GWINNETT COUNTY
BOARD OF COMMISSIONERS

75 Langley Drive | Lawrenceville, GA 30046-6935
O: 770.822.7000 | F: 770.822.7097
GwinnettCounty.com

Nicole L. Hendrickson, Chairwoman
Kirkland Dion Carden, District 1
Ben Ku, District 2
Jasper Watkins III, District 3
Matthew Holtkamp, District 4

Work Session Agenda
Tuesday, September 2, 2025 - 10:00 AM

I. Call To Order

II. Approval of Agenda

III. New Business

1. Commissioners

2025-0901 Approval of a recommendation to appoint Dr. Jann Joseph to the Hospital Authority of Gwinnett County, Georgia as the Gwinnett County Board of Commissioners – District 3 Appointment. Incumbent Wayne Sikes. Term expires September 30, 2028.

2. Multiple Departments

2025-0860 Approval to renew BL073-22, purchase of crushed stone on an annual contract (September 21, 2025 through September 20, 2026), with Martin Marietta Materials, Inc. and Metro Green Recycling, LLC, base bid $430,000.00. This contract is funded 6.4% by the 2023 SPLOST Program. (Recommendation: Approval)

2025-0864 Approval to renew BL024-23, purchase of law enforcement duty gear on an annual contract (September 5, 2025 through September 4, 2026), per the attached recommendation letters, base bid $215,079.85. (Recommendation: Approval)

III. New Business

3. Financial Services/Russell Royal

2025-0820 Approval/authorization to apply for and accept, if awarded, grant funding for the High Intensity Drug Trafficking Areas (HIDTA) program administered by the Office of National Drug Control Policy (ONDCP) up to the amount of $1,893,402.00 for FFY 2025. This funding will be used to support all initiatives, award recipients and resource recipients of the HIDTA Atlanta-Carolinas 9A funding as determined by the Atlanta-Carolinas HIDTA Executive Board. Approval/authorization for the Chairwoman or designee to execute grant documents and any other necessary documents. Subject to the approval as to form by the Law Department. This grant is 100% funded by ONDCP. (Recommendation: Approval)

2025-0858 Approval/authorization of the July 31, 2025 Monthly Financial Status Report and ratification of all budget amendments. (Recommendation: Approval)

4. Support Services/Ron Adderley

2025-0874 Award BL074-25, Gwinnett County fire alarm replacement project at various locations, to Entec Systems, Inc., amount not to exceed $315,915.00. Contract to follow award. (Recommendation: Award)

2025-0875 Award BL088-25, fleet management building interior renovation project, to GMC Blue Service, Inc., amount not to exceed $245,200.00. Contract to follow award. (Recommendation: Award)

5. Transportation/Edgardo Aponte

2025-0849 Award BL085-25, Simonton Road at McCart Road intersection improvement project, to Azimuth Contractors, LLC, amount not to exceed $284,770.08. Contract to follow award. This contract is funded by the 2023 SPLOST Program. (Recommendation: Award)

2025-0841 Approval to renew SS041-23, transit fare revenue system annual maintenance agreement (October 1, 2025 through September 30, 2026), with Cubic Transportation Systems, Inc., in the amount of $102,700.00. (Recommendation: Approval) (Gwinnett Transit Advisory Board Approved on August 6, 2025, Vote 5-0.)

2025-0833 Approval/authorization for the Chairwoman to execute change orders to the agreements between Gwinnett County and the City of Peachtree Corners regarding jointly funded 2017 SPLOST projects for both the City Managed and County Managed projects. Approval/authorization for the Chairwoman to sign any and all related documents. (Recommendation: Approval)

III. New Business

5. Transportation/Edgardo Aponte

2025-0842 Approval/authorization for the Chairwoman to execute a Resolution approving the Ride Gwinnett Title VI Program for submittal to the Federal Transit Administration. Approval/authorization for the Chairwoman to execute any and all related documents. (Recommendation: Award)

2025-0847 Approval/authorization for the Chairwoman to execute an agreement with Run the Reagan, Inc. for the Run the Reagan event to be held on February 21, 2026. (Recommendation: Approval)

2025-0848 Approval/authorization for the Chairwoman to execute an agreement with the Sugarloaf Community Improvement District (CID) for the installation and maintenance of decorative crosswalks on Satellite Boulevard at the Gas South District driveway. Sugarloaf CID will be responsible for all costs associated with the installation and maintenance of these decorative crosswalks. There is no cost to the County. Approval/authorization for the Chairwoman to execute the agreement and any other related documents. (Recommendation: Approval)

6. Water Resources/Rebecca Shelton

2025-0834 Award BL068-25, Lanier Filter Plant chemical storage improvements, to IHC Construction Companies, LLC, amount not to exceed $1,660,000.00. Contract to follow award. (Recommendation: Award) (Water and Sewerage Authority Approved on August 11, 2025, Vote 5-0.)

2025-0835 Award BL081-25, Cascade Falls gravity sewer and pump station decommissioning, to Professional Pipeline, LLC, amount not to exceed $4,787,750.00. Contract to follow award. Approval/authorization for the Chairwoman or designee to sign any and all related documents. (Recommendation: Award) (Water and Sewerage Authority Approved on August 11, 2025, Vote 5-0.)

2025-0850 Award BL076-25, purchase of fire hydrants and fire hydrant repair parts on an annual contract (October 4, 2025 through October 3, 2026), to Consolidated Pipe & Supply Company, Inc.; Ferguson Enterprises, LLC dba Ferguson Waterworks; and United Supply International, Inc. dba Utilities Supply, Inc., base bid $290,000.00. (Recommendation: Award)

2025-0838 Approval to renew RP021-24, provision of watershed improvements on an annual contract (September 17, 2025 through September 16, 2026), with Clean Water Consultants, Inc., base amount $1,500,000.00. (Recommendation: Approval) (Water and Sewerage Authority Approved on August 11, 2025, Vote 4-0.)

III. New Business

6. Water Resources/Rebecca Shelton

2025-0846 Approval to renew BL060-21, bypass pumping services on an annual contract (September 20, 2025 through September 19, 2026), with Xylem Dewatering Solutions, Inc., base bid $1,750,000.00. (Recommendation: Approval) (Water and Sewerage Authority Approved on August 11, 2025, Vote 5-0.)

IV. Adjournment

M E M O R A N D U M

To: Chairwoman Hendrickson
District 1 Commissioner Carden
District 2 Commissioner Ku
District 3 Commissioner Watkins
District 4 Commissioner Holtkamp

From: Ashia Gallo, Communications Department

The following item(s) will be on the agenda for the BOC business session on **September 2, 2025**, under the item of business announcements as a resolution of recognition, award, etc., as indicated:

1) **Proclamation**: Recognizing Suicide Prevention Month
Requested by: District 2 Commissioner Ku
Attendee(s): Representatives from the American Foundation for Suicide Prevention, GUIDE Inc., View Point Health, the Gwinnett Coalition's Resilient Gwinnett initiative, and the office of State Rep. Jasmine Clark
Presented by: District 2 Commissioner Ku

2) **Proclamation**: Recognizing Ovarian Cancer Awareness Month
Requested by: Kimberly Airhart, Harts of Teal, Inc. Executive Director
Attendee(s): Representatives from Harts of Teal, Inc. and the Ovarian Cancer Research Alliance
Presented by: Chairwoman Nicole Love Hendrickson

cc:

Glenn Stephens	Betrand Williams
Buffy Rainey	Arteen Patterson
Joe Sorenson	Hunter Coleman
Heather Sawyer	Neshanta Banks
Kimberly Banner	Katie Gill
Tina King	Tammy Gibson
Carli Primavera	Jeanie Donaldson
Lauren Gamel	Lindsey Gravitt

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250901	

☐ Grants ☐ Public Hearing

Department:	Commissioners			Date Submitted:	08/26/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	tegibson			Multiple Depts?	
Agenda Type	Approval				

Item of Business: Locked by Purchasing: No

of a recommendation to appoint Dr. Jann Joseph to the Hospital Authority of Gwinnett County, Georgia as the Gwinnett County Board of Commissioners – District 3 Appointment. Incumbent Wayne Sikes. Term expires September 30, 2028.

Attachments	None
Authorization: Chairwoman's Signature?	No
Staff Recommendation	
BAC Action:	
Department Head	
Attorney	

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials

Finance Comments		FinDir's Initials

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only

PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250860	20240669

☐ Grants ☐ Public Hearing

Department:	Financial Services			Date Submitted:	08/11/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing - Brandi Cantie - SA			Multiple Depts?	Yes
Agenda Type	Approval				

Item of Business: Locked by Purchasing: Yes

to renew BL073-22, purchase of crushed stone on an annual contract (September 21, 2025 through September 20, 2026), with Martin Marietta Materials, Inc. and Metro Green Recycling, LLC, base bid $430,000.00. This contract is funded 6.4% by the 2023 SPLOST Program.

Attachments	Summary Sheet, Justification Letters
Authorization: Chairwoman's Signature?	No
Staff Recommendation	Approval
BAC Action:	
Department Head	raroyal (8/22/2025)
Attorney	grschroff (8/27/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	Various Operating	*	$402,350	brainey (8/27/2025)
Yes	2023 SPLOST	**	$27,650	

Finance Comments	*The current balances in Industrial Supplies and Industrial R&M - Contracted are checked as items are purchased. **Amount available in various capital projects. For FY2025, $144,045 is allocated. For FY2026, $285,955 is subject to budget approval.	FinDir's Initials: raroyal (8/27/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session		Vote	No Action Taken
Action	New Item		
Tabled			
Motion			
2nd by			

SUMMARY – BL073-22 Purchase of Crushed Stone on an Annual Contract	
PURPOSE:	Various sizes and grades of stone used for roads, backfill, ditches, erosion control, and foundations used by various departments.
LOCATION:	Various locations throughout Gwinnett County
AMOUNT TO BE SPENT:	$430,000.00
PREVIOUS CONTRACT AWARD AMOUNT:	$541,000.00
AMOUNT SPENT PREVIOUS CONTRACT:	$403,000.00
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	5% increase
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	N/A
NUMBER OF RESPONSES:	N/A
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) IF YES, NUMBER OF FIRMS REPRESENTED:	N/A
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER:	This is renewal option three (3) of four (4).
MARKET PRICES COMPARISON (FOR RENEWALS):	An analysis reveals that pricing is comparable to current market conditions.
CONTRACT TERM:	September 21, 2025 through September 20, 2026

COMMENTS:

GWINNETT COUNTY
DEPARTMENT OF TRANSPORTATION
446 West Crogan Street, Suite 410 | Lawrenceville, GA 30046-2440
770.822.7400
GwinnettCounty.com

MEMORANDUM

TO: Michael Milstein, Purchasing Associate II
Purchasing Division, DOFS

THROUGH: Edgardo E. Aponte, P.E., Director
Department of Transportation

FROM: Jeffery Charlton, R.L.A, Division Director
Department of Transportation

SUBJECT: **Recommendation to Renew BL073-22**
Purchase of Crushed Stone on an Annual Contract

DATE: August 18, 2025

REQUESTED ACTION
The Department of Transportation recommends renewal of BL073-22, Purchase of Crushed Stone on an Annual Contract (September 21, 2025 through September 20, 2026) with Martin Marietta Materials and Metro Green Recycling, LLC in the amount of $80,000.00.

DESCRIPTION
This annual contract is used for the purchase of crushed stone and aggregate materials for roadway maintenance projects, emergency roadway maintenance activities, and roadway repairs throughout the County. This is the third of four options to renew this annual contract.

FINANCIAL
1. Estimated amount to be spent: $80,000.00
2. Projected 12-month amount spent previous contract period: $73,000.00
3. Do total obligations agree with "Action Requested"? Yes X No ___
4. Budgeted: Yes ___X___ No _____
5. Contact name: Paul Brown Contact phone: 770-822-7558

GWINNETT COUNTY
DEPARTMENT OF TRANSPORTATION
446 West Crogan Street, Suite 410 | Lawrenceville, GA 30046-2440
770.822.7400
GwinnettCounty.com

6. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	001	109002	17020001	50701103		$12,800.00	16.0%
2026	001	109002	17020001	50701103		$38,550.00	48.2%
2025	321	209000		50701103	Various	$6,900.00	8.6%
2026	321	209000		50701103	Various	$20,750.00	25.9%
2025	520	109007	17070001	50701103		$200.00	0.3%
2026	520	109007	17070001	50701103		$800.00	1.0%
					Total	$80,000.00	100.0%

GWINNETT COUNTY
DEPARTMENT OF WATER RESOURCES
684 Winder Highway | Lawrenceville, GA 30045-5012
678.376.6700
www.gwinnettcounty.com | www.gwinnetth2o.com

MEMORANDUM

TO: Savannah Anderson
Purchasing Associate II

THROUGH: Rebecca Shelton, PE RS
Director, Department of Water Resources

FROM: Steve Sheets, PE SS
Deputy Director, Department of Water Resources

SUBJECT: Recommendation to Renew BL073-22
Purchase of Crushed Stone on an Annual Contract

DATE: April 18, 2025

REQUESTED ACTION

The Department of Water Resources recommends the renewal of the above referenced contract with Martin Marietta Materials and Metro Green Recycling, LLC in a departmental allocation of $350,000.00.

DESCRIPTION

This contract is used by multiple departments. Water Resources uses it to purchase crushed stone, gravel, rip rap, and other aggregate materials for repairs to the distribution, collection, and stormwater systems.

FINANCIAL

1. Estimated amount to be spent: $350,000.00
2. Projected amount to be spent previous contract period: $330,000.00
3. Do total obligations agree with "Action Requested"? Yes X No ___
4. Budgeted: Yes X No _____
5. Contact name: Adam Garmon Contact phone: (678)376-7181 AG

6. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	501	111008	19080002	50404216		$40,845.00	11.67%
2025	501	111008	19080003	50404216		$41,650.00	11.90%
2025	590	111011	19110001	50404216		$41,650.00	11.90%
2026	501	111008	19080002	50404216		$75,845.00	21.67%
2026	501	111008	19080003	50404216		$75,005.00	21.43%
2026	590	111011	19110001	50404216		$75,005.00	21.43%
					Total	$350,000.00	100.00%

Transfer Required: Yes __ No X

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250864	20240803

☐ Grants ☐ Public Hearing

Department:	Financial Services			Date Submitted:	08/12/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing - Brandi Cantie - CW			Multiple Depts?	Yes
Agenda Type	Approval				

Item of Business: Locked by Purchasing: No

to renew BL024-23, purchase of law enforcement duty gear on an annual contract (September 5, 2025 through September 4, 2026), per the attached recommendation letters, base bid $215,079.85.

Attachments	Summary Sheet, Justification Letters
Authorization: Chairwoman's Signature?	No
Staff Recommendation	Approval
BAC Action:	
Department Head	raroyal (8/20/2025)
Attorney	grschroff (8/26/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	General	*	$151,000	brainey (8/26/2025)
Yes	Police Services	*	$64,080	

Finance Comments	*The current balance in Supplies - Uniform Purchases is checked as items are purchased. For FY2025, $97,748 is allocated. For FY2026, $117,332 is subject to budget approval.	FinDir's Initials: raroyal (8/26/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

SUMMARY – BL024-23 Purchase of Law Enforcement Duty Gear on an Annual Contract	
PURPOSE:	This contract is for the purchase of duty gear that is part of the standard issued uniforms for sworn officers that provides portability for an officers on-duty equipment.
LOCATION:	Various locations throughout Gwinnett County
AMOUNT TO BE SPENT:	$215,079.85
PREVIOUS CONTRACT AWARD AMOUNT:	$291,000.00
AMOUNT SPENT PREVIOUS CONTRACT:	$185,957.33
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	4.6% increase
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	N/A
NUMBER OF RESPONSES:	N/A
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) IF YES, NUMBER OF FIRMS REPRESENTED:	N/A
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER:	This is renewal option two (2) of four (4).
MARKET PRICES COMPARISON (FOR RENEWALS):	An analysis reveals that pricing is comparable to current market conditions.
CONTRACT TERM:	September 5, 2025 through September 4, 2026

COMMENTS: Line Items A10 and B2 will not be renewed and will be purchased through a separate procurement, if needed.

GWINNETT COUNTY
DEPARTMENT OF CORRECTIONS
750 Hi-Hope Road | Lawrenceville, GA 30043-4540
678.407.6000
www.gwinnettcounty.com | www.gccorrections.com

MEMORANDUM

TO: Chelsey Ward
Purchasing Associate II

THROUGH: Darrell Johnson, Warden DJ
Department of Corrections

FROM: Darlesa Barron, Business Manager DWB
Department of Corrections

SUBJECT: Recommendation to Renew BL024-23
Purchase of Law Enforcement Duty Gear on an Annual Contract

DATE: July 16, 2025

REQUESTED ACTION

The Department of Corrections recommends renewal of the above referenced contract with Helgen Industries Inc., dba Desantis Holster and Leather Goods in the amount of $1,000.00.

DESCRIPTION

The contract is for purchasing law enforcement duty gear for correctional officers. The duty gear is a part of the standard issued uniforms for sworn officers.

FINANCIAL

1. Estimated amount to be spent $1,000.00
2. Projected amount to be spent previous contract period: $500.00
3. Do total obligations agree with "Action Requested"? Yes X No ___
4. Budgeted: Yes ___X___ No _____
5. Contact name: Darlesa Barron Contact phone: 678-407-6050
6. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	001	114001	22010001	50701198		$320.00	32%
2026	001	114001	22010001	50701198		$680.00	68%
					Total	$1,000.00	100%

Transfer Required: Yes __ No _x_

If Yes, transfer from:						
Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount

GWINNETT COUNTY
POLICE DEPARTMENT

770 Hi-Hope Road | Lawrenceville, GA 30043
P.O. Box 602 | Lawrenceville, GA 30046-0602
770.513.5000
GwinnettCounty.com | GwinnettPolice.com

MEMORANDUM

TO: Chelsey Ward
Purchasing Associate II

THROUGH: J.D. McClure (O/C LONG-ACTING CHIEF)
Chief of Police

FROM: Felicia Kemp
Financial Supervisor

SUBJECT: Recommendation to Renew BL024-23
Purchase of Law Enforcement Duty Gear on an Annual Contract

DATE: August 18, 2025

REQUESTED ACTION

The Department of Police Services recommends renewal of the above-referenced contract with Dana Safety Supply, Inc.; Federal Eastern International LLC; Galls, LLC.; Lawman's & Shooter's Inc.; Primary Arms LLC.; and Smyrna Police Distributors in the amount of $64,079.85.

DESCRIPTION

To purchase Duty Gear for the Gwinnett County Police Department on an annual contract.

