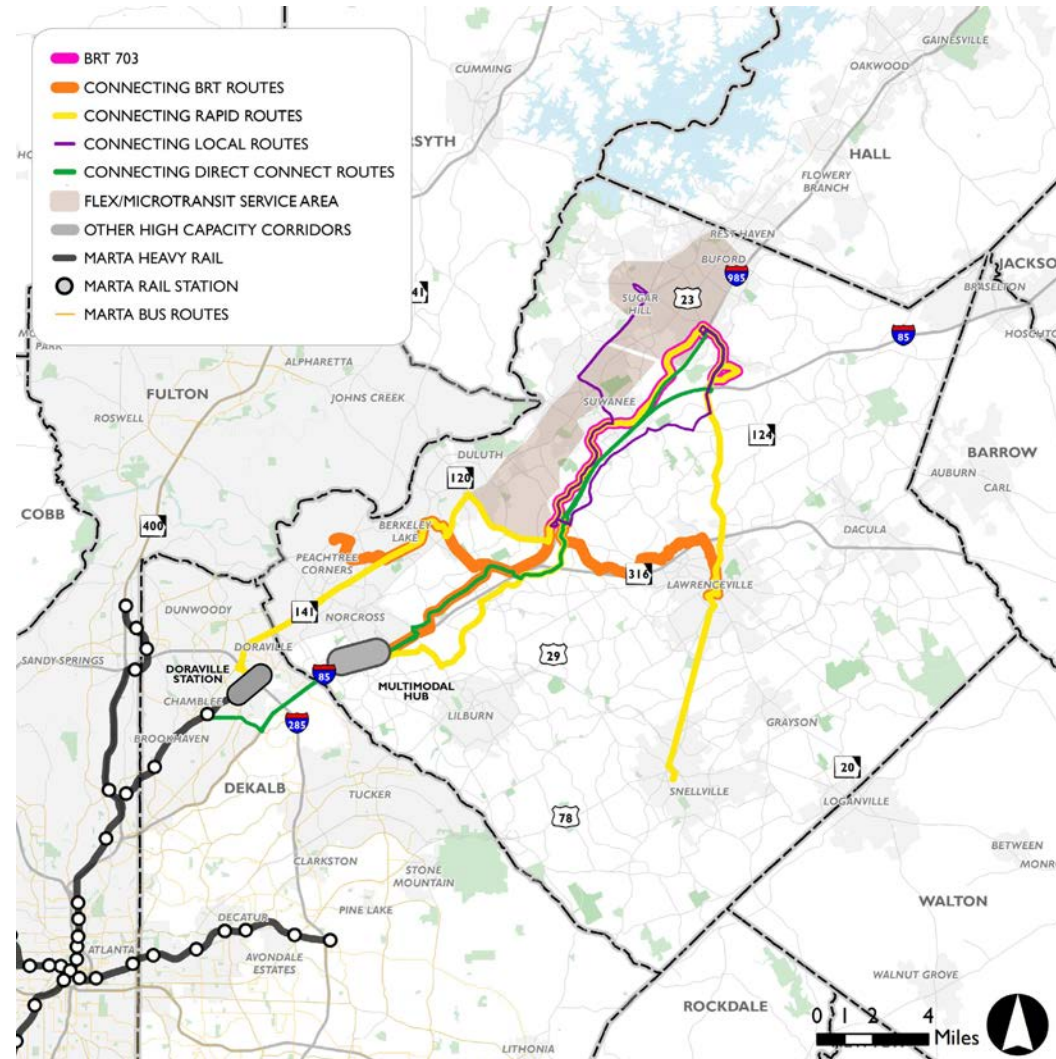
## Service Connections



\* Map reflects Rail modes; some corridors vary mode type depending on Rail or No-Rail

