



GWINNETT COUNTY
BOARD OF COMMISSIONERS

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Charlotte J. Nash, Chairman

Jace W. Brooks, District 1

Ben Ku, District 2

Tommy Hunter, District 3

Marlene M. Fosque, District 4

Official

Informal Meeting Minutes

Tuesday, July 14, 2020 – 12:00 PM

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

Via teleconference: Ben Ku

Absent: Tommy Hunter

1. Transit Discussion

The Board discussed the ATL and transit scenarios. No official action taken.

2. Elections Discussion

The Board discussed elections. No official action taken.



Gwinnett

Transit Workshop

Board of Commissioners Meeting

07/14/2020

Agenda

- ATL Board Referendum List Adoption
- No-Bonding Scenarios



ATL Board Referendum List Adoption



ATL PROCESS RELATED TO GWINNETT COUNTY TRANSIT

- ▶ **May 27:** ATL Board unanimously approved proposed Gwinnett amendment to 2019 ARTP
 - Projects proposed by a County in transit referendum must be selected from the ARTP
 - Amended ARTP includes 99 Gwinnett projects submitted by County
 - Included 30-day public comment period
- ▶ **May 28:** Gwinnett held required meeting with municipalities to discuss project list
- ▶ **June 16:** Gwinnett Board of Commissioners voted to submit to ATL a subset of 82 transit projects from the ARTP with the intent to fund them through a potential sales tax authorized by voter referendum
 - ATL has 20 days to approve or deny the submitted transit projects and operators from the County. Deadline expires July 9, 2020 - date of specially called ATL Board Meeting
 - If ATL Board approves proposed referendum project list, Gwinnett Board of Commissioners can then vote to place referendum on ballot

PROJECT LIST OVERVIEW



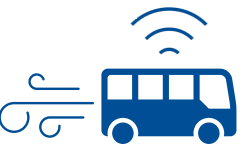
1 Heavy rail extension



3 Direct Connect routes



4 BRT routes



7 ART routes



8 Flex or micro-transit zones



13 Express commuter routes



22 Local bus routes

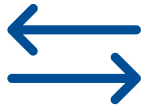


Paratransit service

PROJECT LIST OVERVIEW



1 Multi-modal hub



1 Upgraded transit center



3 Upgraded park-and-rides



3 New transit centers



6 New park-and-rides



ATL REFERENDUM LIST REVIEW CHECKLIST

Robust Public Engagement

Context-specific Service

Regional Connectivity

Fiscally Sound

Alignment with Governing Principles



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Alignment with Governing Principles

- Projects were developed and prioritized with an eye towards **future conditions**
- Considered **employment and population growth** and where density of both would occur in the County
- Considered how to **best serve various populations with unique needs** such as seniors, low-income household, and people with disabilities
- Considered **balancing local and regional service needs** within a **constrained funding environment**