FINANCIAL

1. Estimated amount to be spent: $64,079.85
2. Amount spent previous contract period: $118,890.93
3. Do total obligations agree with "Action Requested"? Yes X No ___
4. Budgeted: Yes X No _____
5. Contact name: Tina Dones Contact phone: 770-513-5064

6. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	106	113100	21200016	50701198		$ 22,427.95	35%
2026	106	113100	21200016	50701198		$ 41,651.90	65%
					Total	$ 64,079.85	100%

Transfer Required: Yes _ No X

If Yes, transfer from:						
Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount

Gwinnett County Sheriff's Office

2900 University Parkway • Lawrenceville, GA 30043 • 770.619.6500
GwinnettCountySheriff.com | Twitter & Facebook @GwinnettSheriff

Sheriff Keybo Taylor **Chief Cleophas Atwater**

MEMORANDUM

TO: Chelsey Ward
Purchasing Associate II

THROUGH: Cleophas Atwater CA
Chief

FROM: Lora Bryant LB
Business Manager

SUBJECT: Recommendation to renew BL024-23 Purchase of Law Enforcement Duty Gear on an annual contract.

DATE: 4/21/2025

REQUESTED ACTION
The Sheriff's Office recommends Renewal of the above referenced contract to Dana Safety Supply, Inc., Galls, LLC, Federal Eastern International, LLC, Smyrna Police Distributors, Helgen Industries, Inc. dba Desantis Holster and Leather Goods, Primary Arms, LLC. Lawmen's & Shooters' Supply, Inc., and Clyde Armory, Inc. in the amount of $150,000.00.

DESCRIPTION
Duty Gear for Law Enforcement.

FINANCIAL
1. Estimated amount to be spent: $150,000.00
2. Amount spent previous contract period: $66,566.40.
3. Do total obligations agree with "Action Requested"? Yes X No ____
4. Budgeted: Yes X No _____
5. Contact name: Deputy Lt. Clay Thompson Contact phone: 770-822-3925.

Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	001	119000	27020001	50701198		$75,000.00	50%
2026	001	119000	27020001	50701198		$75,000.00	50%
						$150,000.00	100%

Transfer Required: Yes __ No X

If Yes, transfer from:						
Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250820	

☑ Grants ☐ Public Hearing

Department:	Financial Services			Date Submitted:	07/28/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	mldegiovine			Multiple Depts?	
Agenda Type	Approval/authorization				

Item of Business: Locked by Purchasing: No

to apply for and accept, if awarded, grant funding for the High Intensity Drug Trafficking Areas (HIDTA) program administered by the Office of National Drug Control Policy (ONDCP) up to the amount of $1,893,402.00 for FFY 2025. This funding will be used to support all initiatives, award recipients and resource recipients of the HIDTA Atlanta-Carolinas 9A funding as determined by the Atlanta-Carolinas HIDTA Executive Board. Approval/authorization for the Chairwoman or designee to execute grant documents and any other necessary documents. Subject to the approval as to form by the Law Department. This grant is 100% funded by ONDCP.

Attachments	Justification Memo, Action List, Notice of Award , SF-424 Application, Contract
Authorization: Chairwoman's Signature?	No
Staff Recommendation	Approval
BAC Action:	
Department Head	raroyal (8/19/2025)
Attorney	grschroff (8/26/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
No	Grants	*	$1,893,402	brainey (8/26/2025)

Finance Comments	*A grant budget will be established upon approval and execution of agreement; adjust revenue and appropriation budgets as necessary.	FinDir's Initials: raroyal (8/26/2025)

☑ Budget Adjust ☑ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session		Vote	No Action Taken
Action	New Item		
Tabled			
Motion			
2nd by			

GWINNETT COUNTY
DEPARTMENT OF FINANCIAL SERVICES
GRANTS MANAGEMENT DIVISION

75 Langley Drive | Lawrenceville, GA 30046-6935
O: 770.822.8860 | F: 770.822.8744
GwinnettCounty.com

MEMORANDUM

TO: Chairwoman
District Commissioners

THROUGH: Russell Royal
Director of Financial Services

FROM: Marcie DeGiovine
Grants Manager

SUBJECT: FFY 2025 Award
High Intensity Drug Trafficking Areas Program – Office of National Drug Control Policy

DATE: July 9, 2025

ITEM OF BUSINESS

Approval/authorization to apply for and accept, if awarded, grant funding for the High Intensity Drug Trafficking Areas (HIDTA) program administered by the Office of National Drug Control Policy (ONDCP) up to the amount of $1,893,402.00 for FFY 2025. This funding will be used to support all initiatives, award recipients and resource recipients of the HIDTA Atlanta-Carolinas 9A funding as determined by the Atlanta-Carolinas HIDTA Executive Board. Approval/authorization for the Chairwoman or designee to execute grant documents and any other necessary documents. Subject to the approval as to form by the Law Department. This grant is 100% funded by ONDCP.

BACKGROUND AND DISCUSSION

As the direct grant recipient, Gwinnett County will serve as the Fiduciary agent handling all the financial transactions for entities participating in the HIDTA Atlanta-Carolinas 9A program. As Fiduciary, Gwinnett County is responsible for establishing and maintaining effective internal controls over compliance with requirements of laws, regulations, contracts and grants applicable to the Federal program.

I respectfully request your consideration and approval of this agenda item at the September 2, 2025, meeting of the Board of Commissioners. If you have any questions regarding this agenda item, please contact me at (770) 822-7972.

OMB Number: 4040-0004
Expiration Date: 11/30/2025

Application for Federal Assistance SF-424

Version 04

* 1. Type of Submission:
- ○ Preapplication
- ◉ Application
- ○ Changed/Corrected Application

* 2. Type of Application:
- ◉ New
- ○ Continuation
- ○ Revision

* If Revision, select appropriate letter(s):

* Other (Specify)

* 3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

* 5b. Federal Award Identifier:

State Use Only:

6. Date Received by State: 10/10/2024

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Gwinnett County Board of Commissioners

* b. Employer/Taxpayer Identification Number (EIN/TIN): 586000835

* c. UEI: CH7PFEADFRK3

d. Address:

* Street1: 75 Langley Dr
Street2:
* City: Lawrenceville
County:
* State: Georgia
Province:
* Country: UNITED STATES
* Zip / Postal Code: 30046-6935

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr.
* First Name: Daniel
Middle Name: R.
* Last Name: Salter
Suffix:

Title: Executive Director

Organizational Affiliation:

* Telephone Number: 404-815-4401
Fax Number: 404-815-5541

* Email: dsalter@hidta.org

OMB Number: 4040-0004
Expiration Date: 11/30/2025

Application for Federal Assistance SF-424 Version 04

9. Type of Applicant 1: Select Applicant Type:

County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

-HIDTA

11. Catalog of Federal Domestic Assistance Number:

95.001

CFDA Title:

High Intensity Drug Trafficking Areas

*** 12. Funding Opportunity Number:**

HID-HID-25-006

* Title:

High Intensity Drug Trafficking Areas (HIDTA) Program Fiscal Year (FY) 2025 Grant Award

13. Competition Identification Number:

HID-HID-25-006-111237

Title:

High Intensity Drug Trafficking Areas (HIDTA) Program Fiscal Year (FY) 2025 Grant Award

14. Areas Affected by Project (Cities, Counties, States, etc.):

*** 15. Descriptive Title of Applicant's Project:**

High Intensity Drug Trafficking Areas Program

Attach supporting documents as specified in agency instructions.

OMB Number: 4040-0004
Expiration Date: 11/30/2025

Application for Federal Assistance SF-424

Version 04

16. Congressional Districts Of:

* a. Applicant: 07
* b. Program/Project: 00-000

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date: 01/01/2025
* b. End Date: 12/31/2026

18. Estimated Funding ($):

* a. Federal	1893402
* b. Applicant	0
* c. State	0
* d. Local	0
* e. Other	0
* f. Program Income	0
* g. TOTAL	1893402

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ○ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ○ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ◉ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

○ Yes ◉ No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

◉ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:	
* First Name:	Buffy
Middle Name:	
* Last Name:	Alexzulian
Suffix:	
* Title:	Director of Financial Services
* Telephone Number:	7708227849
Fax Number:	
* Email:	buffy.alexzulian@gwinnettcounty.com
* Signature of Authorized Representative:	Buffy Alex.
* Date Signed:	10-15-24

Authorized for Local Reproduction

Standard Form 424 (Revised 10/2005)
Prescribed by OMB Circular A-102

Approved as to form:
Sr. Assistant County Attorney

Expiration Date: 11/30/2025

Application for Federal Assistance SF-424 Version 04

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

OMB Approval No. 4040-0006
Expiration Date: 02/28/2025

BUDGET INFORMATION - Non-Construction Programs

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Overtime	95.001			$308,408.00		$308,408.00
2. Travel	95.001			$156,040.00		$156,040.00
3. Facilities	95.001			$377,410.00		$377,410.00
4. Services, Supplies, Other	95.001			$1,051,544.00		$1,051,544.00
5. Totals				$1,893,402.00		$1,893,402.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total
	(1) Overtime	(2) Travel	(3) Facilities	(4) Services, Supplies, Other	(5)
a. Personnel	$308,408.00				$308,408.00
b. Fringe Benefits					
c. Travel		$156,040.00			$156,040.00
d. Equipment					
e. Supplies				$70,000.00	$70,000.00
f. Contractual					
g. Construction					
h. Other			$377,410.00	$981,544.00	$1,358,954.00
i. Total Direct Charges *(sum of 6a-6h)*	$308,408.00	$156,040.00	$377,410.00	$1,051,544.00	$1,893,402.00
j. Indirect Charges					
k. TOTALS *(sum of 6i and 6j)*	$308,408.00	$156,040.00	$377,410.00	$1,051,544.00	$1,893,402.00
7. Program Income					

SECTION C - NON-FEDERAL RESOURCES				
(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8 Overtime				
9. Travel				
10. Facilities				
11. Services, Supplies, Other				
12. TOTAL *(sum of lines 8-11)*				

SECTION D - FORECASTED CASH NEEDS					
	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	$1,893,402.00	$473,350.50	$473,350.50	$473,350.50	$473,350.50
14. Non-Federal					
15. TOTAL *(sum of lines 13 and 14)*	$1,893,402.00	$473,350.50	$473,350.50	$473,350.50	$473,350.50

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT				
(a) Grant Program	FUTURE FUNDING PERIODS (Years)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16. Overtime				
17. Travel				
18.Facilities				
19. Services, Supplies, Other				
20. TOTAL *(sum of lines 16-19)*				

SECTION F - OTHER BUDGET INFORMATION	
21. Direct Charges:	22. Indirect Charges:
23. Remarks:	

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

Approved by OMB
4040-0013

1. * Type of Federal Action:
- [ ] a. contract
- [x] b. grant
- [ ] c. cooperative agreement
- [ ] d. loan
- [ ] e. loan guarantee
- [ ] f. loan insurance

2. * Status of Federal Action:
- [ ] a. bid/offer/application
- [x] b. initial award
- [ ] c. post-award

3. * Report Type:
- [x] a. initial filing
- [ ] b. material change

For Material Change Only:
year ____ quarter ____
date of last report ____

4. Name and Address of Reporting Entity:

[x] Prime [ ] SubAwardee Tier if known: ____

* Name: Gwinnett County Board of Commissioners
* Street 1: 75 Langley Drive
Street 2:
* City: Lawrenceville
State: GA: Georgia
Zip: 30046
Congressional District, if known: 07

6. * Federal Department/Agency:

ONDCP

7. * Federal Program Name/Description:

High Intensity Drug Trafficking Areas Program

CFDA Number, *if applicable:* 95.001

8. Federal Action Number, *if known:*

9. Award Amount, *if known:*

$ 1,893,402.00

10. a. Name and Address of Lobbying Registrant:

Prefix: * First Name: Middle Name:
* Last Name: Suffix:
* Street 1: Street 2:
* City: State: Zip:

b. Individual Performing Services (including address if different from No. 10a)

Prefix: * First Name: Middle Name:
* Last Name: Suffix:
* Street 1: Street 2:
* City: State: Zip:

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

* Signature: Buffy Alexzulian

*Name: Prefix: * First Name: Buffy Middle Name:
* Last Name: Alexzulian Suffix:

Title: Director of Financial Services Telephone No.: 770-822-7849 Date: 10-15-24

Federal Use Only:

Authorized for Local Reproduction
Standard Form - LLL (Rev. 7-97)

Approved as to form:

OMB Approval No.: 4040-0007
Expiration Date: 02/28/2025

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.

2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.

3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.

4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.

5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).

6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C.§§1681- 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U. S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.

8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment

1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation

activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis- Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327- 333), regarding labor standards for federally-assisted construction subagreements.

10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is $10,000 or more.

11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93- 205).

12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).

14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.

15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.

16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."

18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

* SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	* TITLE
Buffy Alexzulian	Director, Financial Services
* APPLICATION ORGANIZATION	* DATE SUBMITTED
Gwinnett County Board of Commissioners	10/15/2024

ACTION REQUESTED
OFFICE OF NATIONAL DRUG CONTROL POLICY
FOR APPROVAL BY THE BOARD OF COMMISSIONERS
SEPTEMBER 2, 2025 (GCID 2025-0820)

1. Acceptance of the FFY 2025 High Intensity Drug Trafficking Areas (HIDTA) Program grant award from the **Office of National Drug Control Policy (ONDCP)**; authorization for Chairwoman to appoint and designate the Director of Financial Services (or his/her designee) to sign all necessary grant documents, and related forms designating persons authorized to request disbursement of grant funds from **ONDCP** to Gwinnett County.

2. Authorization for Chairwoman to appoint and designate the Director of Financial Services (or his/her designee) to sign all necessary grant documents with **ONDCP** municipalities, nonprofit agencies, County agencies, federal and state agencies, subrecipient, program participants and financial institutions, etc. for project implementation, as specified by the HIDTA Executive Board subject to approval as to form by the Law Department.

3. Authorization for Chairwoman to appoint and designate the Director of Financial Services (or his/her designee) to accept any amendments to the initial award, including closure of award after receipt of final payment, as assigned by **ONDCP** and to designate County staff to adjust appropriations and revenue budgets as necessary.

4. Authorization for Chairwoman to appoint and designate the Director of Financial Services (or his/her designee) to approve and submit financial reports.

5. Authorization for Chairwoman to designate County staff to procure goods and services as delegated in the approved Purchasing Ordinance.

6. Authorization for Chairwoman to appoint and designate the Director of Financial Services to serve as the “Official Representative” of Gwinnett County with **ONDCP**.

7. The County Administrator is authorized to review the final grant agreement and decline the **ONDCP** grant if the terms are deemed unacceptable or infeasible, and to direct other Gwinnett County staff to carry out any actions necessary to decline the grant as determined.

Office of National Drug Control Policy

Notice of Award

Award# HID0625G0452-00
FAIN# HID0625G0452
Federal Award Date: 05/23/2025

Recipient Information

1. Recipient Name
COUNTY OF GWINNETT
75 LANGLEY DR # 1
LAWRENCEVILLE, GA 30046-6935

2. Congressional District of Recipient
07

3. Payment System Identifier (ID)
586000835

4. Employer Identification Number (EIN)
586000835

5. Data Universal Numbering System (DUNS)
057272734

6. Recipient's Unique Entity Identifier (UEI)
CH7PFEADFRK3

7. Project Director or Principal Investigator
Marcie DeGiovine
Grants Manager
Marcie.DeGiovine@gwinnettcounty.com
7708227972

8. Authorized Official
Russell Royal
Director of Financial Services
russell.royal@gwinnettcounty.com
770-822-8724

Federal Agency Information

Office of National Drug Control Policy (ONDCP)

9. Awarding Agency Contact Information
Shannon L. Kelly
Assistant Director
Shannon_L._Kelly@ondcp.eop.gov
202-841-5240

10. Program Official Contact Information
Shannon L. Kelly
Assistant Director
Shannon_L._Kelly@ondcp.eop.gov
202-841-5240

Federal Award Information

11. Award Number
HID0625G0452-00

12. Unique Federal Award Identification Number (FAIN)
HID0625G0452

13. Statutory Authority
P.L. 119-4

14. Federal Award Project Title
High Intensity Drug Trafficking Areas (HIDTA) Program Fiscal Year (FY) 2025 Grant Award

15. Assistance Listing Number
95.001

16. Assistance Listing Program Title
High Intensity Drug Trafficking Areas

17. Award Action Type
New

18. Is the Award R&D?
No

Summary Federal Award Financial Information

19. **Budget Period Start Date** 01/01/2025 - **End Date** 12/31/2026	
20. **Total Amount of Federal Funds Obligated by this Action**	$1,893,402.00
20a. Direct Cost Amount	$1,893,402.00
20b. Indirect Cost Amount	$0.00
21. Authorized Carryover	$0.00
22. Offset	$0.00
23. Total Amount of Federal Funds Obligated this budget period	$0.00
24. **Total Approved Cost Sharing or Matching, where applicable**	$0.00
25. **Total Federal and Non-Federal Approved this Budget Period**	$1,893,402.00
26. **Period of Performance Start Date** 01/01/2025 - **End Date** 12/31/2026	
27. Total Amount of the Federal Award including Approved Cost Sharing or Matching this Period of Performance	$1,893,402.00

28. Authorized Treatment of Program Income

29. Grants Management Officer – Signature
Lisa Newton
Grants Management Specialist

30. Remarks

New Award

The funding amount in Box 33 may not necessarily reflects the budget breakout by object class. Refer to the attached budget reports for details.

Office of National Drug Control Policy

Notice of Award

Award# HID0625G0452-00
FAIN# HID0625G0452
Federal Award Date: 05/23/2025

Recipient Information

Recipient Name
COUNTY OF GWINNETT
75 LANGLEY DR # 1
LAWRENCEVILLE, GA 30046-6935

Congressional District of Recipient
07

Payment Account Number and Type
586000835

Employer Identification Number (EIN) Data
586000835

Universal Numbering System (DUNS)
057272734

Recipient's Unique Entity Identifier (UEI)
CH7PFEADFRK3

31. Assistance Type
Project Grant

32. Type of Award
Other

33. Approved Budget
(Excludes Direct Assistance)

I. Financial Assistance from the Federal Awarding Agency Only
II. Total project costs including grant funds and all other financial participation

a. Salaries and Wages	$0.00
b. Fringe Benefits	$0.00
c. Total Personnel Costs	$0.00
d. Equipment	$0.00
e. Supplies	$0.00
f. Travel	$0.00
g. Construction	$0.00
h. Other	$1,893,402.00
i. Contractual	$0.00
j. TOTAL DIRECT COSTS	$1,893,402.00
k. INDIRECT COSTS	$0.00
l. TOTAL APPROVED BUDGET	$1,893,402.00
m. Federal Share	$1,893,402.00
n. Non-Federal Share	$0.00

34. Accounting Classification Codes

FY-ACCOUNT NO.	DOCUMENT NO.	ADMINISTRATIVE CODE	OBJECT CLASS	CFDA NO.	AMT ACTION FINANCIAL ASSISTANCE	APPROPRIATION
FY 2025 HIDTA	HID0625G0452	HID	410001	95.001	$1,893,402.00	011202520261070000

Office of National Drug Control Policy

Notice of Award

Award# HID0625G0452-00
FAIN# HID0625G0452
Federal Award Date: 05/23/2025

35. Terms And Conditions

Terms and Conditions

1. A. GENERAL TERMS AND CONDITIONS

(1) This award is subject to the Uniform Administrative Requirements, Cost Principles, and Audit Requirements in 2 C.F.R. § 200 (the "§ 200 Uniform Requirements"), as adopted and implemented by the Office of National Drug Control Policy (ONDCP) in 2 C.F.R.§3603. For this award, the § 200 Uniform Requirements supersede, among other things, the provisions of 28 C.F.R. §§ 66 and 70, as well as those of 2 C.F.R. §§ 215, 220, 225, and 230. For more information on the § 200 Uniform Requirements, see https://www.ecfr.gov/current/title-2/subtitle-A/chapter-II/part-200. For specific, award- related questions, recipients should contact ONDCP promptly for clarification.