# BRT 703

## Service Connections

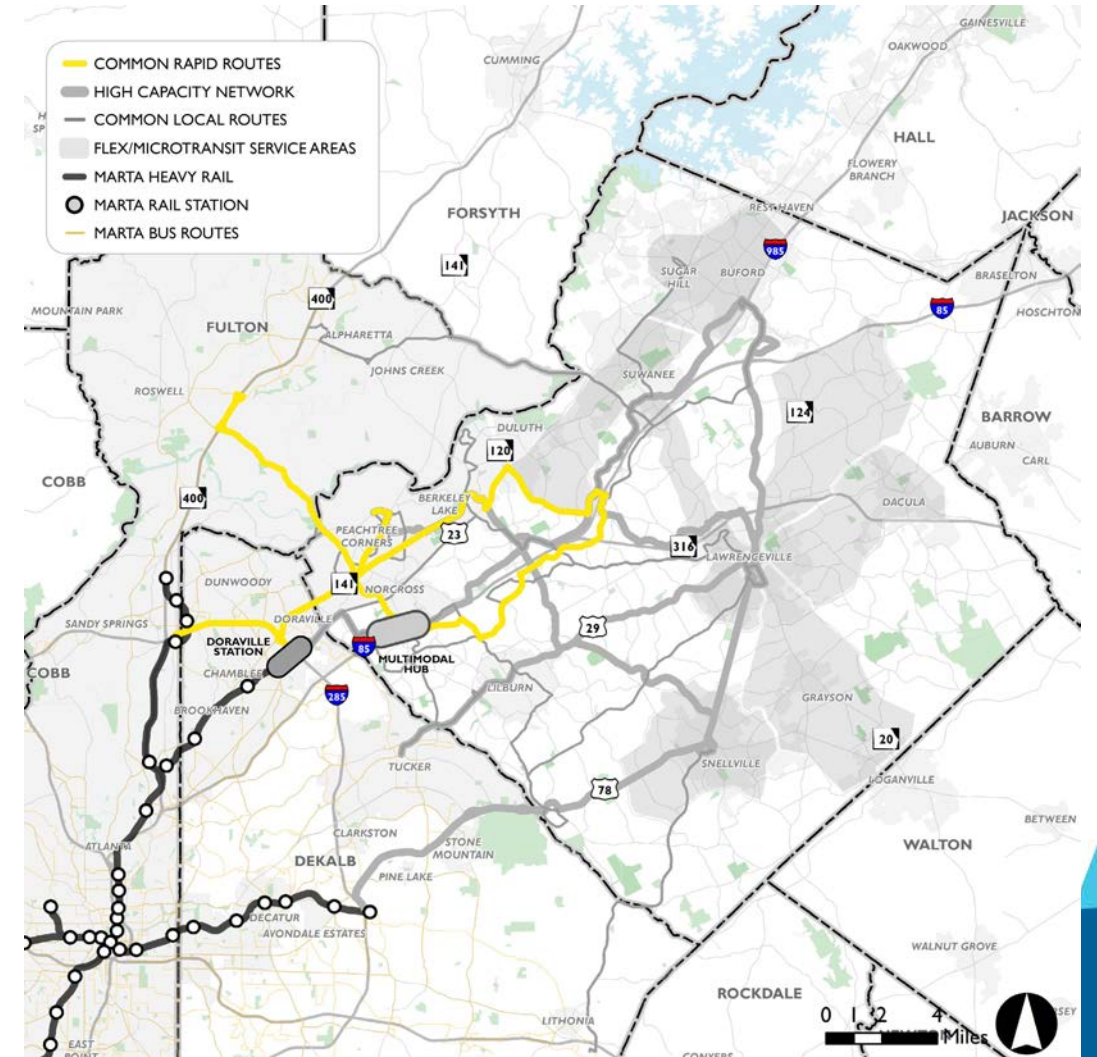


\* Map reflects Rail modes; some corridors vary mode type depending on Rail or No-Rail

# Common Network Elements: Rapid/ART Service



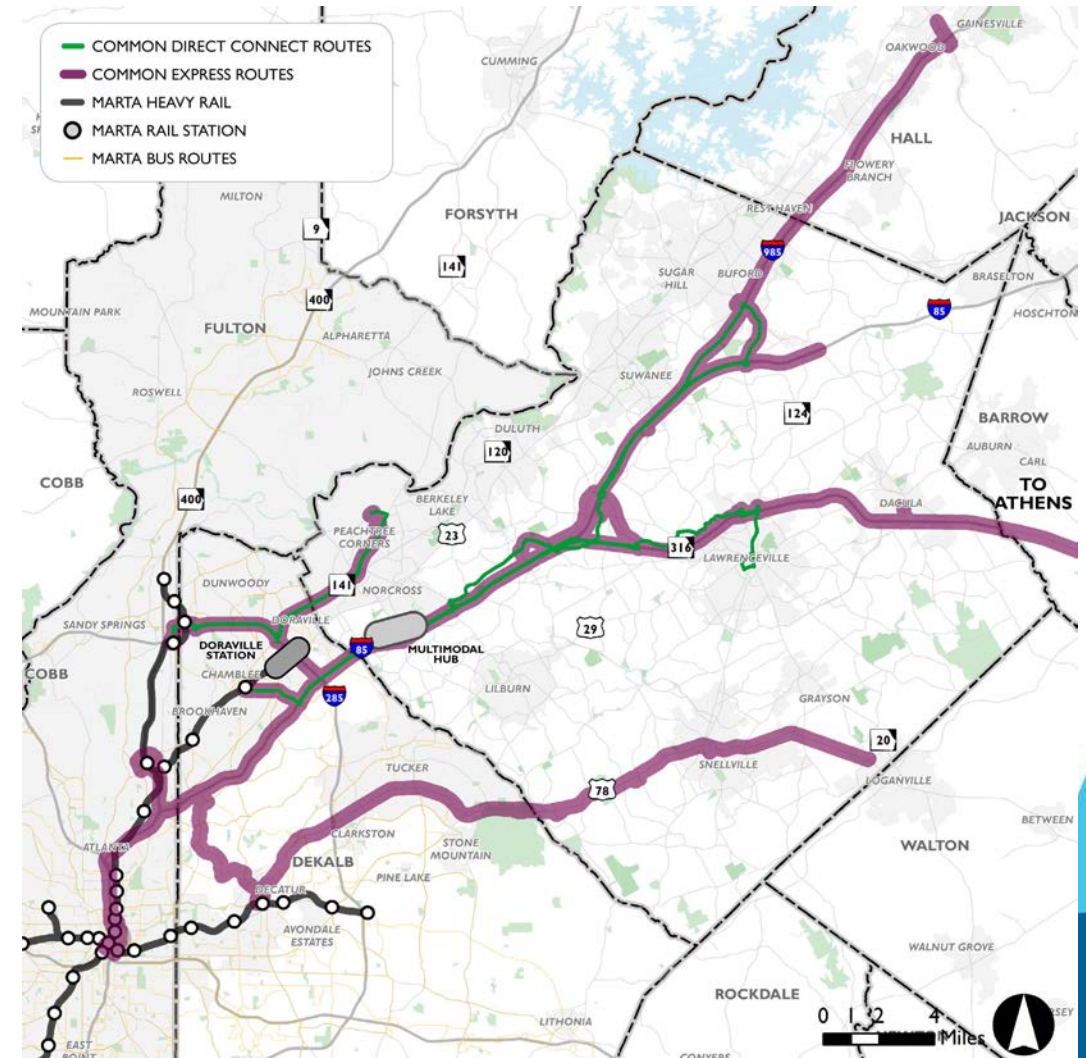
- Rapid 200: Sugarloaf Park-and-Ride/Doraville
  - Via Duluth Hwy and Peachtree Industrial Boulevard
- Rapid 201: MMH/Infinite Energy Center
  - Via Steve Reynolds Boulevard and Breckinridge Boulevard
- Rapid 205: MMH/Roswell
  - Via SR 140
- Rapid 208: Peachtree Corners/Perimeter
  - Via Peachtree Industrial Boulevard and I-285