PORTFOLIO FINANCIAL ASSUMPTIONS REVIEW

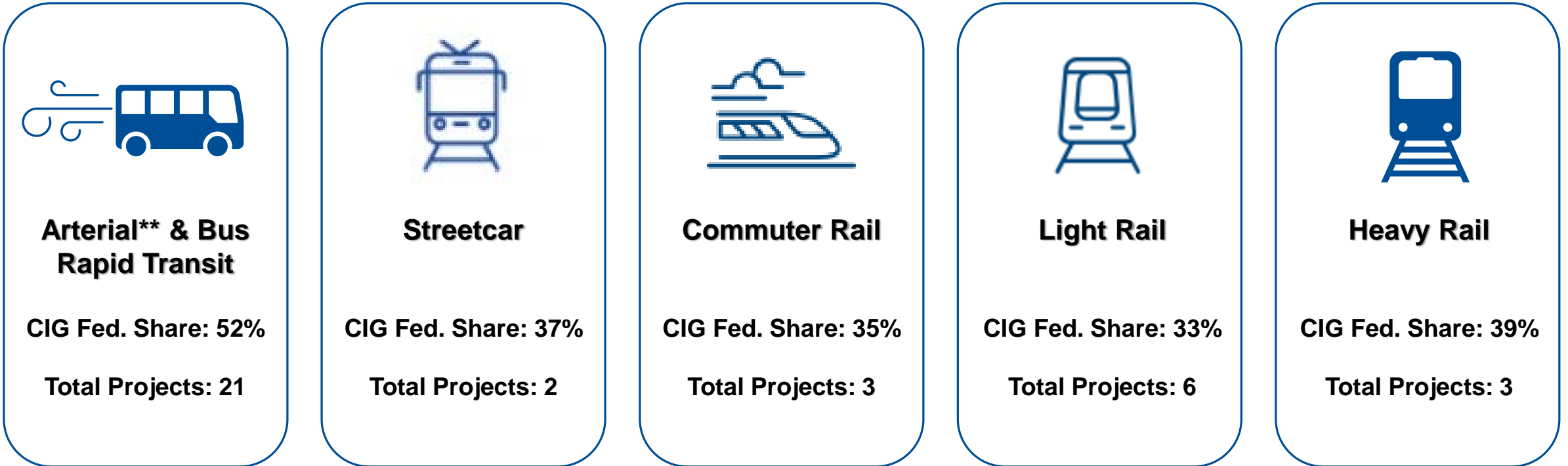
- ▶ 30-year County annual population growth rate based on ARC 2050 projections is approx. 1.5%
- ▶ Assumed sales tax growth rate:
 - ▶ 1.5% for first 5 years
 - ▶ 1.0% for remaining 25 years
- ▶ Expenditure growth assumptions are higher than projected revenue growth across all project types and ongoing O&M





HISTORICAL FTA CIG PROGRAM FUNDING BREAKDOWN

- ▶ Average federal funding levels across all modes are at **37.26%** for new transit projects
- ▶ Total of 23 FFGAs and additional 12 projects with anticipated agreements (35 total projects)*





PORTFOLIO CIG FUNDING ANALYSIS

- ▶ Projected federal share on CIG projects aligns with ATL recommendations and current average awards by project type since 2017