(2) This award is subject to the following additional regulations and requirements:

- 28 C.F.R. § 69 – "New Restrictions on Lobbying"
- 2 C.F.R. § 25 – "Universal Identifier and System of Award Management"
- Conflict of Interest and Mandatory Disclosure Requirements
- Non-profit Certifications (when applicable)

(3) Audits conducted pursuant to 2 C.F.R. § 200, Subpart F, "Audit Requirements" must be submitted no later than 9 months after the close of the recipient's audited fiscal year to The Federal Audit Clearinghouse (fac.gov)

(4) Recipients are required to submit Federal Financial Reports (FFR) to the Department of Health and Human Services, Payment Management Services (HHS/PMS). The Federal Financial Report is required to be submitted quarterly and within 90 days after the grant is closed out.

(5) The recipient gives the awarding agency or the Government Accountability Office, through any authorized representative, access to, and the right to examine, all paper or electronic records related to the grant.

(6) Recipients are not agents of ONDCP. Accordingly, the recipient, its fiscal agent(s), employees, contractors, as well as state, local, and federal participants, either on a collective basis or on a personal level, shall not hold themselves out as being part of, or representing, the Executive Office of the President or ONDCP.

(7) These general terms and conditions, as well as archives of previous versions of these general terms and conditions, are available online at the ONDCP website.

(8) Failure to adhere to the General Terms and Conditions as well as the Program Specific Terms and Conditions may result in the termination of the grant or the initiation of administrative action. ONDCP may also terminate the award if it no longer effectuates program goals or agency priorities. See 2 C.F.R. § 200.340.

(9) Conflict of Interest and Mandatory Disclosures

Conflict of Interest Requirements

As a recipient entity, you must follow ONDCP's conflict of interest policies for federal awards. Recipients must disclose in writing any potential conflict of interest to an ONDCP Program Officer;

recipients that are pass-through entities must require disclosure from sub-recipients or contractors. This disclosure must take place immediately whether you are an applicant or have an active ONDCP award.

The ONDCP conflict of interest policies apply to sub-awards as well as contracts, and are as follows:

As a recipient entity, you must maintain written standards of conduct covering conflicts of interest and governing the performance of your employees engaged in the selection, award, and administration of subawards and contracts.

None of your employees may participate in the selection, award, or administration of a sub-award or contract supported by a federal award if he or she has a real or apparent conflict of interest. Such a conflict of interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or other interest in or a tangible personal benefit from an organization considered for a sub-award or contract. The officers, employees, and agents of the recipient entity must neither solicit nor accept gratuities, favors, or anything of monetary value from sub-recipients or contractors or parties to sub-awards or contracts.

If you have a parent, affiliate, or subsidiary organization that is not a state, local government, or Indian tribe, you must also maintain written standards of conduct covering organizational conflicts of interest. Organizational conflicts of interest means that because of relationships with a parent company, affiliate, or subsidiary organization, you are unable or appear to be unable to be impartial in conducting a sub-award or procurement action involving a related organization.

Mandatory Disclosure Requirement

As a recipient entity, you must disclose, in a timely manner, in writing to ONDCP all violations of federal criminal law involving fraud, bribery, or gratuity violations potentially affecting the federal award. Recipient entities that have received a federal award are required to report certain civil, criminal, or administrative proceedings, including the terms and conditions outlined in 2 C.F.R part 200, Subpart F, Appendix XII, to the System for Award Management (SAM), currently the Federal Awardee Performance and Integrity Information System. Failure to make required disclosures can result in any of the remedies described in 2 C.F.R. § 200.339. (See also 2 C.F.R. § 180, 31 U.S.C. § 3321, and 41 U.S.C. § 2313.)

None of the funds appropriated or otherwise made available by this grant or any other Act may be used to fund a contract, grant, or cooperative agreement with an entity that requires employees or contractors of such entity seeking to report fraud, waste, or abuse to sign internal confidentiality agreements or statements prohibiting or otherwise restricting such employees or contractors from lawfully reporting such waste, fraud, or abuse to a designated investigative or law enforcement representative of a federal department or agency authorized to receive such information. This limitation shall not contravene requirements applicable to Standard Form 312, Form 4414, or any other form issued by a federal department or agency governing the nondisclosure of classified information.

(10) Federal Funding Accountability and Transparency (FFATA) / Digital Accountability and Transparency Act (DATA Act). Each applicant is required to (i) be registered in SAM before submitting its application; (ii) provide a valid Unique Entity Identifier number in its application; (iii) continue to maintain an active SAM registration with current information at all times during which it has an active federal award; and (iv) provide all relevant recipient information required for ONDCP to collect for reporting related to FFATA and DATA Act requirements.

(11) Subawards are authorized under this grant award. Subawards must be monitored by the award recipient as outlined in 2 C.F.R. § 200.331.

(12) Recipients must comply with the Government-wide Suspension and Debarment provision set forth at 2 C.F.R. § 180, dealing with all sub-awards and contracts issued under the grant.

(13) As specified in 2 C.F.R. § 200.303 Internal Controls, recipient must:

- Establish and maintain effective internal controls over the federal award that provides reasonable assurance that federal award funds are managed in compliance with federal statutes, regulations and award terms and conditions. These internal controls should be in compliance with the guidance in "Standards for Internal Control in the federal Government," issued by the Comptroller General of the United States and the "Internal Control Integrated Framework," issued by the Committee of Sponsoring Organizations of the Treadway Commission (COSO).
- Comply with federal statutes, regulations, and the terms and conditions of the federal awards.
- Evaluate and monitor the recipient entity's compliance with statute, regulations, and the terms and conditions of the federal award.
- Take prompt action when instances of noncompliance are identified, including noncompliance identified in audit findings.
- Take reasonable measures to safeguard protected personally identified information (PII) and other information ONDCP or pass-through entity designates as sensitive or the recipient entity considers sensitive consistent with applicable federal, state, and local laws regarding privacy and obligations of confidentiality.

(14) Recipients are prohibited from using federal grant funds to purchase certain telecommunication and video surveillance services or equipment in alignment with § 889 of the National Defense Authorization Act of 2019, Pub. L. No. 115-232. See 2 C.F.R. §200.216.

(15) Recipients should provide a preference, to the extent permitted by law, to maximize use of goods, products, and materials produced in the United States. See 2 C.F.R. § 200.322.

(16) When issuing statements, press releases, requests for proposals, bid solicitations and other documents describing projects or programs funded in whole or in part with federal money, all recipients receiving federal funds shall clearly state—

- the percentage of the total costs of the program or project which will be financed with federal money;
- the dollar amount of federal funds for the project or program; and
- percentage and dollar amount of the total costs of the project or program that will be financed by non-governmental sources.

B. RECIPIENT INTEGRITY AND PERFORMANCE MATTERS

Reporting of Matters Related to Recipient Integrity and Performance

(1) General Reporting Requirement

If the total value of your currently active grants, cooperative agreements, and procurement contracts from all federal awarding agencies exceeds $10,000,000 for any period of time during the period of performance of this federal award, then you as the recipient during that period of time must maintain the currency of information reported to SAM that is made available in the designated integrity and

performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under § 872 of Public Law 110-417, as amended (41 U.S.C. § 2313). As required by § 3010 of Public Law 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for federal procurement contracts, will be publicly available. See 2 C.F.R. Part 200, Appendix XII.

(2) Proceedings About Which You Must Report

Submit the information required about each proceeding that:

1. Is in connection with the award or performance of a grant, cooperative agreement, or procurement contract from the federal Government;
2. Reached its final disposition during the most recent 5-year period; and
3. Is one of the following:

- A criminal proceeding that resulted in a conviction, as defined in paragraph 5 of this award term and condition;
- A civil proceeding that resulted in a finding of fault and liability and payment of a monetary fine, penalty, reimbursement, restitution, or damages of $5,000 or more;
- An administrative proceeding, as defined in paragraph 5 of this award term and condition, that resulted in a finding of fault and liability and your payment of either a monetary fine or penalty of $5,000 or more or reimbursement, restitution, or damages in excess of $100,000; or
- Any other criminal, civil, or administrative proceeding if:

(i) It could have led to an outcome described in paragraph 2.c.(1), (2), or (3) of this award term and condition;

(ii) It had a different disposition arrived at by consent or compromise with an acknowledgment of fault on your part; and

(iii) The requirement in this award term and condition to disclose information about the proceeding does not conflict with applicable laws and regulations.

(3) Reporting Procedures

Enter in the SAM Entity Management area the information that SAM requires about each proceeding described in paragraph 2 of this award term and condition. You do not need to submit the information a second time under assistance awards that you received if you already provided the information through SAM because you were required to do so under federal procurement contracts that you were awarded.

(4) Reporting Frequency

During any period of time when you are subject to the requirement in paragraph 1 of this award term and condition, you must report proceedings information through SAM for the most recent 5-year period, either to report new information about any proceeding(s) that you have not reported previously or affirm that there is no new information to report. Recipients that have federal contract, grant, and cooperative agreement awards with a cumulative total value greater than $10,000,000 must disclose semiannually any information about the criminal, civil, and administrative proceedings.

(5) Definitions

For purposes of this award term and condition:

(a) Administrative proceeding means a non-judicial process that is adjudicatory in nature in order to make a determination of fault or liability (e.g., Securities and Exchange Commission Administrative proceedings, Civilian Board of Contract Appeals proceedings, and Armed Services Board of Contract Appeals proceedings). This includes proceedings at the federal and state level, but only in connection with performance of a federal contract or grant. It does not include audits, site visits, corrective plans, or inspection of deliverables.

(b) Conviction, for purposes of this award term and condition, means a judgment or conviction of a criminal offense by any court of competent jurisdiction, whether entered upon a verdict or a plea, and includes a conviction entered upon a plea of nolo contendere.

(c) Total value of currently active grants, cooperative agreements, and procurement contracts includes—

(1) Only the federal share of the funding under any federal award with a recipient cost share or match; and

(2) The value of all expected funding increments under a federal award and options, even if not yet exercised.

C. PAYMENT BASIS

(1) A request for advance or reimbursement shall be made using the HHS/PMS system (https://pms.psc.gov/).

(2) The recipient, must utilize the object classes specified within the initial budget/grant application each time they submit a disbursement request to ONDCP. Requests for payment in the PMS system will not be approved unless the required disbursements have been entered using the corresponding object class designations. Payments will be made via Electronic Fund Transfer to the award recipient's bank account. The bank must be Federal Deposit Insurance Corporation (FDIC) insured. The account must be interest bearing.

(3) Except for interest earned on advances of funds exempt under the Intergovernmental Cooperation Act (31 U.S.C. § 6501 et seq.) and the Indian Self-Determination and Education Assistance Act (25 U.S.C. §§ 5301 — 5423) awardees and sub-awardees shall promptly, but at least annually, remit interest earned on advances to HHS/PMS using the remittance instructions provided below.

Remittance Instructions – Remittances must include pertinent information of the payee and nature of payment in the memo area (often referred to as "addenda records" by Financial Institutions) as that will assist in the timely posting of interest earned on federal funds.

Pertinent details include the Payee Account Number (PAN), reason for check (remittance of interest earned on advance payments), check number (if applicable), awardee name, award number, interest period covered, and contact name and number. The remittance must be submitted as instructed in https://pms.psc.gov/grant-recipients/returning-funds-interest.html.

(4) The recipient or subrecipient may keep interest amounts up to $500 per year for administrative purposes.

Office of National Drug Control Policy

Notice of Award

Award# HID0625G0452-00
FAIN# HID0625G0452
Federal Award Date: 05/23/2025

Program Specific Requirements

1. D. PROGRAM SPECIFIC TERMS AND CONDITIONS

The grant conditions are as follows:

- This award is subject to the requirements in the SUPPORT for Patients and Communities Act, 21 U.S.C. §§ 1701 et seq. and in the ONDCP National HIDTA Program Office HIDTA Program Policy and Budget Guidance (September 9, 2021) (PPBG). The HIDTA PPBG is issued pursuant to authority granted the Director of ONDCP by the SUPPORT for Patients and Communities ACT (21U.S.C. § 1706) and the Uniform Administration Requirements (2 C.F.R. § 200) which provide the Director of ONDCP authority to coordinate funds and implement oversight and management function with respect to the HIDTA Program. The HIDTA PPBG can be accessed at the following website: https://www.nhac.org/PDF/Program_Policy_and_Budget_Guidance2021.pdf

In addition, as a condition for receiving this award, recipients must complete safe and respectful workplace trainings as outlined in the PPBG.

- Recipients are prohibited from using federal grant funds to purchase certain telecommunication and video surveillance services or equipment in alignment with § 889 of the National Defense Authorization Act of 2019, Pub. L. No. 115-232. See 2 C.F.R. §200.216. See also, HIDTA PPBG, § 7.20, Prohibited Uses of HIDTA Funds.

E. FEDERAL AWARD PERFORMANCE GOALS

HIDTA award recipients must adhere to the performance measures, goals and requirements set forth in the PPBG Performance Management chapter (§ 10.0) and the HIDTA Performance Management Process (PMP) database.

Initiative Cash by HIDTA

FY 2025

HID25000226

Awarded Budget (as approved by ONDCP)

HIDTA	Agency Name	Initiative	Cash	Type
Atlanta-Carolinas	COUNTY OF GWINNETT	Airport Group	$5,000.00	Investigation
		Atlanta Coalition Training Systems (ACTS)	$227,636.00	Support
		Domestic Highway Enforcement	$44,866.00	Investigation
		Investigative Support Center - Atlanta	$101,489.00	Intelligence
		Management / Administration	$88,987.00	Administration
		Metro Atlanta HIDTA Task Force	$990,844.00	Investigation
		Prosecution Support	$434,580.00	Investigation
	Agency Total: COUNTY OF GWINNETT		**$1,893,402.00**	

Budget Detail

2025 - Atlanta-Carolinas

Initiative - Airport Group **Investigation**

Award Recipient - COUNTY OF GWINNETT (HID25000226)

Resource Recipient - Department of Homeland Security

Awarded Budget (as approved by ONDCP)		*$1,893,402.00*
Travel	**Quantity**	**Amount**
Investigative/Operational	2	$2,500.00
Total Travel		**$2,500.00**
Other	**Quantity**	**Amount**
PE/PI/PS	2	$2,337.00
Administrative costs	1	$163.00
Total Other		**$2,500.00**
Total Budget		**$5,000.00**

Budget Detail

2025 - Atlanta-Carolinas

Initiative - Atlanta Coalition Training Systems (ACTS) **Support**
Award Recipient - COUNTY OF GWINNETT (HID25000226)
Resource Recipient - COUNTY OF GWINNETT

Awarded Budget (as approved by ONDCP)		***$1,893,402.00***
Travel	**Quantity**	**Amount**
Training	7	$15,000.00
Administrative	1	$20,142.00
Total Travel		**$35,142.00**
Facilities	**Quantity**	**Amount**
Lease	1	$15,096.00
Total Facilities		**$15,096.00**
Services	**Quantity**	**Amount**
Contractor - Training staff	100	$170,000.00
Total Services		**$170,000.00**
Other	**Quantity**	**Amount**
Administrative costs	1	$7,398.00
Total Other		**$7,398.00**
Total Budget		**$227,636.00**

Budget Detail

2025 - Atlanta-Carolinas

Initiative - Domestic Highway Enforcement **Investigation**

Award Recipient - COUNTY OF GWINNETT (HID25000226)

Resource Recipient - Georgia State Patrol

Awarded Budget (as approved by ONDCP)		***$1,893,402.00***
Overtime	**Quantity**	**Amount**
Investigative - Law Enforcement Officer	13	$28,408.00
Total Overtime		**$28,408.00**
Travel	**Quantity**	**Amount**
Administrative	6	$15,000.00
Total Travel		**$15,000.00**
Other	**Quantity**	**Amount**
Administrative costs	1	$1,458.00
Total Other		**$1,458.00**
Total Budget		**$44,866.00**

Budget Detail

2025 - Atlanta-Carolinas

Initiative - Investigative Support Center - Atlanta **Intelligence**

Award Recipient - COUNTY OF GWINNETT (HID25000226)

Resource Recipient - Drug Enforcement Administration

Awarded Budget (as approved by ONDCP)		***$1,893,402.00***
Travel	**Quantity**	**Amount**
Administrative	12	$22,708.00
Total Travel		**$22,708.00**
Facilities	**Quantity**	**Amount**
Lease	1	$75,482.00
Total Facilities		**$75,482.00**
Other	**Quantity**	**Amount**
Administrative costs	1	$3,299.00
Total Other		**$3,299.00**
Total Budget		**$101,489.00**

Budget Detail

2025 - Atlanta-Carolinas

Initiative - Management / Administration **Administration**

Award Recipient - COUNTY OF GWINNETT (HID25000226)

Resource Recipient - COUNTY OF GWINNETT

Awarded Budget (as approved by ONDCP)		***$1,893,402.00***
Travel	**Quantity**	**Amount**
Administrative	6	$48,354.00
Total Travel		**$48,354.00**
Facilities	**Quantity**	**Amount**
Lease	1	$37,741.00
Total Facilities		**$37,741.00**
Other	**Quantity**	**Amount**
Administrative costs	1	$2,892.00
Total Other		**$2,892.00**
Total Budget		**$88,987.00**

Budget Detail

2025 - Atlanta-Carolinas

Initiative - Metro Atlanta HIDTA Task Force **Investigation**

Award Recipient - COUNTY OF GWINNETT (HID25000226)

Resource Recipient - Drug Enforcement Administration

Awarded Budget (as approved by ONDCP)		***$1,893,402.00***
Overtime	**Quantity**	**Amount**
Overtime	26	$280,000.00
Total Overtime		**$280,000.00**
Travel	**Quantity**	**Amount**
Investigative/Operational	15	$32,336.00
Total Travel		**$32,336.00**
Facilities	**Quantity**	**Amount**
Lease	1	$249,091.00
Total Facilities		**$249,091.00**
Services	**Quantity**	**Amount**
Vehicle allowance	8	$48,000.00
Total Services		**$48,000.00**
Supplies	**Quantity**	**Amount**
Investigative/Operational		$70,000.00
Total Supplies		**$70,000.00**
Other	**Quantity**	**Amount**
PE/PI/PS	34	$279,215.00
Administrative costs	1	$32,202.00
Total Other		**$311,417.00**
Total Budget		**$990,844.00**

Budget Detail

2025 - Atlanta-Carolinas

Initiative - Prosecution Support **Investigation**

Award Recipient - COUNTY OF GWINNETT (HID25000226)

Resource Recipient - COUNTY OF GWINNETT

Awarded Budget (as approved by ONDCP)		*$1;893,402.00*
Services	**Quantity**	**Amount**
Contractor - Attorney	3	$434,580.00
Total Services		**$434,580.00**
Total Budget		**$434,580.00**

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250858	

☐ Grants ☐ Public Hearing

Department:	Financial Services			Date Submitted:	08/08/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	tmwilliams			Multiple Depts?	
Agenda Type	Approval/authorization				

Item of Business: Locked by Purchasing: No

of the July 31, 2025 Monthly Financial Status Report and ratification of all budget amendments.