# Common Network Elements: Commuter Service



- New Express Commuter Routes
  - Dacula/Lawrenceville to Downtown Atlanta
  - Dacula/Lawrenceville to Perimeter Center
  - Loganville/Snellville to Emory/CDC
  - Indian Trail to Emory/CDC\*
  - Braselton to MARTA Gold Line
  - Hall County to MARTA Gold Line
  - Indian Trail to Buckhead
- Three new Direct Connect Routes
  - Mall of Georgia to MARTA Gold Line
  - Lawrenceville to MARTA Gold Line
  - Peachtree Corners to Perimeter/MARTA Red Line
- Existing Park-and-Ride Lot upgrades and new Park-and-Ride lots at six locations d-Ride

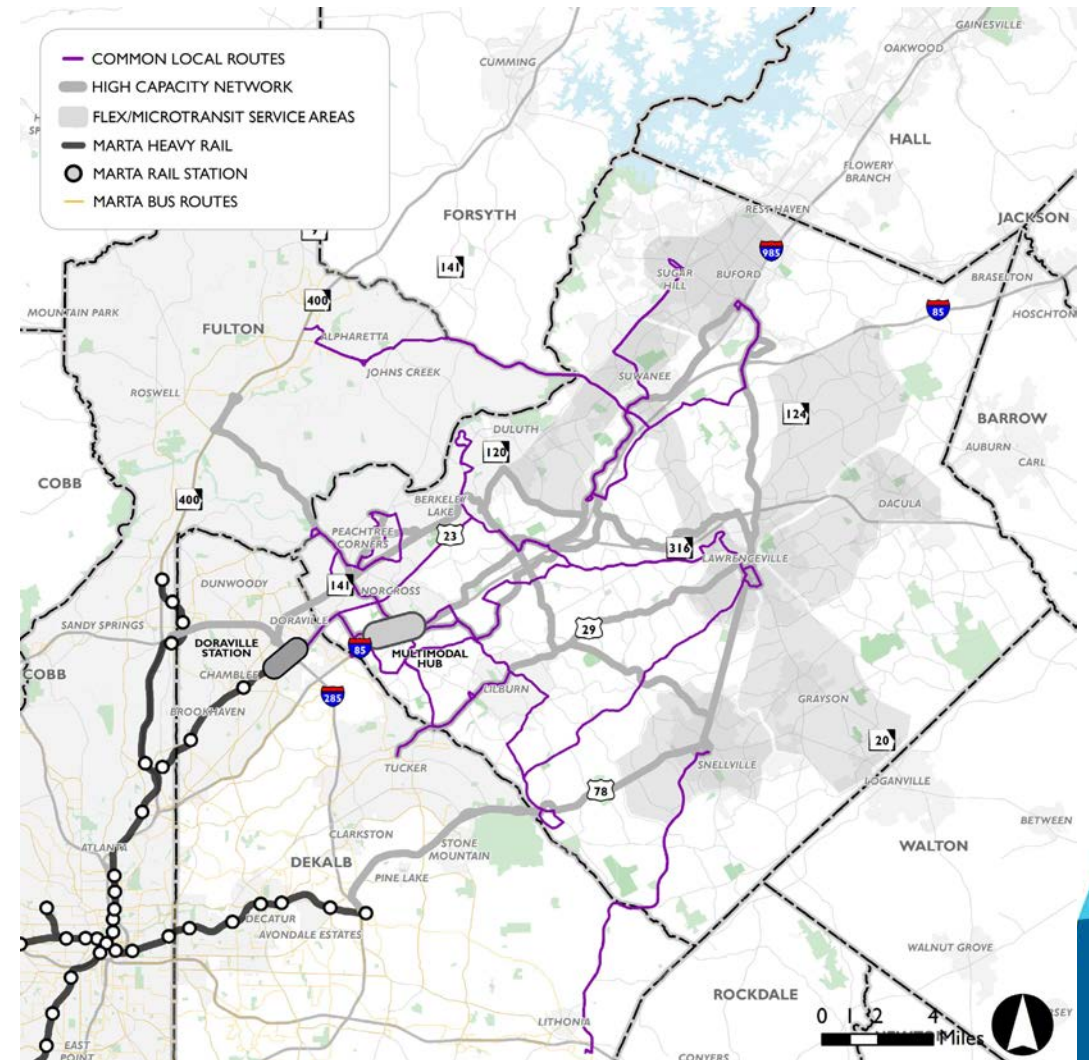




# Common Network Elements: Local Service

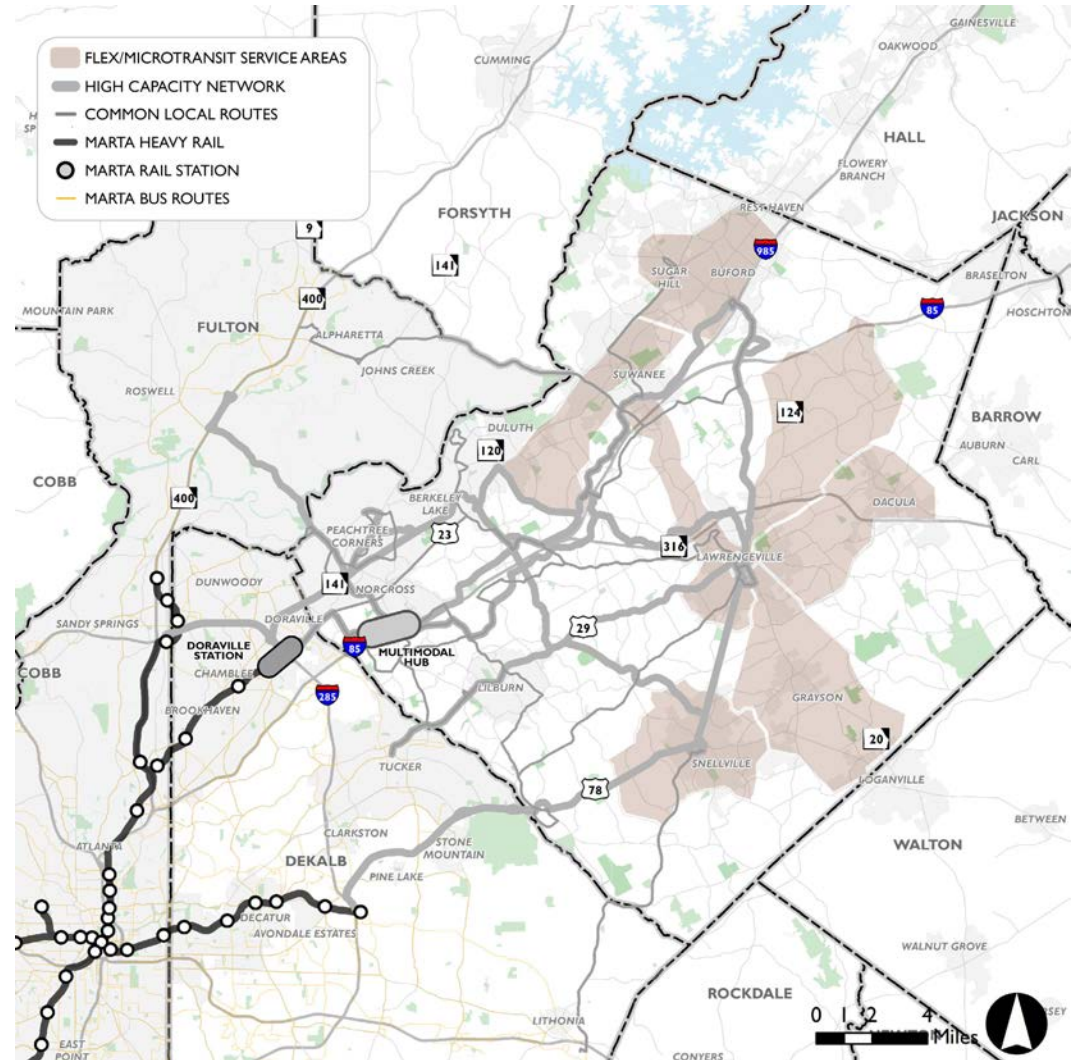


- Local 10: Doraville/Gwinnett Place via Buford Hwy
- Local 15: Peachtree Corners/Lilburn
- Local 20: MARTA/Gwinnett Place East of I-85
- Local 25: Gwinnett Place/Duluth
- Local 30: Lilburn/Duluth
- Local 35A/B: MARTA/Peachtree Corners
- Local 40: Gwinnett Place/Lawrenceville
- Local 55: Infinite Energy Center/Suwanee/Sugar Hill
- Local 85: Sugarloaf Mills/Mall of Georgia/I-985 Park-and-Ride via North Brown Rd/Horizon Dr
- Local RG1: McGinnis Ferry Park-and-Ride/Alpharetta
- Local RG3: Snellville/Stonecrest
- Local GW1: Lawrenceville/Stone Mountain via Five Forks Trickum Rd
- Local GW2: MMH/Stone Mountain via Killian Hill Rd



# Common Network Elements: Flex/Microtransit Service

- Flex 500: Sugar Hill/Buford
- Flex 501: Suwanee/NE Duluth
- Flex 502: Lawrenceville
- Flex 503: Snellville
- Flex 504: Dacula
- Flex 505: Lawrenceville-Suwanee Rd
- Flex 506: Loganville/Grayson
- Flex 507: Hamilton Mill