Heavy Rail

CIG Fed. Share: 35%

Total Projects: 1



Arterial* & Bus Rapid Transit

CIG Fed. Share: 50%

Total Projects: 5



Bus Rapid Transit 700

CIG Fed. Share: 33%

Total Projects: 1



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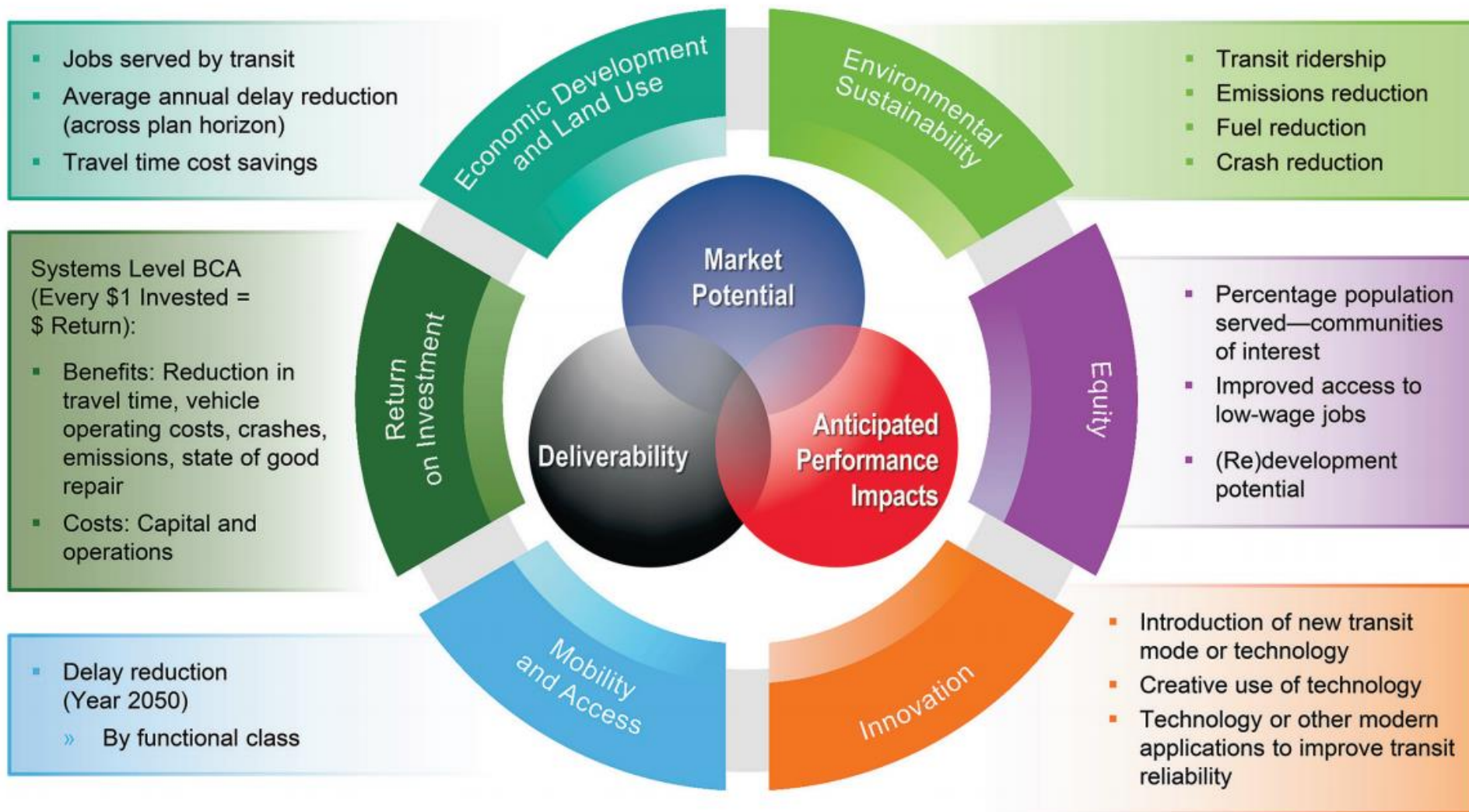
Fiscally Sound

Alignment with Governing Principles

- Portfolio financial assumptions align with proposed growth rates
- Federal Capital Investment Grant assumptions are consistent with current FTA project awards
- Portfolio financial structure is constrained to projected revenues and is consistent with federal and local funding assumptions



PERFORMANCE OVERVIEW





ATL REFERENDUM LIST REVIEW CHECKLIST

- Robust Public Engagement**
- Context-specific Service**
- Regional Connectivity**
- Fiscally Sound**
- Alignment with Governing Principles**



No-Bonding Scenarios



No-Bonding Scenarios

- Scenario 1: Shift HRT to 2036
- Scenario 2: Shift HRT to 2035

Scenario 1: Shift HRT to 2036

- Shift HRT implementation – 2034 to 2036
- Shift long-range Local/Direct Connect service improvements – 2034 to 2036
 - Includes route modifications to MMH instead of Doraville/Chamblee
- Space out local bus stops upgrade, ped/bike improvement, and technology upgrade expenditures
 - 20% of each allocation every 6 years
 - First expenditure no later than 2025; delays funding availability
- Shift up two park-and-ride upgrades

Scenario 1: Shift HRT to 2036

- Remove assumption of FTA CIG funding for Rapid 200 (PIB) and Rapid 204 (SR 124)
- Shift Rapid 203 (Ronald Reagan) – 2030 to 2039
 - Add a Local route to provide early service starting in 2025
 - Shifts 203 from mid-range to long-range but adds a new Local route to short-range

Scenario 2: Shift HRT to 2035

- Shift HRT implementation – 2034 to 2035
- Shift long-range Local/Direct Connect service improvements – 2034 to 2035
 - Includes route modifications to MMH instead of Doraville/Chamblee
- All modifications for Scenario 1
- Shift Rapid 200 (PIB) – 2030 to 2036

Questions/Discussion