Attachments	July 31, 2025 Monthly Financial Report, Financial Supplement
Authorization: Chairwoman's Signature?	No
Staff Recommendation	
BAC Action:	
Department Head	raroyal (8/26/2025)
Attorney	grschroff (8/27/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	Various	*	*	brainey (8/27/2025)

Finance Comments	*The financial status report recognizes all County budget adjustments through July 31, 2025.	FinDir's Initials: raroyal (8/27/2025)

☑ Budget Adjust ☑ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

Gwinnett
Financial Services

MONTHLY FINANCIAL STATUS REPORT

FOR THE PERIOD ENDED
JULY 31, 2025
(UNAUDITED)

GWINNETT COUNTY
GEORGIA

www.gwinnettcounty.com

GWINNETT COUNTY
DEPARTMENT OF FINANCIAL SERVICES
75 Langley Drive | Lawrenceville, GA 30046-6935
770.822.7850
www.gwinnettcounty.com

MEMORANDUM

TO: Nicole L. Hendrickson, Chairwoman
District Commissioners
Glenn Stephens, County Administrator
Buffy Rainey, Deputy County Administrator/CFO

FROM: Russell Royal
Director of Financial Services

DATE: August 21, 2025

SUBJECT: Monthly Financial Report for the Period Ended July 31, 2025

This report, which includes unaudited information through the seventh month of fiscal year 2025, is prepared by the Department of Financial Services as a summary of revenues and expenses for all County operating funds. The primary purpose of this monthly report is to provide timely information regarding year-to-date financial performance.

This report includes:

Executive Summary	Page 2
General Fund	Page 3
Service District Funds	Page 6
Water & Sewer Operating Fund	Page 9
Administrative Support Fund	Page 10
Recurring Items	Page 11
Financial Report	Page 12
Budget Adjustments by Fund Schedule	Page 59

EXECUTIVE SUMMARY

Achievement of Excellence in Procurement Award

In July, Gwinnett County's Purchasing Division was awarded the 2025 Achievement of Excellence in Procurement Award from the National Procurement Institute. The award recognizes public and non-profit organizations that obtain high marks in the areas of innovation, professionalism, e-procurement, productivity, and leadership attributes of the procurement function. Gwinnett County's Purchasing Division has received this prestigious award for 27 consecutive years.

2026 Budget Preparation

Departments and elected officials have submitted their capital and operating budget requests including revenue estimates and service expansion proposals. In early August, they presented their 2026 business plans to the Chairwoman's Budget Review Committee for consideration.

Contributions to Capital

Contributions to Capital for the General, Fire, Police, and Stormwater funds have been temporarily paused until the fourth quarter when property tax revenue is collected.

2025 Millage Rate Adoption

On August 19, 2025, the Board of Commissioners voted to hold Gwinnett County's unincorporated property tax rate for 2025 at 14.71 mills for the sixth consecutive year. This total does not include millage rates for the schools or for the cities, which set their own millage rates.

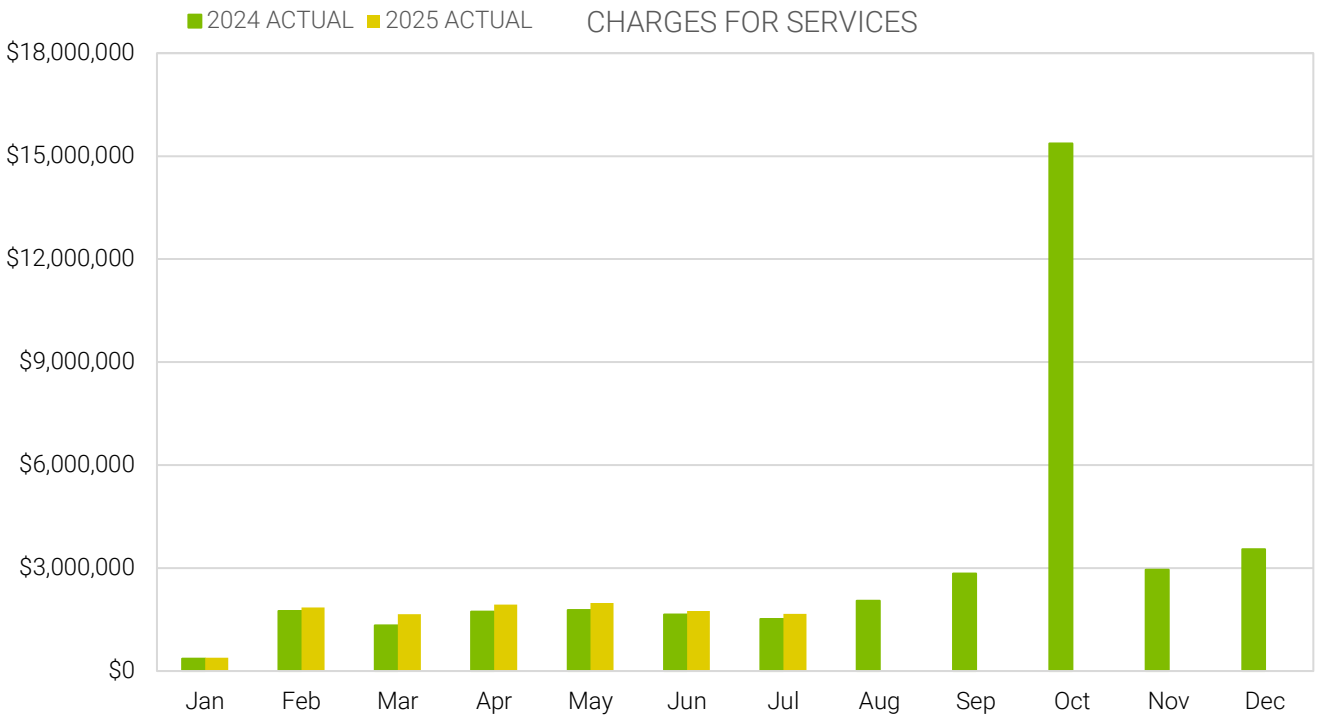
Most homeowners will not see the County government portion of their property taxes change because of the Value Offset Exemption, which holds the assessed value of a property constant for the County portion of their bill, even if there is an increase in property value.

The 2025 General Fund millage rate remains at 6.95 mills. Property taxes for special service districts and countywide levies for recreation and economic development also remain unchanged from the prior year. Taxes for service districts in Gwinnett County are based on property location and county services provided, such as police, fire and emergency medical services, and development and code enforcement.

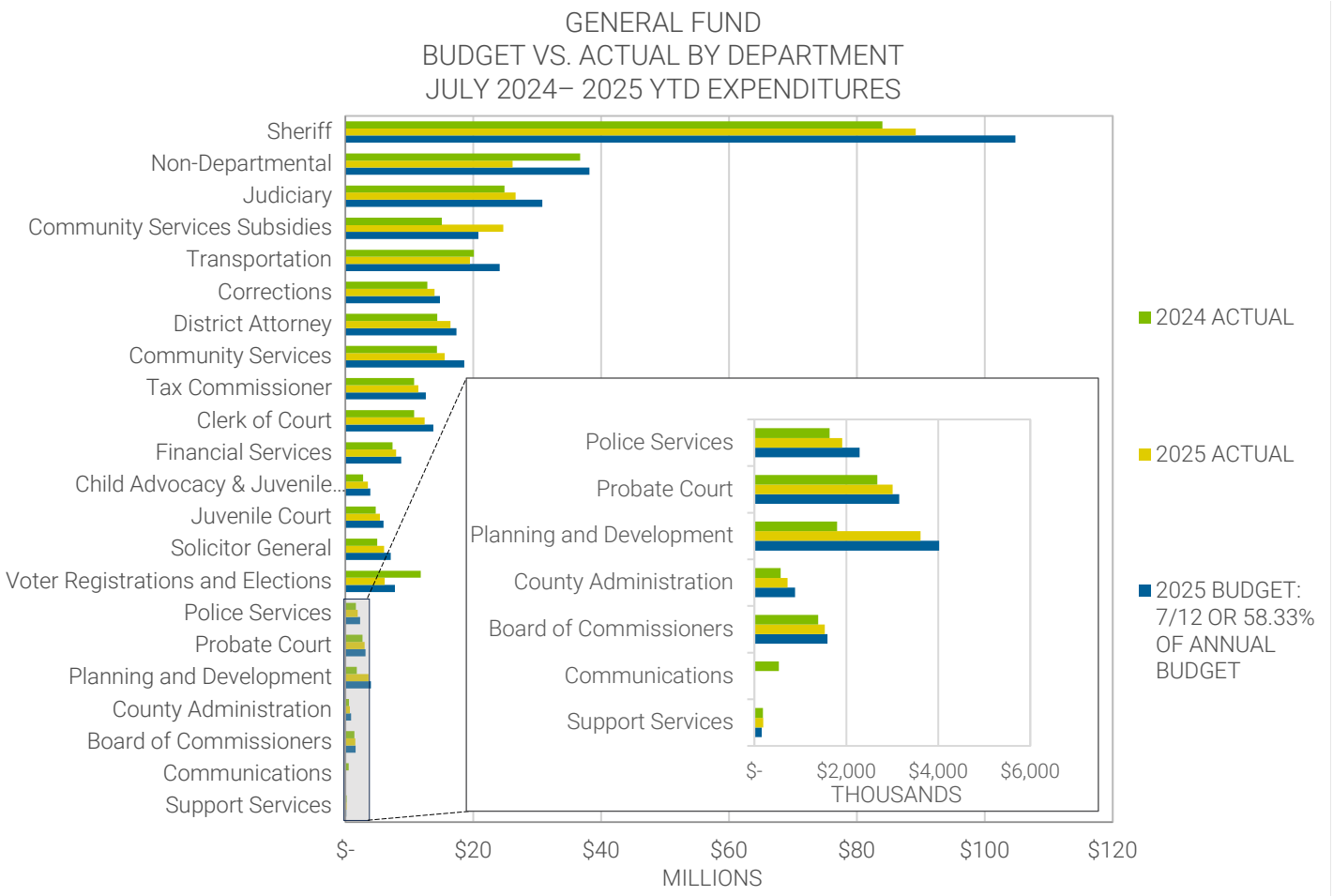
GENERAL FUND (PAGE 12)

The General Fund accounts for all County revenues and expenses not restricted to or accounted for in other funds. The County's General Fund supports services that benefit stakeholders, businesses, and residents countywide, such as sheriff, jail, courts, correctional facility, tax commissioner, community services, transportation, and elections.

The main revenue source for the General Fund is property taxes. Further discussion on property taxes can be found in the Recurring Items section. Charges for Services is another major revenue category in the General Fund. The main sources of revenue in this category are tax commissions related to property taxes, judicial services, and school and summer youth programs.



As seen in the chart, last year there were significant increases in monthly collections around the property tax due date of October 15, 2024. January receipts were much lower than in other months. This is because most of January's collections were for prior year services and were recorded in the prior year. Charges for Services through July are up approximately $1.1 million or 11 percent, when compared to the same time last year. This is primarily due to a rise in civil court case filings.



Sheriff expenses are approximately $5.2 million higher compared to last year, primarily due to fewer vacancies and higher salaries. Vacant positions decreased from 297 in 2024 to 237 in 2025. Although expenses are up, they are under budget by approximately $15.6 million, or 15 percent, due to underutilization in personnel, industrial supplies, license support agreements, and industrial repairs and maintenance.

Non-Departmental expenses are approximately $10.6 million lower in comparison to 2024. This is primarily due to the timing of contributions to capital and a planned decrease in contributions to local transit related to the discontinuation of the commuter bus service. Additionally, they are under budget by approximately $12.0 million, primarily due to the timing of contributions to capital.

Judiciary expenses are approximately $1.8 million higher than last year, primarily due to increases in personnel costs, professional services, and indigent defense attorney fees. However, they are under budget by approximately $4.2 million, or 14 percent, primarily due to a change in the budgeting process for indigent defense, court reporters, and interpreters. Additionally, they are under budget in personnel due to vacancies, which have increased from 3 vacant positions in 2024 to 12 in 2025.

Community Services Subsidies are approximately $9.6 million higher than last year, primarily due to increases to subsidies including Libraries and Board of Health. Additionally, they are over budget by approximately $3.9 million primarily due to the third quarterly Library subsidy payment being made earlier this year than last year.

Transportation expenses are approximately $578,000 lower in comparison to 2024. This is primarily due to underutilization in general operating expenses which is partially offset by increases in personnel services. They are under budget by approximately $4.7 million primarily in road services, contributions to vehicles, and personnel due to vacancies.

Clerk of Court expenses are approximately $1.7 million higher than last year, primarily due to personnel and professional services costs. The increase in personnel costs is related to pay-for-performance, market adjustments, and new positions. Additionally, they are under budget primarily due to personnel vacancies, which have increased from 5 vacant positions in 2024 to 8 in 2025.

Voter Registrations and Elections expenses are approximately $5.6 million lower in comparison to 2024, due to 2024 being an election year. Additionally, current expenses are under budget by approximately $1.6 million, or 21 percent, due to the Municipal General/Special Elections for Georgia Public Service Commissioner to be held in November 2025.

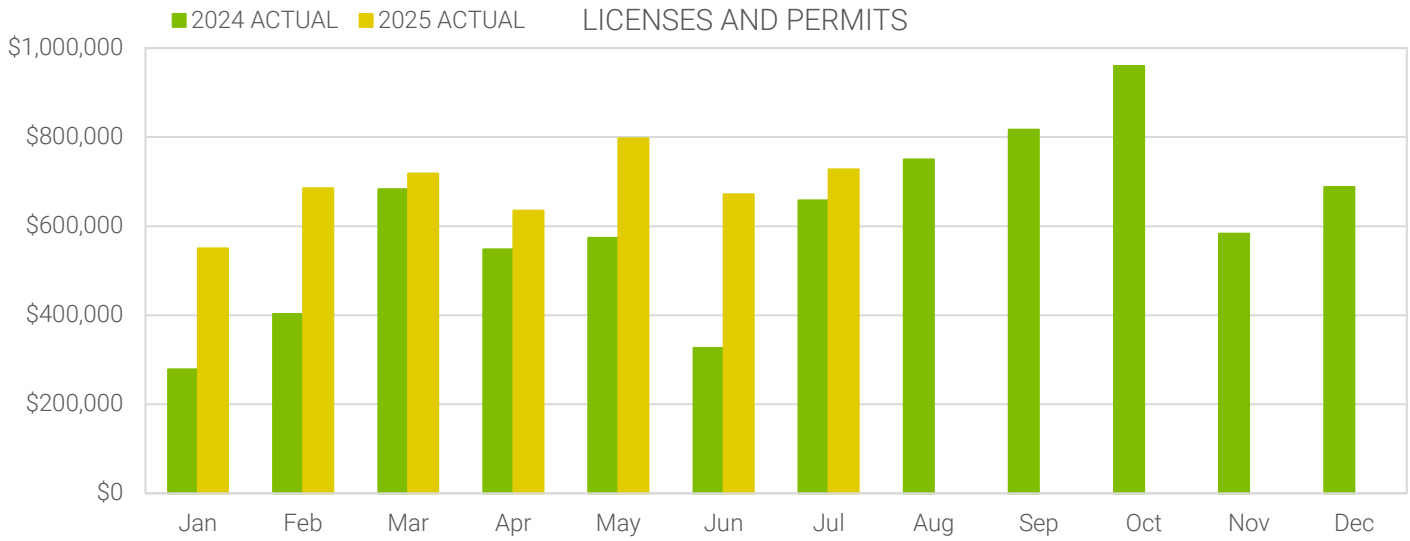
Communications has no current year expenses due to the transition of the Community Outreach Division to Community Services in January 2025.

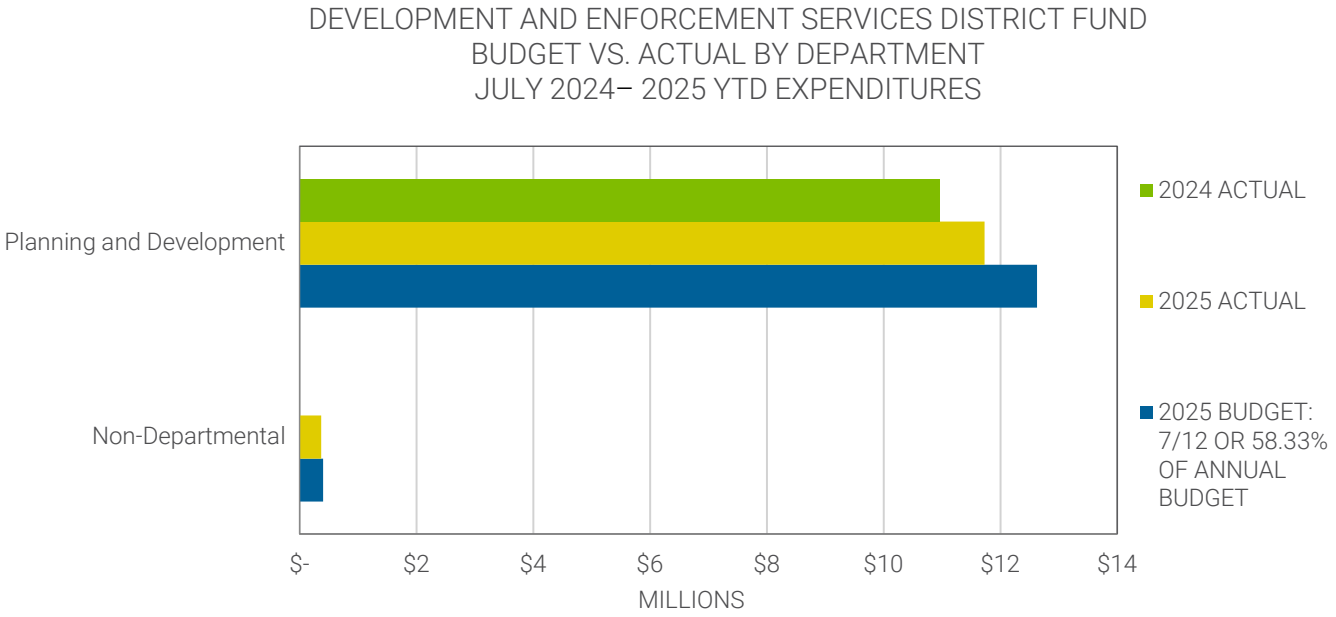
Support Services expenses are temporarily over budget due to an annual rental payment made in the first quarter.