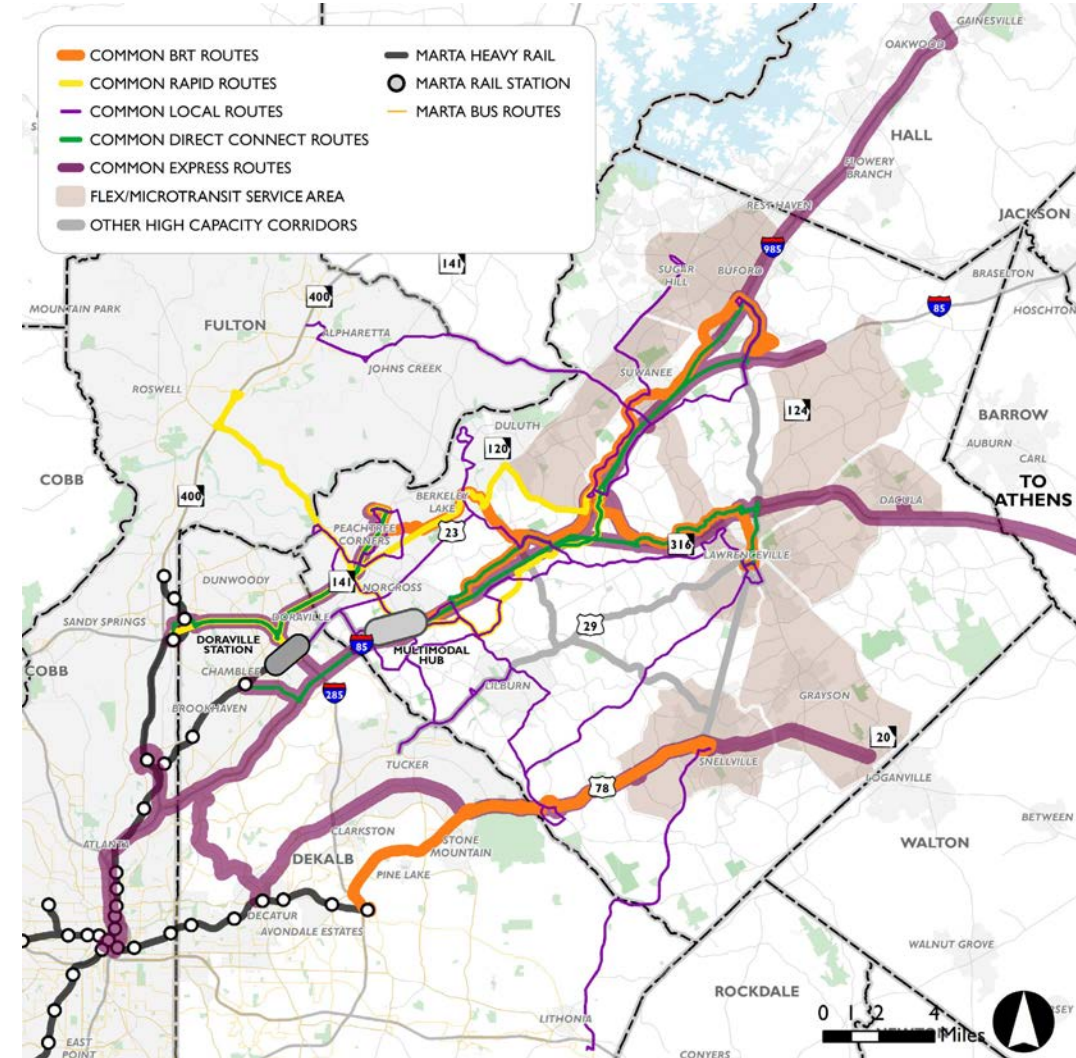
# Common Network Elements: Facilities



- Multimodal Hub at Jimmy Carter (MMH)
- Gwinnett Transit Center Upgrade
- Lawrenceville Transit Center
- Georgia Gwinnett College Transit Center
- Infinite Energy Transit Center
- Ped/Bike Access Improvements
- Local Bus Stop Upgrades
- New Bus Maintenance Facility
- Fleet Transit Signal Priority (TSP) Enhancements
- New Bus Maintenance Facility
- SR 316 Managed Lanes Support

# Summary of the Common Network

- Network that is the same regardless of the HRT extension or not
- Approximately 73% of funding allocation
- 75-89% of total plan bus-hours
- 4 BRT Routes
- 4 Rapid Routes
- 3 Direct Connects
- 11 Express Commuter Routes
- 8 Flex/Microtransit Zones
- 14 Local Routes