DEVELOPMENT & ENFORCEMENT SERVICES DISTRICT FUND (PAGE 14)

The County is responsible for providing short-term planning and code enforcement services within the Development and Enforcement Services District. This district includes all properties within unincorporated Gwinnett County.

The main revenue source for the Development and Enforcement Services District fund is property taxes. Further discussion on property taxes can be found in the Recurring Items section. Licenses and Permits is another major revenue category in this fund and is shown in the chart below. When compared to the same time last year, Licenses and Permits revenue is up approximately $1.3 million. This increase is the result of needed changes in the fee schedule and to comply with 2024 legislation, adjusting new construction fixed cost per square foot to a valuation cost method.

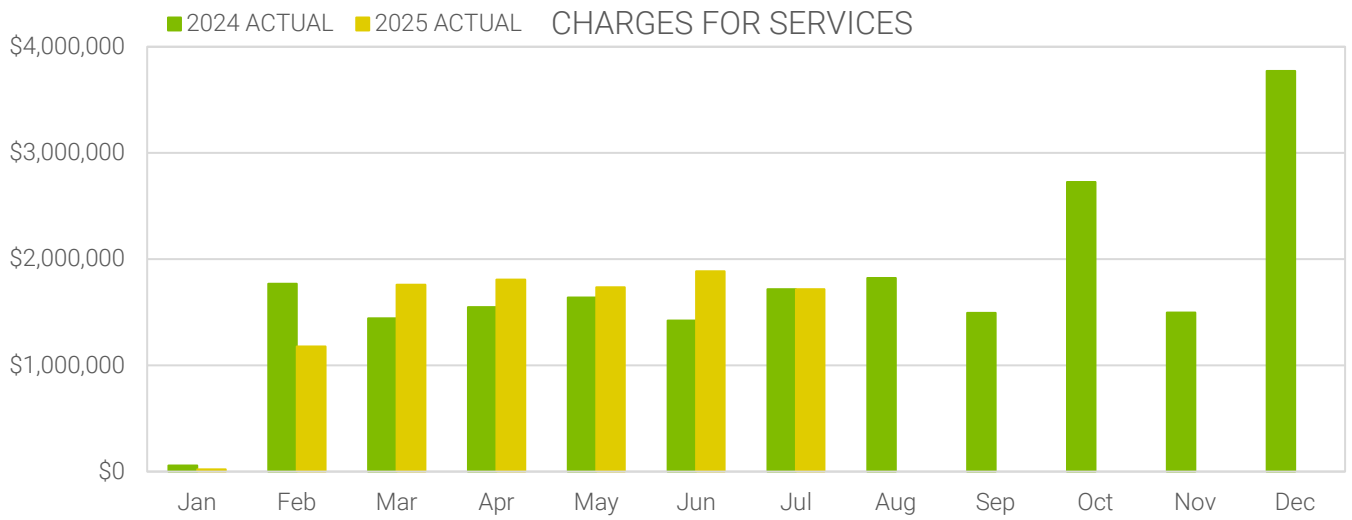


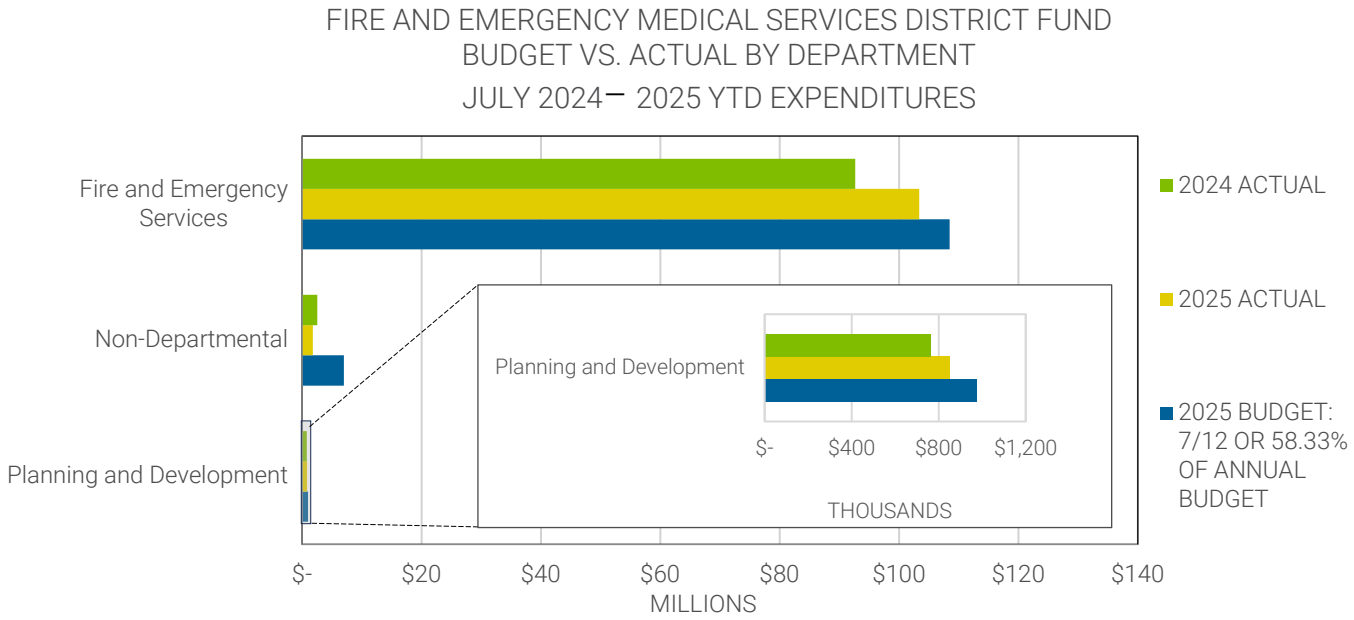


FIRE AND EMERGENCY MEDICAL SERVICES DISTRICT FUND (PAGE 15)

Gwinnett County is responsible for providing fire and emergency medical protection within the Fire and Emergency Medical Services District. This district includes all properties within unincorporated Gwinnett County and all cities except Loganville. The City of Loganville operates its own fire department, but residents and businesses continue to receive County-provided emergency medical services.

The main revenue source for the Fire and Emergency Medical Services District fund is property taxes. Further discussion on property taxes can be found in the Recurring Items section. Charges for Services is another major revenue category in this fund and is shown in the chart below. Charges for Services revenue, which primarily consists of ambulance fees, are up approximately $504,000 when compared to last year. This is mainly attributed to an increase in ambulance transports in 2025.



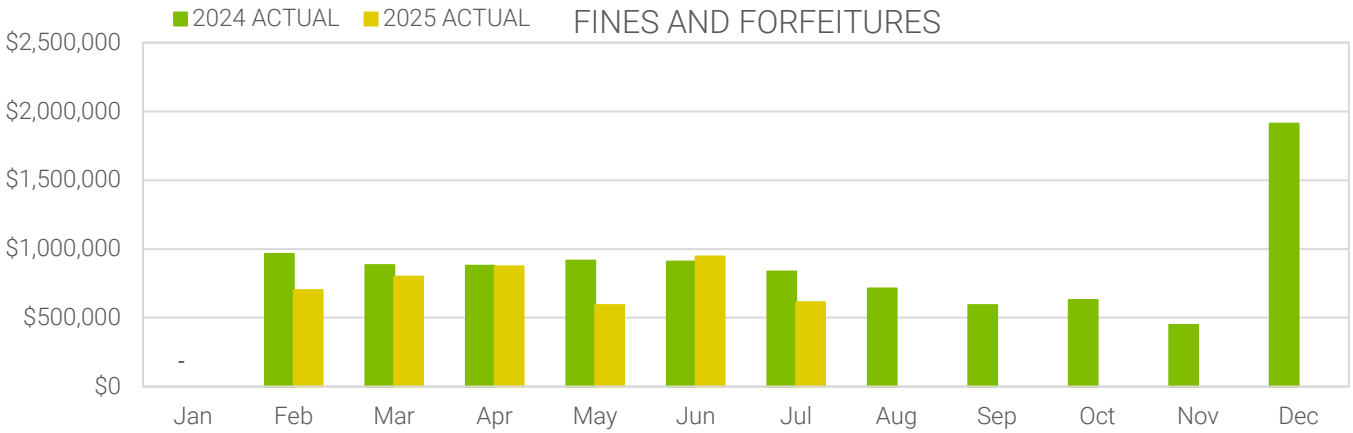


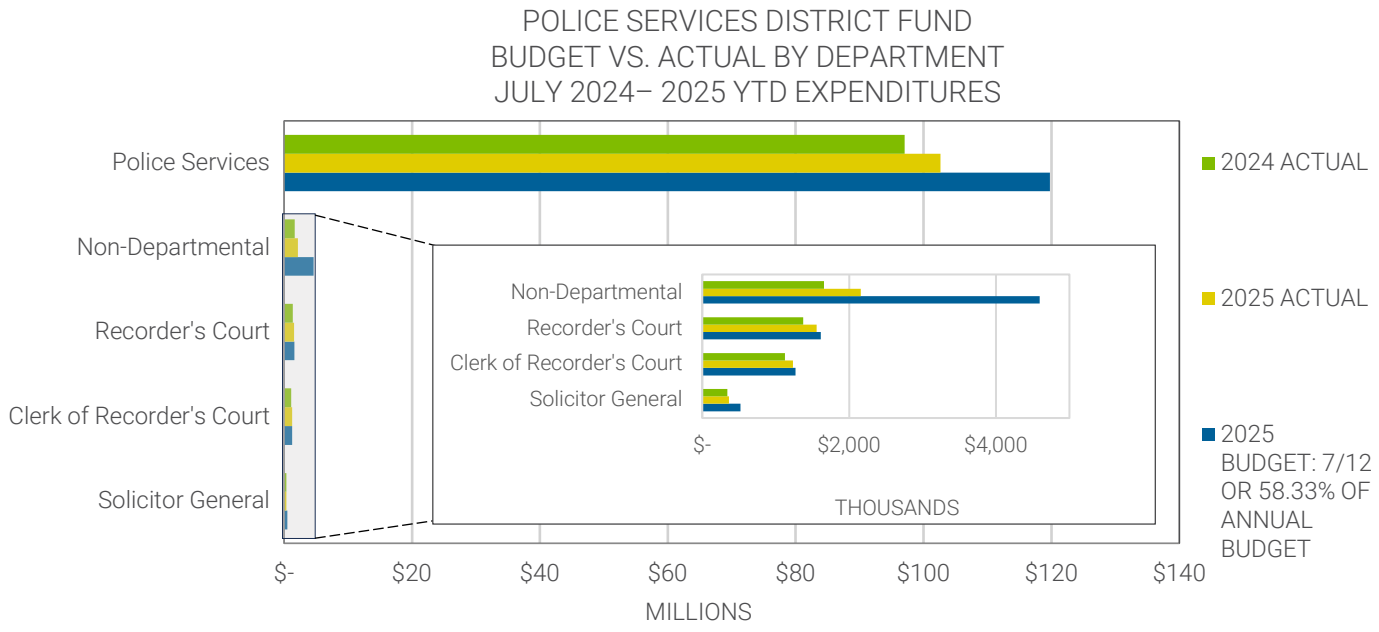
Fire and Emergency Services expenses are approximately $10.7 million higher than last year, primarily due to fewer vacancies and higher salaries. Vacant positions decreased from 127 in 2024 to 32 in 2025.

POLICE SERVICES DISTRICT FUND (PAGE 17)

Gwinnett County is responsible for providing police protection within the Police Services District. This district includes all properties within unincorporated Gwinnett County and cities that do not operate their own police departments (Berkeley Lake, Buford, Grayson, Dacula, Mulberry, Peachtree Corners, Rest Haven, and Sugar Hill).

The main revenue source for the Police Services fund is property taxes. Further discussion on property taxes can be found in the Recurring Items section. Fines and Forfeitures is another major revenue category for this fund and is shown in the chart below. Fines and Forfeitures revenue through July is down approximately $864,000, or 16 percent, compared to the same period last year. This is primarily due to a decrease in collections, which reflects the effectiveness of the school zone automated speed detection program and indicates safer driving habits.

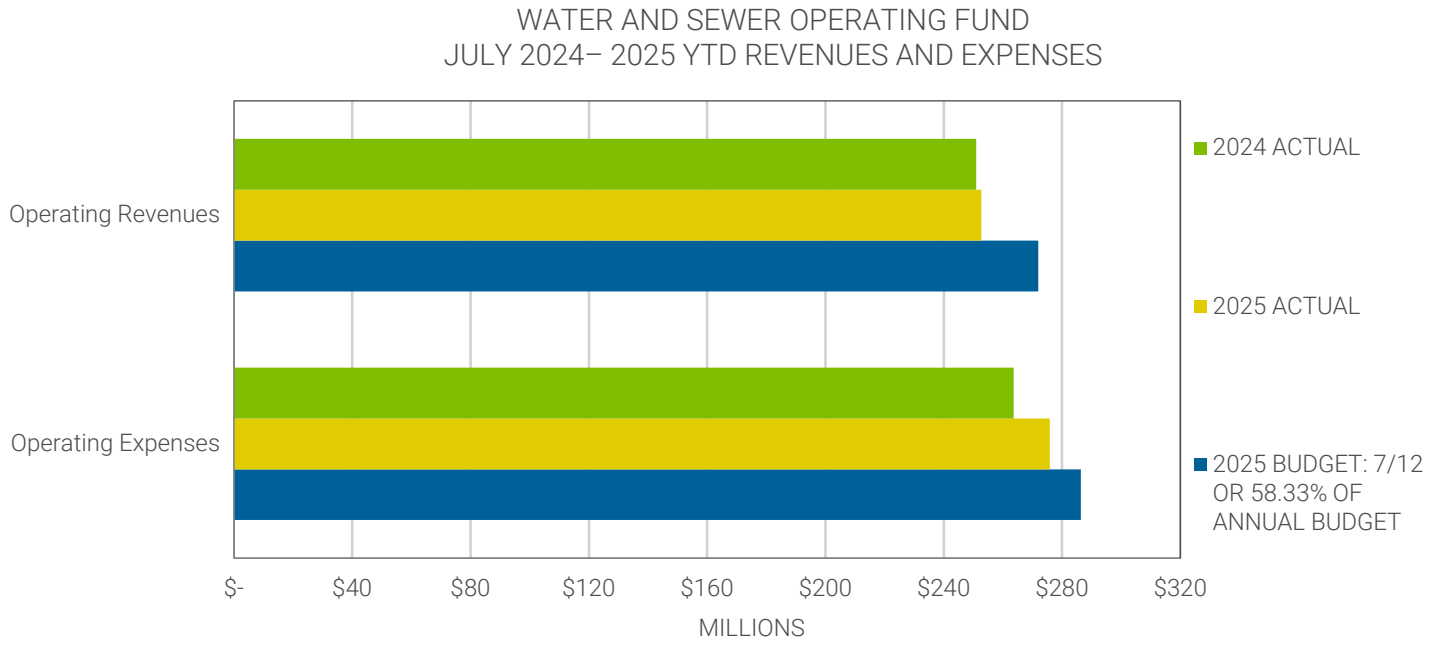




Police Services expenses are approximately $5.6 million, or 6 percent, higher than the prior year primarily due to increased personnel costs related to reduced vacancies, pay-for-performance, and market adjustments. Vacant positions decreased from 252 positions in 2024 to 200 positions in 2025. Additionally, expenses are higher than the prior year due to the timing of the payment for the license support agreement for body cameras. However, Police is under budget by approximately $17.1 million due to underutilization in personnel, contributions to vehicles, and professional services.

WATER & SEWER OPERATING FUND (PAGE 52)

The Water and Sewer Operating Fund supports the operation, maintenance, and capital improvement of the water and sewer system.

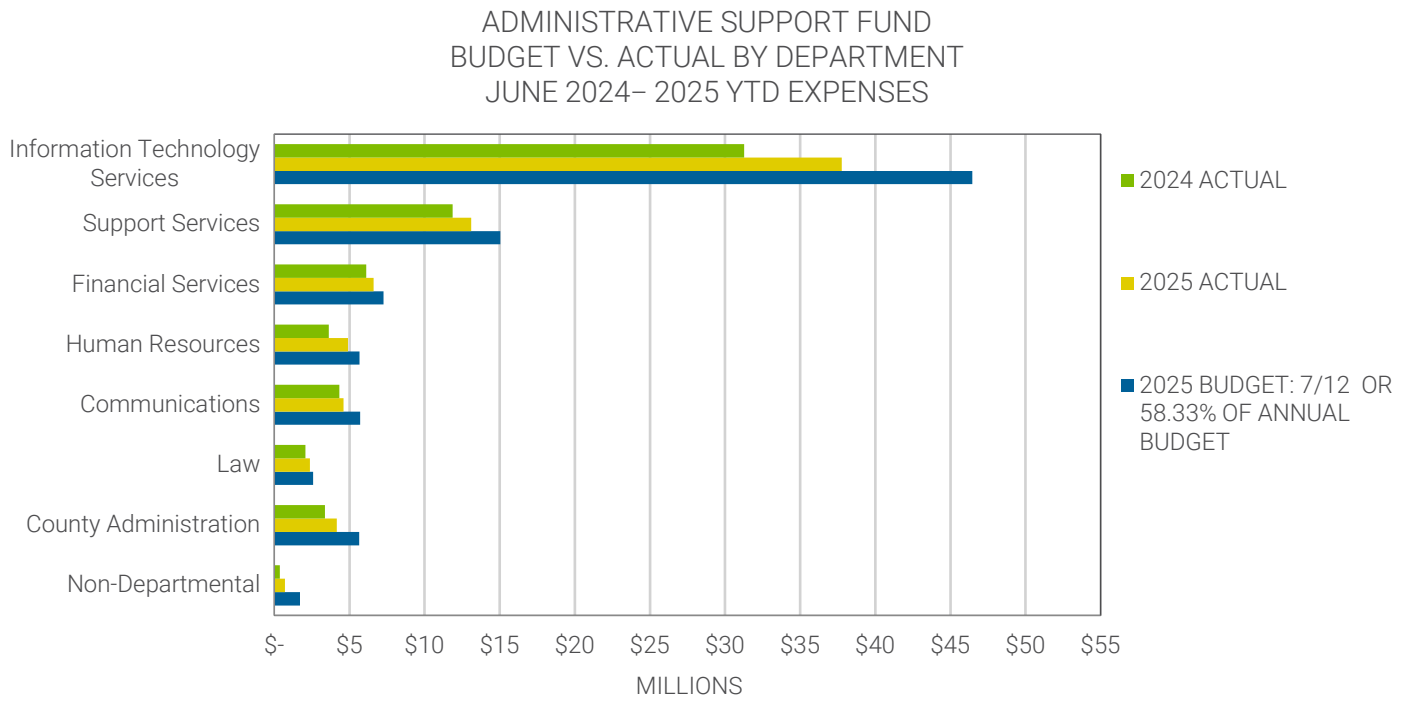


Year-to-date Water and Sewer Operating Fund revenues are up $1.8 million compared to last year. This is primarily attributable to an increase in Charges for Services related to a 4.5 percent increase in water and sewer rates.