Gwinnett

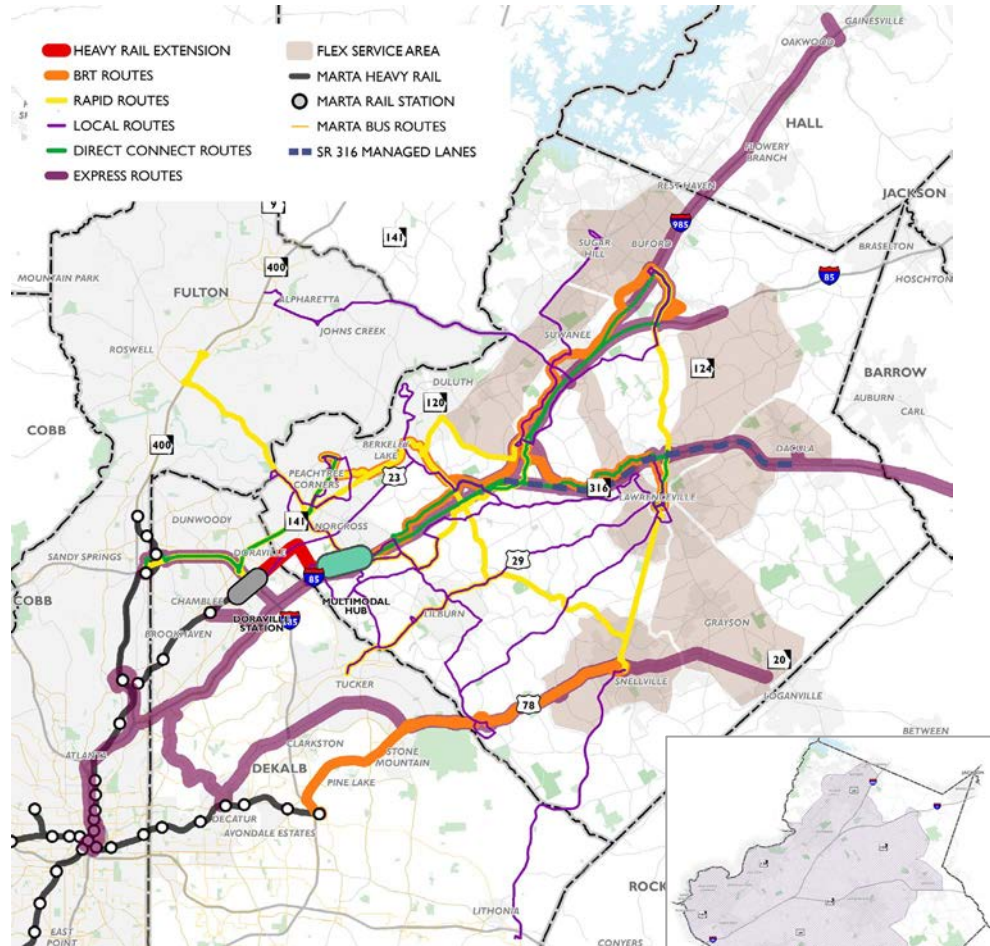
# Transit Service Options

# Transit Service Options

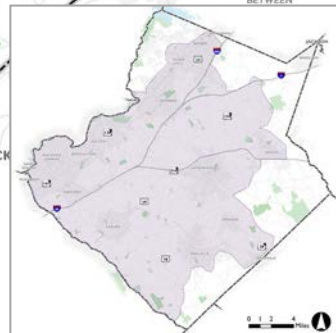
- Investments in Current No-Rail Option
  - Investments made with the savings from eliminating rail extension
- Options for Offsetting Rail Plan Reductions
  - Potential reductions to current Rail plan investments to enable other investments
- Additional No-Rail Plan Investment Options
  - Items in the ARTP that could be interchanged with investments within current No-Rail Plan

# Rail and No-Rail Plans

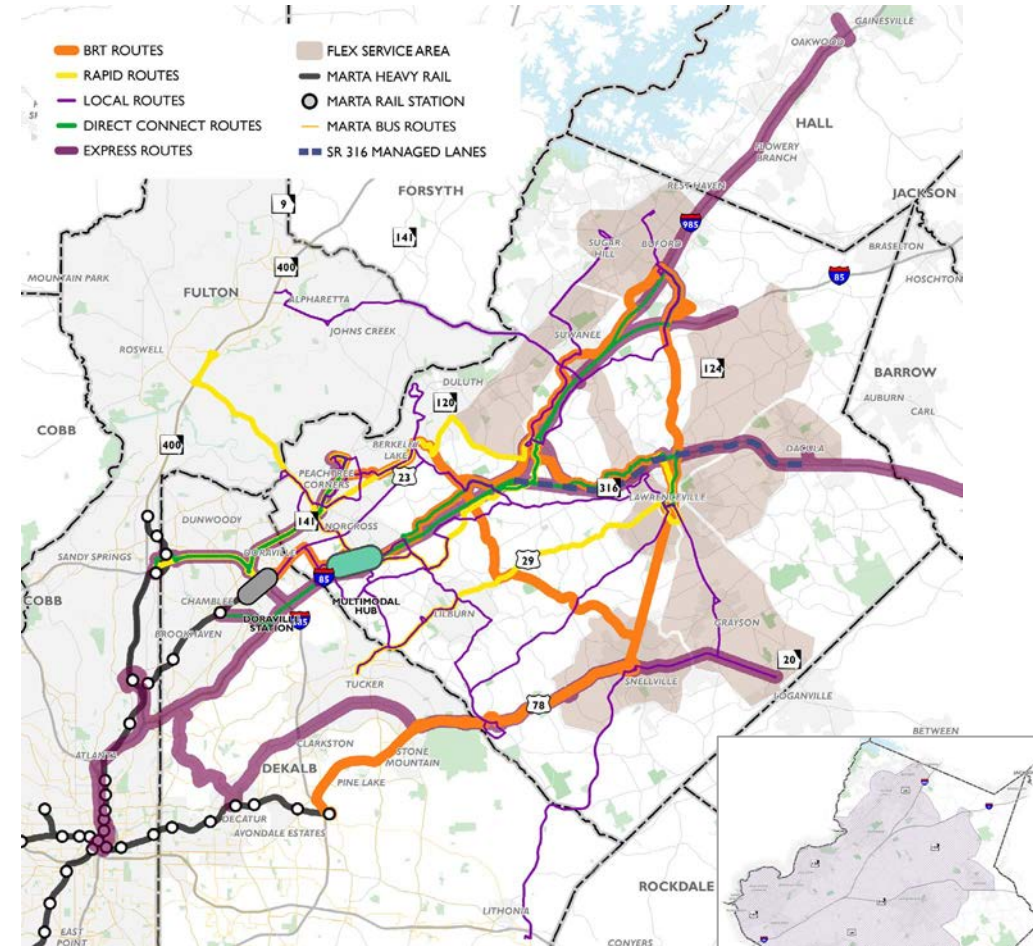
## Long-Range Rail Plan



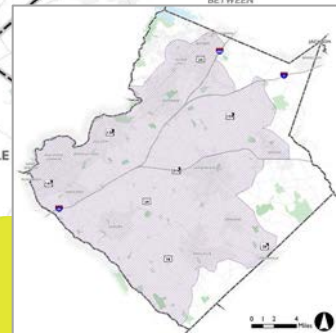
Paratransit Coverage



## Long-Range No-Rail Plan



Paratransit Coverage



# Investments in Current No-Rail Option

- Local Routes – \$118M
  - Downtown Buford (\$7M, long-range)
  - Loganville-Lawrenceville (\$67M, 10-year)
  - Loganville-Snellville (\$44M, 10-year)
- Additional Local Service Frequency – \$156M
  - 30 minute weekday evening frequencies instead of 60 minute in Long-Range
- Additional Flex – \$23M
  - Additional vehicles for service and 8% increase in service
- Additional Paratransit – \$35M
  - Increase buffer from 0.75 mi to 1.25 mi; 2% additional County area with service in Long-Range

*Note: All costs are in YOE cumulative through 2050 and reflect anticipated expenditures for County, net of all other funding sources*



# Investments in Current No-Rail Option

- Additional Investment in BRT 700 south of Jimmy Carter Blvd – \$77M
  - Reflects the net cost to the County (Project shifts from Small Starts to New Starts)
- Upgrade SR 124 to BRT – \$181M
  - Rapid 204 to BRT 704
- Upgrade Snellville/Peachtree Corners to BRT – \$141M
  - Rapid 203 to BRT 705
- Additional US-29 Investment – \$228M
  - Local 65/Rapid 207 to full Rapid 209
- Additional Rapid Investments – \$59M
  - Capital and O&M on Rapids 200, 201, 205, and 208
- Additional BRT Frequency – \$121M
  - 15 minute all-day instead of 20 minute off-peak on BRT 701, 702, and 703