Year-to-date, Water and Sewer expenses are up approximately $12.3 million, or 4.7 percent, compared to last year. The increase is primarily due to an increase in capital contributions, personnel costs, and professional services. However, expenses in the Water and Sewer Operating Fund are approximately $10.5 million under budget primarily due to underutilization in areas such as professional services, industrial repairs, personnel services, and chemicals.

ADMINISTRATIVE SUPPORT FUND (PAGE 53)

The Administrative Support Fund accounts for the activities of all central support departments: Communications, County Administration (excluding Gwinnett Clean & Beautiful, Internal Audit, and Voter Registrations and Elections), Financial Services (excluding the Tax Assessor), Human Resources, Information Technology Services, Law, and Support Services. These activities are funded by indirect cost charges to all other funds receiving benefits.

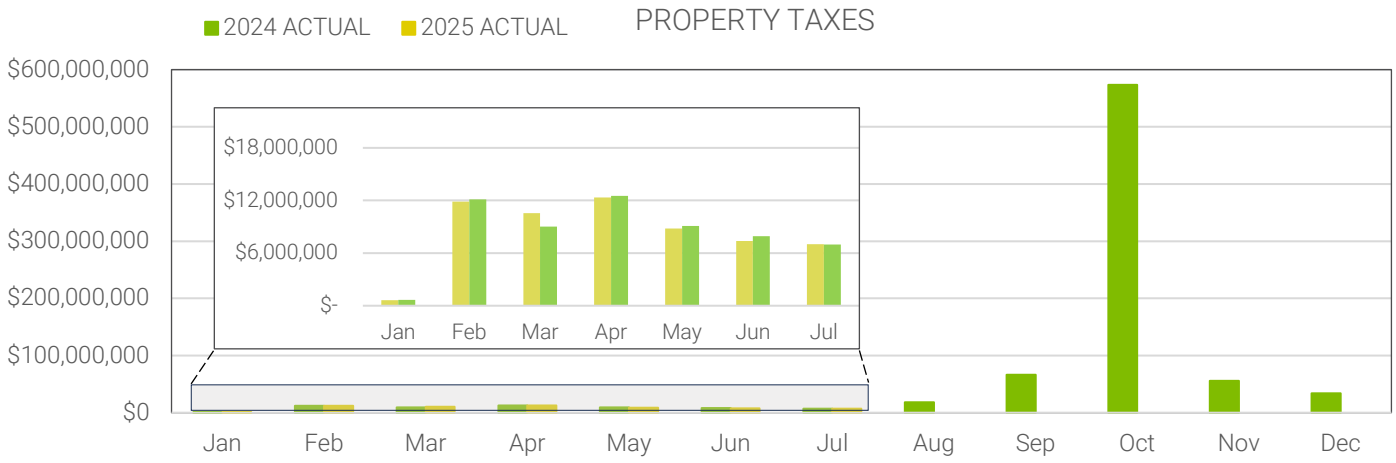


Information Technology Services expenses for July are up approximately $6.5 million, or 21 percent, compared to last year. This is primarily due to increases in license support agreements and personnel costs. However, expenses are approximately $8.7 million under budget. This variance is primarily attributable to lower expenses in areas such as license support agreements, technological outsourced services, and personnel services.

RECURRING ITEMS

Property Taxes

The County collects property taxes in the fall to fund services for the current year. Therefore, the funds that are primarily supported by property taxes will show revenues below budget until then. Those funds are General, Development & Enforcement, Fire & EMS, Police, Recreation, and Economic Development Tax Funds. Some special assessments are also included on property tax bills. Those collections are reflected in the Speed Hump, Street Lighting, and Stormwater Funds.



The chart above shows the monthly collections of property taxes across all funds. The chart shows most property taxes were collected around the due date of October 15, 2024. Please note that January has lower receipts than other months, and its bars are barely visible. This is typical, as most collections in January are for the prior year's property taxes and are recorded in the previous year. Property Taxes through July are up approximately $260,000 when compared to the same time last year mainly due to settling 2024 property assessment appeals.

Tax Digest Adjustment

In July, the Board of Assessors approved adjustments to the tax digest that resulted in a net increase of approximately $11.7 million for tax years 2015 through 2024. These adjustments include a net increase of approximately $11.1 million in real property assessed values and a net increase of approximately $593,000 in personal property assessed values. The majority of the adjustments are from appeal resolutions.

Investment Income

Short-term interest rates dropped late in 2024 due to rate cuts by the Federal Reserve Bank, and short-term investments are earning less income compared to 2024 as a result. Tax-related funds have a higher allocation to short-term investments and are experiencing a more significant drop in income compared to other funds. Some funds also saw an impact to investment revenue due to a decrease in total deposits available to invest. Across all funds, investment revenue is down $2.5 million year-over-year. However, year-to-date revenue is trending ahead of budget in most funds because rate cuts were anticipated and were incorporated into 2025 budgets.

Street Lighting Fund

The Street Lighting Fund temporarily reflects negative equity, as expected this time of year. Equity will become positive in the fourth quarter when fees are collected with property tax bills.

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General Fund (001)

The General Fund is the primary tax and operating fund for all County revenues and expenditures that are not accounted for in other funds.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 226,205,300	$ 226,205,300	$ 226,205,300			
Revenues:						
Taxes	$ 500,486,112	$ 500,486,112	$ 74,559,443	14.90%	$ 75,541,461	16.53%
Licenses and Permits	5,385,122	5,385,122	1,875,147	34.82%	2,083,198	39.46%
Intergovernmental	4,145,474	4,145,474	2,324,464	56.07%	2,231,759	53.62%
Charges for Services	38,882,231	38,882,231	11,212,849	28.84%	10,103,694	29.15%
Fines and Forfeitures	3,094,270	3,094,270	1,669,230	53.95%	1,752,877	55.69%
Investment Income	5,908,000	5,908,000	3,507,669	59.37%	4,801,687	99.50%
Contributions and Donations	108,650	108,650	10,939	10.07%	9,049	8.54%
Miscellaneous	2,021,279	2,021,279	1,755,066	86.83%	1,634,931	89.14%
Other Financing Sources	-	-	183,797	-	18,410	-
Revenues without Use of Fund Balance	560,031,138	560,031,138	97,098,604	17.34%	98,177,066	19.21%
Use of Fund Balance	25,308,640	25,308,640	-	0.00%	-	0.00%
TOTAL REVENUES	$ 585,339,778	$ 585,339,778	$ 97,098,604	16.59%	$ 98,177,066	17.84%
Appropriations:						
Board of Commissioners	$ 2,724,968	$ 2,724,968	$ 1,532,003	56.22%	$ 1,390,193	56.10%
Communications	-	-	-	-	531,068	43.67%
County Administration	1,519,864	1,519,864	719,733	47.36%	570,617	38.10%
Financial Services	14,979,047	14,979,047	7,926,716	52.92%	7,365,137	52.65%
Tax Commissioner	21,564,614	21,564,614	11,401,328	52.87%	10,757,620	54.80%
Transportation	41,404,644	41,404,644	19,499,888	47.10%	20,077,604	52.28%
Planning and Development	6,883,534	6,883,534	3,616,920	52.54%	1,799,583	44.37%
Police Services	3,919,979	3,919,979	1,911,578	48.77%	1,638,433	39.61%
Corrections	25,375,381	25,375,381	13,949,916	54.97%	12,802,707	52.56%
Community Services	31,879,764	31,879,764	15,541,620	48.75%	14,317,011	51.72%
Community Services Subsidies:						
Atlanta Regional Commission	1,216,534	1,216,534	912,401	75.00%	898,991	69.39%
Board of Health	3,345,000	3,345,000	1,672,500	50.00%	625,000	25.00%
Coalition for Health & Human Services	235,088	235,088	117,544	50.00%	58,772	25.00%
Dept of Family & Children's Services	660,638	660,638	495,479	75.00%	-	0.00%
Food Insecurity	150,000	150,000	15,394	10.26%	1,006	0.67%
Forestry	7,358	7,358	7,358	100.00%	7,358	100.00%
Healthcare Initiative	650,000	650,000	550,000	84.62%	-	0.00%
Homelessness Prevention	1,012,300	1,012,300	506,150	50.00%	446,493	89.30%
Library In-House Services	1,352,184	1,352,184	472,479	34.94%	464,934	35.21%
Library Subsidy	25,619,802	25,619,802	19,214,852	75.00%	12,209,901	50.00%
Mental Health	1,443,341	1,443,341	721,671	50.00%	360,835	25.00%
Total Community Services Subsidies	35,692,245	35,692,245	24,685,826	69.16%	15,073,290	45.56%
Voter Registrations and Elections	13,321,547	13,321,547	6,131,142	46.02%	11,773,965	52.75%
Juvenile Court	7,866,919	10,206,919	5,396,029	52.87%	4,751,765	53.65%

General Fund (001)

The General Fund is the primary tax and operating fund for all County revenues and expenditures that are not accounted for in other funds.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Child Advocacy & Juvenile Services	6,693,787	6,693,787	3,506,920	52.39%	2,793,676	49.39%
Sheriff	179,652,962	179,652,962	89,218,430	49.66%	83,970,186	51.19%
Clerk of Court	23,623,860	23,623,860	12,417,283	52.56%	10,754,038	50.97%
Judiciary	40,449,669	52,824,669	26,640,473	50.43%	24,874,855	58.52%
Probate Court	5,115,335	5,400,335	3,004,171	55.63%	2,672,686	56.28%
District Attorney	29,771,110	29,771,110	16,421,931	55.16%	14,381,625	54.32%
Solicitor General	12,167,072	12,167,072	6,058,539	49.79%	4,983,614	47.51%
Support Services	272,500	272,500	190,158	69.78%	186,485	69.45%
Non-Departmental:						
Contingency	2,071,000	1,957,996	-	0.00%	-	0.00%
Contribution to Airport	116,750	116,750	68,104	58.33%	14,583	58.33%
Contribution to Capital	38,601,436	38,601,436	12,867,145	33.33%	21,922,853	58.33%
Contribution to Local Transit	14,800,000	14,800,000	8,633,075	58.33%	10,267,833	58.33%
Gwinnett Hospital Authority	1,000,000	1,000,000	1,000,000	100.00%	1,000,000	100.00%
Medical Examiner	2,388,333	2,388,333	1,052,762	44.08%	1,018,022	50.71%
Partnership Gwinnett	500,000	500,000	300,000	60.00%	400,000	80.00%
Pauper Burial	150,000	150,000	71,800	47.87%	63,200	36.11%
Reserves - Compensation	1,658,000	1,658,000	-	0.00%	-	0.00%
Reserves - Indigent Defense	15,000,000	-	-	-	-	0.00%
Reserves - Pension	200,000	200,000	120,000	60.00%	120,000	60.00%
800 MHZ Maintenance	3,685,458	3,685,458	1,893,218	51.37%	1,789,479	53.53%
Other Governmental Agencies	160,000	160,000	67,724	42.33%	54,567	34.10%
Other Miscellaneous	130,000	243,004	73,215	30.13%	58,899	45.31%
Total Non-Departmental	80,460,977	65,460,977	26,147,043	39.94%	36,709,436	50.09%
TOTAL APPROPRIATIONS	$ 585,339,778	$ 585,339,778	$ 295,917,647	50.55%	$ 284,175,594	51.64%
Projected Fund Balance December 31	$ 200,896,660	$ 200,896,660				
Fund Balance as of Report Date			$ 27,386,257			

Development & Enforcement District Fund (104)

The Development and Enforcement Services District Fund is used to account for the revenues and expenditures attributable to the Development and Enforcement Services District. Gwinnett County is responsible for providing short-term planning and code enforcement services within this district. This District includes all properties within unincorporated Gwinnett County.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 13,548,443	$ 13,548,443	$ 13,548,443			
Revenues:						
Taxes	$ 13,482,531	$ 13,482,531	$ 396,027	2.94%	$ 403,192	3.34%
Licenses and Permits	7,600,000	7,600,000	4,784,606	62.96%	3,470,508	70.38%
Intergovernmental	48,427	48,427	30,816	63.63%	33,115	67.58%
Charges for Services	950,000	950,000	442,781	46.61%	517,146	47.85%
Investment Income	485,500	485,500	254,547	52.43%	373,442	125.15%
Miscellaneous	-	-	44,417	-	6,229	-
TOTAL REVENUES	$ 22,566,458	$ 22,566,458	$ 5,953,194	26.38%	$ 4,803,632	20.86%
Appropriations:						
Planning and Development	$ 21,492,316	$ 21,648,138	$ 11,730,726	54.19%	$ 10,957,057	47.86%
Non-Departmental:						
Reserves - Compensation	127,000	21,178	-	0.00%	-	0.00%
Reserves - Fuel/Parts	7,000	7,000	-	0.00%	-	0.00%
Non-Departmental D&E	709,417	659,417	372,410	56.48%	-	0.00%
Total Non-Departmental	843,417	687,595	372,410	54.16%	-	0.00%
Appropriations without Contribution to Fund Balance	22,335,733	22,335,733	12,103,136	54.19%	10,957,057	47.57%
Contribution to Fund Balance	230,725	230,725	-	0.00%	-	-
TOTAL APPROPRIATIONS	$ 22,566,458	$ 22,566,458	$ 12,103,136	53.63%	$ 10,957,057	47.57%
Projected Fund Balance December 31	$ 13,779,168	$ 13,779,168				
Fund Balance as of Report Date			$ 7,398,501			

Fire and EMS District Fund (102)

The Fire and Emergency Medical Services District Fund is used to account for the revenues and expenditures attributable to the Fire and Emergency Medical Service District. This district includes all properties within unincorporated Gwinnett County and all cities except Loganville. Gwinnett County is responsible for providing fire and emergency medical protection within this district. The City of Loganville operates its own fire department, but residents and businesses will continue to receive county-provided emergency medical services.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 96,263,298	$ 96,263,298	$ 96,263,298			
Revenues:						
Taxes	$ 180,812,616	$ 180,812,616	$ 5,626,780	3.11%	$ 5,609,174	3.43%
Licenses and Permits	1,000,000	1,000,000	576,317	57.63%	621,035	54.93%
Intergovernmental	623,617	682,356	493,456	72.32%	455,727	68.33%
Charges for Services	18,117,690	18,117,690	10,102,170	55.76%	9,597,679	56.24%
Investment Income	1,656,000	1,656,000	1,335,899	80.67%	1,961,007	132.29%
Contributions and Donations	1,000	1,000	1,740	174.00%	11,145	-
Miscellaneous	1,000	1,000	330,023	33,002.30%	54,162	1,805.40%
TOTAL REVENUES	$ 202,211,923	$ 202,270,662	$ 18,466,385	9.13%	$ 18,309,929	9.96%
Appropriations:						
Planning and Development	$ 1,670,815	$ 1,670,815	$ 851,048	50.94%	$ 765,396	51.88%
Fire and Emergency Services	185,929,900	185,929,900	103,375,604	55.60%	92,639,096	52.46%
Non-Departmental:						
Reserves - Compensation	848,000	848,000	-	0.00%	-	0.00%
Reserves - Fuel/Parts	78,000	78,000	-	0.00%	-	0.00%
Non-Departmental Fire EMS Fund	11,057,815	11,057,815	1,784,969	16.14%	2,561,298	53.50%
Total Non-Departmental	11,983,815	11,983,815	1,784,969	14.89%	2,561,298	45.63%
Appropriations without Contribution to Fund Balance	199,584,530	199,584,530	106,011,621	53.12%	95,965,790	52.25%
Contribution to Fund Balance	2,627,393	2,686,132	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 202,211,923	$ 202,270,662	$ 106,011,621	52.41%	$ 95,965,790	52.21%
Projected Fund Balance December 31	$ 98,890,691	$ 98,949,430				
Fund Balance as of Report Date			$ 8,718,062			

Loganville EMS District Fund (103)

The Loganville Emergency Medical Services District Fund is used to account for the revenues and expenditures attributable to the Loganville Emergency Medical Services District. This district includes all properties within the portion of incorporated Loganville that lie within Gwinnett County. The County is responsible for providing emergency medical services within this district. The majority of expenditures are recorded in the fall based upon the certified property tax digest as outlined in the intergovernmental agreement with the City of Loganville.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 426,483	$ 426,483	$ 426,483			
Revenues:						
Investment Income	$ 15,500	$ 15,500	$ 10,666	68.81%	$ 15,419	79.48%
Revenues without Use of Fund Balance	15,500	15,500	10,666	68.81%	15,419	79.48%
Use of Fund Balance	81,681	81,681	-	0.00%	-	0.00%
TOTAL REVENUES	$ 97,181	$ 97,181	$ 10,666	10.98%	$ 15,419	16.46%
Appropriations:						
Loganville EMS	$ 97,181	$ 97,181	$ 1,968	2.03%	$ 82,517	88.08%
TOTAL APPROPRIATIONS	$ 97,181	$ 97,181	$ 1,968	2.03%	$ 82,517	88.08%
Projected Fund Balance December 31	$ 344,802	$ 344,802				
Fund Balance as of Report Date			$ 435,181			

Police Services District Fund (106)