*Note: All costs are in YOE cumulative through 2050 and reflect anticipated expenditures for County, net of all other funding sources*

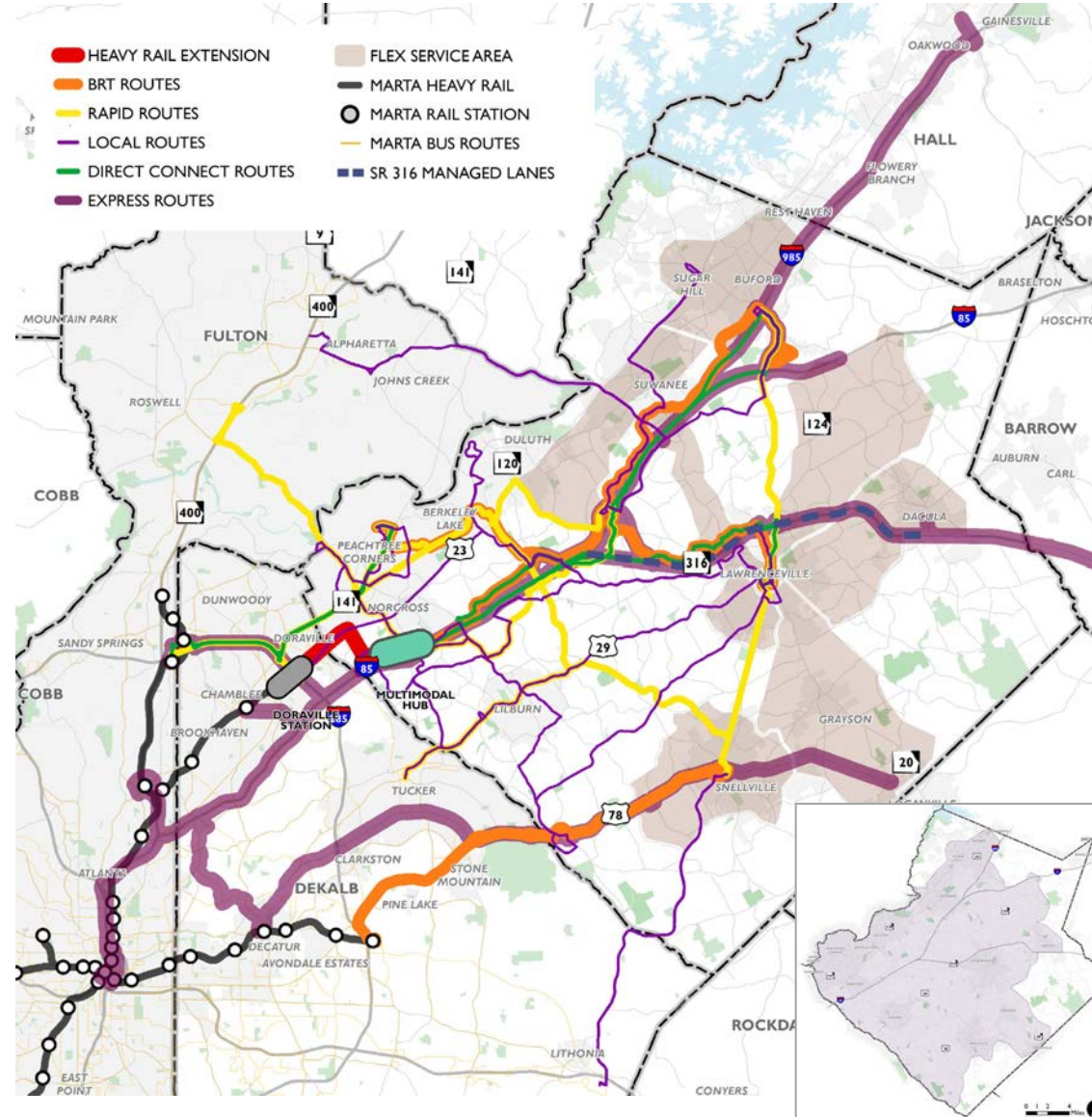
# Investments in Current No-Rail Option

- Additional Local Bus Stop Upgrades – \$37M
- Additional Ped/Bike Improvements – \$47M
- Additional SR 316 Managed Lanes Investments – \$8M

*Note: All costs are in YOE cumulative through 2050 and reflect anticipated expenditures for County, net of all other funding sources*

# Rail Plan

## Long-Range Rail Plan



Paratransit  
Coverage

# Options for Offsetting Rail Plan Reductions – Capital Investments

- McGinnis Ferry Park-and-Ride and Direct Access Ramps – \$40M
- Local Bus Stop Upgrades – \$126M
- Bike/Ped Improvements – \$98M
- BRT 703 (Infinite Energy/Mall of GA) to Local Route – \$144M
- BRT 703 (Infinite Energy/Mall of GA) to Rapid Route – \$90M

*Note: All costs are in YOE cumulative through 2050 and reflect anticipated expenditures for County, net of all other funding sources*

# Options for Offsetting Rail Plan Reductions – Routes

- Rapid 201 (Steve Reynolds) – \$53M
- Rapid 208 (Peachtree Corners/Perimeter) – \$71M
  - No service impacts, reduced priority for Direct Connect
- Local GW1 (Five Forks Trickum Rd) – \$109M
- Local RG3 (Snellville/Stonecrest) – \$51M
- Express 131 (Hall County/MMH) – \$7M
- Express 140 (Indian Trail/Buckhead) – \$8M
- Flex 506 (Loganville/Grayson) – \$55M

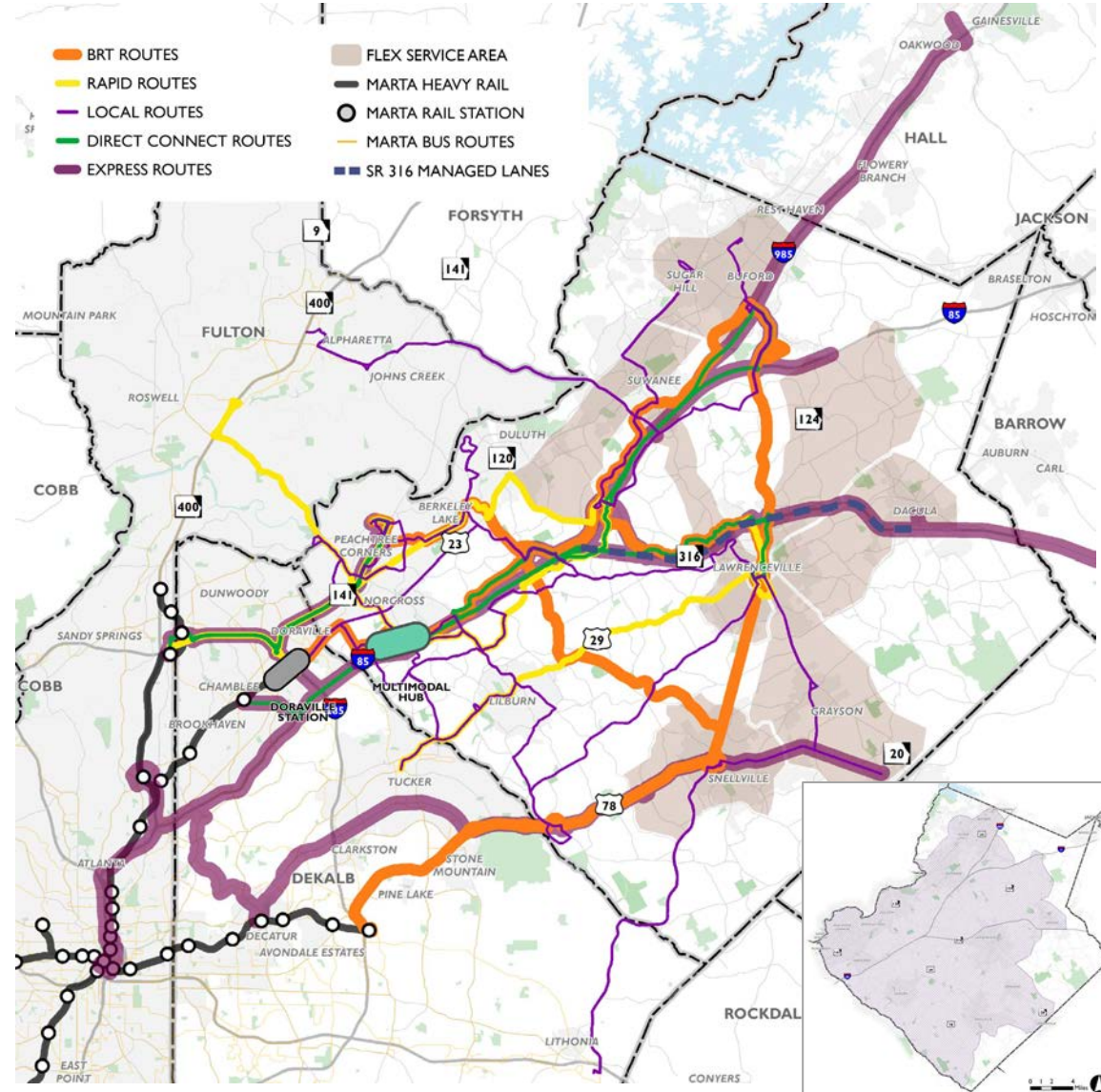
*Note: All costs are in YOE cumulative through 2050 and reflect anticipated expenditures for County, net of all other funding sources*

# Options for Offsetting Rail Plan Reductions – Service

- Weekday Mid-Day Local Frequency Reduction – \$188M
  - 60 minutes from 30 minutes
- Weekend Local Frequency Reduction – \$67M
  - 60 minutes from 30 minutes
- Weekend Mid-Day Rapid Frequency Reduction – \$21M
  - 30 minutes from 20 minutes

*Note: All costs are in YOE cumulative through 2050 and reflect anticipated expenditures for County, net of all other funding sources*

# No-Rail Plan



Paratransit Coverage

# Additional No-Rail Plan Investment Options

- Projects that can have increased funding under approved ARTP Amendment
- Include Removed Managed Lanes Access Projects
  - Indian Trail Inline Station – \$140M
  - Sugarloaf Fly Over Ramp – \$90M
- Increase Funding for New and Upgrade Park-and-Rides
  - McGinnis Ferry Park-and-Ride and Direct Access Ramps – \$50M
  - I-985 Park-and-Ride Upgrade – \$5M
  - Braselton/Gravel Springs Park-and-Ride – \$10M
  - Loganville Park-and-Ride – \$5M
  - Buford Dr Park-and-Ride – \$10M
  - Harbins Rd Park-and-Ride – \$5M

*Note: Costs are in 2018\$; project costs in YOES\$ will depend on implementation timeline*



# Additional No-Rail Plan Investment Options

- Increase SR 316 Managed Lanes contribution – up to \$40M
- Include previously removed projects
  - Regional Project Contribution – \$50M
  - BRT to Light Rail Conversion Seed Funding – \$50M
- Increase Long-Range service frequencies
  - Cost is variable