The Police Services District Fund is used to account for the revenues and expenditures attributable to the Police Services District. This district includes all properties within unincorporated Gwinnett County and cities that do not operate their own police departments (Berkeley Lake, Buford, Grayson, Dacula, Peachtree Corners, Rest Haven, and Sugar Hill). Gwinnett County is responsible for providing police protection within this district.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 122,933,638	$ 122,933,638	$ 122,933,638			
Revenues:						
Taxes	$ 133,550,439	$ 133,550,439	$ 4,091,732	3.06%	$ 4,108,314	3.44%
Insurance Premium Taxes	62,310,140	62,310,140	-	0.00%	-	0.00%
Intergovernmental	294,513	294,513	322,015	109.34%	310,300	104.13%
Charges for Services	1,110,480	1,110,480	610,892	55.01%	583,744	50.98%
Fines and Forfeitures	10,413,542	10,413,542	4,523,451	43.44%	5,387,518	41.30%
Investment Income	2,393,000	2,393,000	1,885,330	78.79%	2,398,913	126.42%
Miscellaneous	459,063	460,813	472,622	102.56%	244,150	54.72%
Revenues without Use of Fund Balance	210,531,177	210,532,927	11,906,042	5.66%	13,032,939	6.63%
Use of Fund Balance	8,457,572	8,455,822	-	0.00%	-	0.00%
TOTAL REVENUES	$ 218,988,749	$ 218,988,749	$ 11,906,042	5.44%	$ 13,032,939	6.55%
Appropriations:						
Police Services	$ 205,272,456	$ 205,272,456	$ 102,662,337	50.01%	$ 97,037,506	51.38%
Recorder's Court	2,385,708	2,765,708	1,556,475	56.28%	1,376,071	57.16%
Solicitor General	893,673	893,673	361,958	40.50%	343,595	39.59%
Clerk of Recorder's Court	2,180,121	2,180,121	1,234,909	56.64%	1,126,206	55.14%
Non-Departmental:						
Reserves - Compensation	842,000	842,000	-	0.00%	-	0.00%
Reserves - Fuel/Parts	163,000	163,000	-	0.00%	-	0.00%
Other Miscellaneous	-	1,314	-	0.00%	-	-
Non-Departmental Police	7,251,791	6,870,477	2,158,097	31.41%	1,659,570	42.97%
Total Non-Departmental	8,256,791	7,876,791	2,158,097	27.40%	1,659,570	34.50%
TOTAL APPROPRIATIONS	$ 218,988,749	$ 218,988,749	$ 107,973,776	49.31%	$ 101,542,948	51.02%
Projected Fund Balance December 31	$ 114,476,066	$ 114,477,816				
Fund Balance as of Report Date			$ 26,865,904			

Recreation Fund (105)

The Recreation Fund is used to account for the operations and maintenance of County parks and recreational facilities. Financing is provided by a specific property tax levy and miscellaneous revenues including admissions, concessions, and sport activity fees.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 28,508,303	$ 28,508,303	$ 28,508,303			
Revenues:						
Taxes	$ 58,692,405	$ 58,692,405	$ 1,769,027	3.01%	$ 1,729,959	3.35%
Intergovernmental	194,695	194,695	264,237	135.72%	380,661	193.23%
Charges for Services	5,086,719	5,086,719	3,671,077	72.17%	3,210,563	73.65%
Investment Income	657,500	657,500	437,469	66.54%	603,916	85.29%
Contributions and Donations	7,500	7,500	3,600	48.00%	365	1.25%
Miscellaneous	2,902,684	2,902,684	2,051,255	70.67%	1,932,587	71.77%
Other Financing Sources	21,930	21,930	-	0.00%	-	0.00%
TOTAL REVENUES	$ 67,563,433	$ 67,563,433	$ 8,196,665	12.13%	$ 7,858,051	13.18%
Appropriations:						
Community Services	$ -	$ -	$ -	-	$ 29,987,881	53.41%
Parks and Recreation	60,436,324	60,436,324	31,715,881	52.48%	-	-
Support Services	52,110	52,110	25,297	48.55%	13,717	34.17%
Non-Departmental:						
Reserves - Compensation	123,000	123,000	-	0.00%	-	0.00%
Reserves - Fuel/Parts	14,000	14,000	-	0.00%	-	0.00%
Non-Departmental Recreation Fund	1,140,496	1,140,496	457,039	40.07%	458,049	43.28%
Total Non-Departmental	1,277,496	1,277,496	457,039	35.78%	458,049	38.65%
Appropriations without Contribution to Fund Balance	61,765,930	61,765,930	32,198,217	52.13%	30,459,647	53.09%
Contribution to Fund Balance	5,797,503	5,797,503	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 67,563,433	$ 67,563,433	$ 32,198,217	47.66%	$ 30,459,647	51.10%
Projected Fund Balance December 31	$ 34,305,806	$ 34,305,806				
Fund Balance as of Report Date			$ 4,506,751			

Economic Development Tax Fund (160)

The Economic Development Tax Fund is used to account for the accumulation of resources to provide funds for financial assistance to the Development Authority of Gwinnett County for economic development purposes in accordance with O.C.G.A. § 48-5-220(20).

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 14,790,490	$ 14,790,490	$ 14,790,490			
Revenues:						
Taxes	$ 17,028,416	$ 17,028,416	$ 540,241	3.17%	$ 530,486	3.65%
Intergovernmental	58,310	58,310	40,833	70.03%	39,574	67.07%
Investment Income	157,500	157,500	310,464	197.12%	443,452	228.58%
TOTAL REVENUES	$ 17,244,226	$ 17,244,226	$ 891,538	5.17%	$ 1,013,512	4.81%
Appropriations:						
Non-Departmental:						
Development Authority Activity	$ 16,302,876	$ 16,302,876	$ 4,540,093	27.85%	$ 9,020,636	42.77%
Total Non-Departmental	16,302,876	16,302,876	4,540,093	27.85%	9,020,636	42.77%
Appropriations without Contribution to Fund Balance	16,302,876	16,302,876	4,540,093	27.85%	9,020,636	42.77%
Contribution to Fund Balance	941,350	941,350	-	0.00%	-	-
TOTAL APPROPRIATIONS	$ 17,244,226	$ 17,244,226	$ 4,540,093	26.33%	$ 9,020,636	42.77%
Projected Fund Balance December 31	$ 15,731,840	$ 15,731,840				
Fund Balance as of Report Date			$ 11,141,935			

Gwinnett Place TAD Fund (165)

The Gwinnett Place TAD Fund is used to account for positive tax increment revenues attributable to the Gwinnett Place Tax Allocation District (TAD). These revenues are used to pay for redevelopment costs that provide substantial public benefit in accordance with the Gwinnett Place Redevelopment Plan. This district includes properties in the Gwinnett Place Community Improvement District which is located in the Gwinnett Place Redevelopment Area at the intersection of I-85 and Pleasant Hill Road in Duluth.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 11,294,512	$ 11,294,512	$ 11,294,512			
Revenues:						
Taxes	$ -	$ -	$ 95,469	-	$ 243,093	-
Investment Income	287,000	287,000	253,009	88.16%	215,440	112.09%
Miscellaneous	-	-	10,000	-	-	-
TOTAL REVENUES	$ 287,000	$ 287,000	$ 358,478	124.91%	$ 458,533	238.56%
Appropriations:						
Planning and Development	$ 100,000	$ 100,000	$ -	0.00%	$ 10,781	10.78%
Appropriations without Contribution to Fund Balance	100,000	100,000	-	0.00%	10,781	10.78%
Contribution to Fund Balance	187,000	187,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 287,000	$ 287,000	$ -	0.00%	$ 10,781	5.61%
Projected Fund Balance December 31	$ 11,481,512	$ 11,481,512				
Fund Balance as of Report Date			$ 11,652,990			

Indian Trail TAD Fund (162)

The Indian Trail TAD Fund is used to account for positive tax increment revenues attributable to the Indian Trail Tax Allocation District (TAD). These revenues are used to pay for redevelopment costs that provide substantial public benefit in accordance with the Indian Trail Redevelopment Plan. The Indian Trail TAD is located in the Gateway85 Gwinnett Community Improvement District at the I-85 and Indian Trail-Lilburn Road interchange adjacent to the city of Norcross.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 11,007,979	$ 11,007,979	$ 11,007,979			
Revenues:						
Taxes	$ -	$ -	$ 177,336	-	$ 112,070	-
Investment Income	258,000	258,000	239,752	92.93%	213,667	116.98%
TOTAL REVENUES	$ 258,000	$ 258,000	$ 417,088	161.66%	$ 325,737	178.34%
Appropriations:						
Planning and Development	$ 100,000	$ 100,000	$ -	0.00%	$ -	0.00%
Appropriations without Contribution to Fund Balance	100,000	100,000	-	0.00%	-	0.00%
Contribution to Fund Balance	158,000	158,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 258,000	$ 258,000	$ -	0.00%	$ -	0.00%
Projected Fund Balance December 31	$ 11,165,979	$ 11,165,979				
Fund Balance as of Report Date			$ 11,425,067			

Jimmy Carter Boulevard TAD Fund (161)

The Jimmy Carter Boulevard TAD Fund is used to account for positive tax increment revenues attributable to the Jimmy Carter Tax Allocation District (TAD). These revenues are used to pay for redevelopment costs that provide substantial public benefit in accordance with the Jimmy Carter Boulevard Redevelopment Plan. The Jimmy Carter Boulevard TAD is located in the Gateway85 Gwinnett Community Improvement District along the Jimmy Carter Boulevard corridor adjacent to the city of Norcross.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 33,636,006	$ 33,636,006	$ 33,636,006			
Revenues:						
Taxes	$ -	$ -	$ 610,229	-	$ 412,599	-
Investment Income	927,500	927,500	746,319	80.47%	696,746	92.23%
TOTAL REVENUES	$ 927,500	$ 927,500	$ 1,356,548	146.26%	$ 1,109,345	146.85%
Appropriations:						
Planning and Development	$ 100,000	$ 100,000	$ -	0.00%	$ -	0.00%
Appropriations without Contribution to Fund Balance	100,000	100,000	-	0.00%	-	0.00%
Contribution to Fund Balance	827,500	827,500	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 927,500	$ 927,500	$ -	0.00%	$ -	0.00%
Projected Fund Balance December 31	$ 34,463,506	$ 34,463,506				
Fund Balance as of Report Date			$ 34,992,554			

Lake Lucerne TAD Fund (164)

The Lake Lucerne TAD Fund is used to account for positive tax increment revenues attributable to the Lake Lucerne Tax Allocation District (TAD). These revenues are used to pay for redevelopment costs that provide substantial public benefit in accordance with the Lake Lucerne Redevelopment Plan. The Lake Lucerne TAD is located in the Evermore Community Improvement District at the intersection of Highway 78 (Stone Mountain Highway) and Killian Hill Road.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 4,115,774	$ 4,115,774	$ 4,115,774			
Revenues:						
Taxes	$ -	$ -	$ 61,079	-	$ 47,964	-
Investment Income	101,500	101,500	91,166	89.82%	70,514	123.47%
TOTAL REVENUES	$ 101,500	$ 101,500	$ 152,245	150.00%	$ 118,478	118.48%
Appropriations:						
Planning and Development	$ 100,000	$ 100,000	$ -	0.00%	$ -	0.00%
Appropriations without Contribution to Fund Balance	100,000	100,000	-	0.00%	-	0.00%
Contribution to Fund Balance	1,500	1,500	-	0.00%	-	-
TOTAL APPROPRIATIONS	$ 101,500	$ 101,500	$ -	0.00%	$ -	0.00%
Projected Fund Balance December 31	$ 4,117,274	$ 4,117,274				
Fund Balance as of Report Date			$ 4,268,019			

Park Place TAD Fund (163)

The Park Place TAD Fund is used to account for positive tax increment revenues attributable to the Park Place Tax Allocation District (TAD). These revenues are used to pay for redevelopment costs that provide substantial public benefit in accordance with the Park Place Redevelopment Plan. The Park Place TAD is located in the Evermore Community Improvement District at the intersection of Highway 78 (Stone Mountain Highway) and Rockbridge Road.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 7,822,658	$ 7,822,658	$ 7,822,658			
Revenues:						
Taxes	$ -	$ -	$ 90,548	-	$ 39,273	-
Investment Income	178,000	178,000	172,712	97.03%	138,468	94.69%
TOTAL REVENUES	$ 178,000	$ 178,000	$ 263,260	147.90%	$ 177,741	121.54%
Appropriations:						
Planning and Development	$ 100,000	$ 100,000	$ -	0.00%	$ -	0.00%
Appropriations without Contribution to Fund Balance	100,000	100,000	-	0.00%	-	0.00%
Contribution to Fund Balance	78,000	78,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 178,000	$ 178,000	$ -	0.00%	$ -	0.00%
Projected Fund Balance December 31	$ 7,900,658	$ 7,900,658				
Fund Balance as of Report Date			$ 8,085,918			

The Exchange at Gwinnett TAD Fund (166)

The Exchange at Gwinnett TAD Fund is used to account for positive tax increment revenues attributable to The Exchange at Gwinnett Tax Allocation District (TAD). These revenues are used to pay for redevelopment costs that abate or eliminate deleterious effects of inadequate infrastructure in accordance with The Exchange at Gwinnett Redevelopment Plan. This district includes properties at the southeast quadrant of the intersection of Interstate 85 and Georgia Highway 20 in the northern portion of the County.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 6,822,704	$ 6,822,704	$ 6,822,704			
Revenues:						
Taxes	$ -	$ -	$ 404,504	-	$ 38,280	-
Investment Income	242,500	242,500	85,441	35.23%	127,608	114.83%
Revenues without Use of Fund Balance	242,500	242,500	489,945	202.04%	165,888	149.28%
Use of Fund Balance	2,492,325	2,492,325	-	0.00%	-	0.00%
TOTAL REVENUES	$ 2,734,825	$ 2,734,825	$ 489,945	17.92%	$ 165,888	6.61%
Appropriations:						
Planning and Development	$ 2,734,825	$ 2,734,825	$ 3,500	0.13%	$ 1,096,509	43.69%
TOTAL APPROPRIATIONS	$ 2,734,825	$ 2,734,825	$ 3,500	0.13%	$ 1,096,509	43.69%
Projected Fund Balance December 31	$ 4,330,379	$ 4,330,379				
Fund Balance as of Report Date			$ 7,309,149			

The Exchange at Gwinnett TAD Debt Service Fund (966)

The Exchange at Gwinnett TAD Debt Service Fund (966) is used to account for the payment of long-term principal and interest related to redevelopment bonds associated with The Exchange at Gwinnett Tax Allocation District. Debt service payments occur biannually.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 1,585,466	$ 1,585,466	$ 1,585,466			
Revenues:						
Investment Income	$ -	$ -	$ 125,936	-	$ 121,911	-
Other Financing Sources	2,726,525	2,726,525	-	0.00%	1,092,186	43.66%
TOTAL REVENUES	$ 2,726,525	$ 2,726,525	$ 125,936	4.62%	$ 1,214,097	48.53%
Appropriations:						
Debt Service	$ 2,726,525	$ 2,726,525	$ 1,475,763	54.13%	$ 1,250,763	50.00%
TOTAL APPROPRIATIONS	$ 2,726,525	$ 2,726,525	$ 1,475,763	54.13%	$ 1,250,763	50.00%
Projected Fund Balance December 31	$ 1,585,466	$ 1,585,466				
Fund Balance as of Report Date			$ 235,639			

Speed Hump Fund (003)

The Speed Hump Fund supports the County's speed hump program. Revenues are generated from properties benefiting from existing speed humps for the purpose of maintenance. Charges for Services are collected as special assessment fees in the fourth quarter with property tax collections.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 312,406	$ 312,406	$ 312,406			
Revenues:						
Charges for Services	$ 150,000	$ 150,000	$ 2,711	1.81%	$ 2,896	1.81%
Investment Income	12,000	12,000	7,626	63.55%	14,152	56.57%
Miscellaneous	-	-	361	-	48	-
Revenues without Use of Fund Balance	162,000	162,000	10,698	6.60%	17,096	9.24%
Use of Fund Balance	209,305	209,305	-	0.00%	-	0.00%
TOTAL REVENUES	$ 371,305	$ 371,305	$ 10,698	2.88%	$ 17,096	3.70%
Appropriations:						
Transportation	$ 371,305	$ 371,305	$ 72,131	19.43%	$ 220,013	47.55%
TOTAL APPROPRIATIONS	$ 371,305	$ 371,305	$ 72,131	19.43%	$ 220,013	47.55%
Projected Fund Balance December 31	$ 103,101	$ 103,101				
Fund Balance as of Report Date			$ 250,973			

Street Lighting Fund (002)

The Street Lighting Fund supports the County's street light program. Revenues are generated from properties benefiting from existing street lights for the purpose of utility payments. Charges for Services are collected as special assessment fees in the fourth quarter with property tax collections.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 3,320,482	$ 3,320,482	$ 3,320,482			
Revenues:						
Charges for Services	$ 9,600,000	$ 9,629,076	$ 164,490	1.71%	$ 163,379	1.63%
Investment Income	-	-	35,976	-	57,815	-
Miscellaneous	-	-	37,917	-	15,261	-
Revenues without Use of Fund Balance	9,600,000	9,629,076	238,383	2.48%	236,455	2.36%
Use of Fund Balance	783,833	783,833	-	0.00%	-	0.00%
TOTAL REVENUES	$ 10,383,833	$ 10,412,909	$ 238,383	2.29%	$ 236,455	2.32%
Appropriations:						
Transportation	$ 10,363,833	$ 10,392,909	$ 4,963,121	47.75%	$ 4,668,066	45.85%
Non-Departmental:						
Reserves - Compensation	20,000	20,000	-	0.00%	-	0.00%
Total Non-Departmental	20,000	20,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 10,383,833	$ 10,412,909	$ 4,963,121	47.66%	$ 4,668,066	45.81%
Projected Fund Balance December 31	$ 2,536,649	$ 2,536,649				
Fund Balance as of Report Date			$ (1,404,256)			

Authority Imaging Fund (020)

The Authority Imaging Fund accounts for revenues received from fees collected by the Clerk of Superior Court Authority for document printing. These monies must be used for the development, implementation, and maintenance of a state-wide automated information system.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 7,304,448	$ 7,304,448	$ 7,304,448			
Revenues:						
Charges for Services	$ 868,093	$ 868,093	$ 333,480	38.42%	$ 303,013	32.58%
Investment Income	74,640	74,640	26,218	35.13%	37,320	-
Revenues without Use of Fund Balance	942,733	942,733	359,698	38.15%	340,333	36.59%
Use of Fund Balance	557,267	557,267	-	0.00%	-	0.00%
TOTAL REVENUES	$ 1,500,000	$ 1,500,000	$ 359,698	23.98%	$ 340,333	22.69%
Appropriations:						
Clerk of Court	$ 1,500,000	$ 1,500,000	$ 103,050	6.87%	$ 18,607	1.24%
TOTAL APPROPRIATIONS	$ 1,500,000	$ 1,500,000	$ 103,050	6.87%	$ 18,607	1.24%
Projected Fund Balance December 31	$ 6,747,181	$ 6,747,181				
Fund Balance as of Report Date			$ 7,561,096			

Corrections Inmate Welfare Fund (085)

The Corrections Inmate Welfare Fund accounts for proceeds received from commissary sales to provide recreational materials for the benefit of the inmates at the Corrections Facility.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 441,989	$ 441,989	$ 441,989			
Revenues:						
Charges for Services	$ 138,500	$ 138,500	$ 83,700	60.43%	$ 89,268	78.65%
Miscellaneous	8,200	8,200	5,762	70.27%	5,477	64.44%
TOTAL REVENUES	$ 146,700	$ 146,700	$ 89,462	60.98%	$ 94,745	77.66%
Appropriations:						
Corrections	$ 115,640	$ 115,640	$ 56,816	49.13%	$ 51,535	50.41%
Appropriations without Contribution to Fund Balance	115,640	115,640	56,816	49.13%	51,535	50.41%
Contribution to Fund Balance	31,060	31,060	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 146,700	$ 146,700	$ 56,816	38.73%	$ 51,535	42.24%
Projected Fund Balance December 31	$ 473,049	$ 473,049				
Fund Balance as of Report Date			$ 474,635			

Crime Victims Assistance Fund (075)

The Crime Victims Assistance Fund accounts for revenues received from a five percent (5%) charge collected on fines within the Recorders, Juvenile, State, Superior, and Magistrate Courts of Gwinnett County. Revenues are also received from five percent (5%) of fines from municipalities within Gwinnett County. These funds must be used to provide assistance to crime victims. Revenue is split between the Solicitor's and District Attorney's offices.

The Revenue collected is distributed as follows:
- **Superior Court Fines - 100% District Attorney**
- **State Court Fines - 100% Solicitor**
- **Municipal Recorder's Court - Total less subsidies, if any, with the remainder 50% Solicitor and 50% District Attorney**
- **Magistrate Court, Recorder's Court, and Juvenile Court - 50% Solicitor and 50% District Attorney**
- **Interest Earned Dividends - 50% Solicitor and 50% District Attorney**

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 450,450	$ 450,450	$ 450,450			
Revenues:						
Fines and Forfeitures	$ 581,185	$ 581,185	$ 357,051	61.43%	$ 317,499	54.32%
Investment Income	-	-	8,598	-	3,086	-
Miscellaneous	-	-	2,116	-	297	-
Revenues without Use of Fund Balance	581,185	581,185	367,765	63.28%	320,882	54.90%
Use of Fund Balance	223,931	223,931	-	0.00%	-	0.00%
TOTAL REVENUES	$ 805,116	$ 805,116	$ 367,765	45.68%	$ 320,882	43.20%
Appropriations:						
District Attorney	$ 375,788	$ 375,788	$ 218,924	58.26%	$ 200,343	55.44%
Solicitor General	419,328	419,328	167,913	40.04%	162,365	43.71%
Non-Departmental:						
Reserves - Compensation	10,000	10,000	-	0.00%	-	0.00%
Total Non-Departmental	10,000	10,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 805,116	$ 805,116	$ 386,837	48.05%	$ 362,708	48.83%
Projected Fund Balance December 31	$ 226,519	$ 226,519				
Fund Balance as of Report Date			$ 431,378			

DA Federal Justice Asset Sharing Fund (080)

The District Attorney Federal Justice Asset Sharing Fund accounts for revenues received from an equitable sharing agreement between the Department of Justice and the Gwinnett County District Attorney for proceeds from confiscations. The law states that any money or property confiscated in this manner shall be used for restricted purposes, and all expenditures are validated against federal and state guidelines.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 174,983	$ 174,983	$ 174,983			
Revenues:						
Use of Fund Balance	$ 83,792	$ 83,792	$ -	0.00%	$ -	0.00%
TOTAL REVENUES	$ 83,792	$ 83,792	$ -	0.00%	$ -	0.00%
Appropriations:						
District Attorney	$ 83,792	$ 83,792	$ -	0.00%	$ 31,208	23.12%
TOTAL APPROPRIATIONS	$ 83,792	$ 83,792	$ -	0.00%	$ 31,208	23.12%
Projected Fund Balance December 31	$ 91,191	$ 91,191				
Fund Balance as of Report Date			$ 174,983			

DA Federal Treasury Asset Sharing Fund (082)

The District Attorney Federal Treasury Asset Sharing Fund (082) accounts for revenues received from an equitable sharing agreement between the Department of Treasury and the Gwinnett County District Attorney for proceeds from confiscations. The law states that any money or property confiscated in this manner shall be used for restricted purposes, and all expenditures are validated against federal and state guidelines.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 50,434	$ 50,434	$ 50,434			
Revenues:						
Use of Fund Balance	$ 38,000	$ 38,000	$ -	0.00%	$ -	-
TOTAL REVENUES	$ 38,000	$ 38,000	$ -	0.00%	$ -	-
Appropriations:						
District Attorney	$ 38,000	$ 38,000	$ 130	0.34%	$ -	-
TOTAL APPROPRIATIONS	$ 38,000	$ 38,000	$ 130	0.34%	$ -	-
Projected Fund Balance December 31	$ 12,434	$ 12,434				
Fund Balance as of Report Date			$ 50,304			

DA Special State Fund (083)

The District Attorney Special State Fund accounts for revenues resulting from the confiscation of assets or funds resulting from legal actions related to unlawful activities. In accordance with State Law, the Gwinnett County District Attorney's office is entitled to 10% of the funds obtained through civil forfeiture proceedings. The law states that any money or property confiscated in this manner shall be used for restricted purposes, and all expenditures are validated against state guidelines.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 62,908	$ 62,908	$ 62,908			
Revenues:						
Fines and Forfeitures	$ -	$ 58,374	$ 58,375	100.00%	$ 37,690	100.00%
Revenues without Use of Fund Balance	-	58,374	58,375	100.00%	37,690	100.00%
Use of Fund Balance	31,718	-	-	-	-	0.00%
TOTAL REVENUES	$ 31,718	$ 58,374	$ 58,375	100.00%	$ 37,690	94.48%
Appropriations:						
District Attorney	$ 31,718	$ 31,718	$ 1,479	4.66%	$ -	0.00%
Appropriations without Contribution to Fund Balance	31,718	31,718	1,479	4.66%	-	0.00%
Contribution to Fund Balance	-	26,656	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 31,718	$ 58,374	$ 1,479	2.53%	$ -	0.00%
Projected Fund Balance December 31	$ 31,190	$ 89,564				
Fund Balance as of Report Date			$ 119,804			

E-911 Fund (095)

The E-911 Fund accounts for operations of the E-911 Communications Center. Revenues are primarily received from monthly subscriber fees remitted by wired and wireless telecommunication providers. Expenditures must comply with O.C.G.A., Title 46, Chapter 5, Article 2, Part 4.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 40,670,130	$ 40,670,130	$ 40,670,130			
Revenues:						
Charges for Services	$ 24,344,400	$ 24,344,400	$ 10,177,470	41.81%	$ 10,205,039	43.02%
Investment Income	1,104,500	1,104,500	770,904	69.80%	908,134	55.59%
Miscellaneous	-	-	34,434	-	4,863	-
Revenues without Use of Fund Balance	25,448,900	25,448,900	10,982,808	43.16%	11,118,036	43.85%
Use of Fund Balance	5,415,021	5,415,021	-	0.00%	-	0.00%
TOTAL REVENUES	$ 30,863,921	$ 30,863,921	$ 10,982,808	35.58%	$ 11,118,036	37.41%
Appropriations:						
Police Services	$ 27,273,885	$ 27,273,885	$ 14,439,923	52.94%	$ 12,494,596	47.66%
Non-Departmental:						
Reserves - Compensation	98,000	98,000	-	0.00%	-	0.00%
Other Governmental Agencies	2,942,036	2,942,036	1,471,016	50.00%	1,432,892	50.00%
Non-Departmental E-911	550,000	550,000	-	0.00%	-	0.00%
Total Non-Departmental	3,590,036	3,590,036	1,471,016	40.97%	1,432,892	40.88%
TOTAL APPROPRIATIONS	$ 30,863,921	$ 30,863,921	$ 15,910,939	51.55%	$ 13,927,488	46.86%
Projected Fund Balance December 31	$ 35,255,109	$ 35,255,109				
Fund Balance as of Report Date			$ 35,741,999			

Juvenile Court Supervision Fund (030)

The Juvenile Court Supervision Fund accounts for revenues collected as supervision fees from those who are placed under the courts' formal or informal supervision in order for the court to use those collections toward expenses for specific ancillary services.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 302,508	$ 302,508	$ 302,508			
Revenues:						
Charges for Services	$ 30,000	$ 30,000	$ 23,230	77.43%	$ 29,486	98.29%
Revenues without Use of Fund Balance	30,000	30,000	23,230	77.43%	29,486	98.29%
Use of Fund Balance	25,100	25,100	-	0.00%	-	0.00%
TOTAL REVENUES	$ 55,100	$ 55,100	$ 23,230	42.16%	$ 29,486	53.51%
Appropriations:						
Juvenile Court	$ 55,100	$ 55,100	$ 22,703	41.20%	$ 23,850	43.28%
TOTAL APPROPRIATIONS	$ 55,100	$ 55,100	$ 22,703	41.20%	$ 23,850	43.28%
Projected Fund Balance December 31	$ 277,408	$ 277,408				
Fund Balance as of Report Date			$ 303,035			

Opioid Remediation Fund (015)

The Opioid Remediation Fund is used to account for the receipt of settlements from the National Opioid Abatement Trust. These funds must be used for approved opioid abatement strategies.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 5,857,870	$ 5,857,870	$ 5,857,870			
Revenues:						
Investment Income	$ -	$ -	$ 139,191	-	$ 73,991	-
Miscellaneous	-	-	145,369	-	1,886,041	-
TOTAL REVENUES	$ -	$ -	$ 284,560	-	$ 1,960,032	-
Appropriations:						
Projected Fund Balance December 31	$ 5,857,870	$ 5,857,870				
Fund Balance as of Report Date			$ 6,142,430			

Police Special Justice Fund (070)

The Police Special Justice Fund accounts for revenues resulting from the U.S. Department of Justice confiscation of money or the sale of property from illegal drug and narcotics activities. The law states that any money or property confiscated in this manner shall be used for restricted purposes, and all expenditures are validated against federal guidelines.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 1,139,587	$ 1,139,587	$ 1,139,587			
Revenues:						
Fines and Forfeitures	$ -	$ 138,735	$ 138,736	100.00%	$ 117,702	100.00%
Investment Income	-	-	4,295	-	-	-
Revenues without Use of Fund Balance	-	138,735	143,031	103.10%	117,702	100.00%
Use of Fund Balance	334,131	195,396	-	0.00%	-	0.00%
TOTAL REVENUES	$ 334,131	$ 334,131	$ 143,031	42.81%	$ 117,702	42.32%
Appropriations:						
Police Services	$ 334,131	$ 334,131	$ -	0.00%	$ 48,293	17.36%
TOTAL APPROPRIATIONS	$ 334,131	$ 334,131	$ -	0.00%	$ 48,293	17.36%
Projected Fund Balance December 31	$ 805,456	$ 944,191				
Fund Balance as of Report Date			$ 1,282,618			

Police Special State Fund (072)

The Police Special State Fund accounts for revenues resulting from the State of Georgia's confiscation of money or the sale of property from illegal drug and narcotics activities. The law states that any money or property confiscated in this manner shall be used for restricted purposes, and all expenditures are validated against state guidelines.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 1,277,972	$ 1,277,972	$ 1,277,972			
Revenues:						
Fines and Forfeitures	$ -	$ 87,608	$ 86,558	98.80%	$ 322,878	100.00%
Investment Income	-	-	4,914	-	-	-
Revenues without Use of Fund Balance	-	87,608	91,472	104.41%	322,878	100.00%
Use of Fund Balance	140,700	53,092	-	0.00%	-	-
TOTAL REVENUES	$ 140,700	$ 140,700	$ 91,472	65.01%	$ 322,878	100.00%
Appropriations:						
Police Services	$ 140,700	$ 140,700	$ 29,900	21.25%	$ 48,678	51.24%
TOTAL APPROPRIATIONS	$ 140,700	$ 140,700	$ 29,900	21.25%	$ 48,678	15.08%
Projected Fund Balance December 31	$ 1,137,272	$ 1,224,880				
Fund Balance as of Report Date			$ 1,339,544			

Sheriff Inmate Fund (090)

The Sheriff Inmate Fund accounts for proceeds received from inmates' services and commissary purchases and for expenditures that benefit the inmates.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 5,132,086	$ 5,132,086	$ 5,132,086			
Revenues:						
Charges for Services	$ 1,568,000	$ 1,568,000	$ 541,000	34.50%	$ 542,980	47.11%
Investment Income	157,500	157,500	117,835	74.82%	110,236	72.60%
TOTAL REVENUES	$ 1,725,500	$ 1,725,500	$ 658,835	38.18%	$ 653,216	50.08%
Appropriations:						
Sheriff	$ 696,350	$ 696,350	$ 85,932	12.34%	$ 164,914	32.38%
Appropriations without Contribution to Fund Balance	696,350	696,350	85,932	12.34%	164,914	32.38%
Contribution to Fund Balance	1,029,150	1,029,150	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 1,725,500	$ 1,725,500	$ 85,932	4.98%	$ 164,914	12.64%
Projected Fund Balance December 31	$ 6,161,236	$ 6,161,236				
Fund Balance as of Report Date			$ 5,704,989			

Sheriff Special Justice Fund (065)

The Sheriff Special Justice Fund accounts for revenues resulting from the U.S. Department of Justice confiscation of money or the sale of property from illegal drug and narcotics activities. The law states that any money or property confiscated in this manner shall be used for restricted purposes, and all expenditures are validated against federal guidelines.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 742,174	$ 742,174	$ 742,174			
Revenues:						
Fines and Forfeitures	$ -	$ 377,596	$ 377,596	100.00%	$ 48,558	100.45%
Revenues without Use of Fund Balance	-	377,596	377,596	100.00%	48,558	100.45%
Use of Fund Balance	350,000	350,000	-	0.00%	-	0.00%
TOTAL REVENUES	$ 350,000	$ 727,596	$ 377,596	51.90%	$ 48,558	12.19%
Appropriations:						
Sheriff	$ 350,000	$ 727,596	$ -	0.00%	$ -	0.00%
TOTAL APPROPRIATIONS	$ 350,000	$ 727,596	$ -	0.00%	$ -	0.00%
Projected Fund Balance December 31	$ 392,174	$ 392,174				
Fund Balance as of Report Date			$ 1,119,770			

Sheriff Special Treasury Fund (066)

The Sheriff Special Treasury Fund accounts for revenues resulting from the U.S. Department of Treasury confiscation of money or the sale of property from illegal drug and narcotics activities. The law states that any money or property confiscated in this manner shall be used for restricted purposes, and all expenditures are validated against federal guidelines.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 213,253	$ 213,253	$ 213,253			
Revenues:						
Other Financing Sources	$ -	$ -	$ 17,000	-	$ -	-
Revenues without Use of Fund Balance	-	-	17,000	-	-	-
Use of Fund Balance	75,000	75,000	-	0.00%	-	0.00%
TOTAL REVENUES	$ 75,000	$ 75,000	$ 17,000	22.67%	$ -	0.00%
Appropriations:						
Sheriff	$ 75,000	$ 75,000	$ 200	0.27%	$ -	0.00%
TOTAL APPROPRIATIONS	$ 75,000	$ 75,000	$ 200	0.27%	$ -	0.00%
Projected Fund Balance December 31	$ 138,253	$ 138,253				
Fund Balance as of Report Date			$ 230,053			

Sheriff Special State Fund (067)

The Sheriff Special State Fund accounts for revenues resulting from the State of Georgia's confiscation of money or the sale of property from illegal drug and narcotics activities. The law states that any money or property confiscated in this manner shall be used for restricted purposes, and all expenditures are validated against state guidelines.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 366,666	$ 366,666	$ 366,666			
Revenues:						
Fines and Forfeitures	$ -	$ 109,594	$ 109,595	100.00%	$ 133,453	100.00%
Investment Income	-	-	7,344	-	3,754	-
Revenues without Use of Fund Balance	-	109,594	116,939	106.70%	137,207	102.81%
Use of Fund Balance	70,000	70,000	-	0.00%	-	0.00%
TOTAL REVENUES	$ 70,000	$ 179,594	$ 116,939	65.11%	$ 137,207	67.44%
Appropriations:						
Sheriff	$ 70,000	$ 179,594	$ 30,782	17.14%	$ 78,078	38.38%
TOTAL APPROPRIATIONS	$ 70,000	$ 179,594	$ 30,782	17.14%	$ 78,078	38.38%
Projected Fund Balance December 31	$ 296,666	$ 296,666				
Fund Balance as of Report Date			$ 452,823			

Stadium Fund (055)

The Stadium Fund accumulates stadium-related revenues in order to pay debt service on the Stadium construction bonds and insurance expenditures. Motor vehicle rental excise taxes are receipted one month in arrears. Intergovernmental revenue is realized in the form of a one-time annual payment from the Gwinnett Convention and Visitors Bureau in January. Charges for Services revenues from ticket sales, parking, rental fees, and naming rights are received in April, June, and October. Debt service payments occur biannually in January and July.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 4,903,628	$ 4,903,628	$ 4,903,628			
Revenues:						
Taxes	$ 1,036,158	$ 1,036,158	$ 516,311	49.83%	$ 495,739	44.70%
Intergovernmental	400,000	400,000	400,000	100.00%	400,000	100.00%
Charges for Services	1,202,869	1,202,869	580,561	48.26%	568,049	45.12%
Investment Income	47,000	47,000	95,559	203.32%	85,020	146.08%
TOTAL REVENUES	$ 2,686,027	$ 2,686,027	$ 1,592,431	59.29%	$ 1,548,808	54.80%
Appropriations:						
Stadium Operations	$ 2,126,868	$ 2,126,868	$ 2,080,506	97.82%	$ 2,139,312	96.13%
Appropriations without Contribution to Fund Balance	2,126,868	2,126,868	2,080,506	97.82%	2,139,312	96.13%
Contribution to Fund Balance	559,159	559,159	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 2,686,027	$ 2,686,027	$ 2,080,506	77.46%	$ 2,139,312	75.70%
Projected Fund Balance December 31	$ 5,462,787	$ 5,462,787				
Fund Balance as of Report Date			$ 4,415,553			

Tree Bank Fund (040)

This fund accounts for activities related to the Gwinnett County Buffer, Landscape and Tree Ordinance. During the permitting process, the developer has the option to pay money when the required tree density units cannot be met on site. The monies collected must be used by the Department of Planning and Development, Community Services and/or Support Services for the planting of trees at parks, greenways, fire stations, and libraries within the same commission district in which the development is located or within five miles of such district. Alternate planning locations may be approved by the Director of the Department of Planning and Development. Expenditures for this fund occur as projects are identified and approved.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 878,008	$ 878,008	$ 878,008			
Revenues:						
Licenses and Permits	$ 100,000	$ 100,000	$ 13,160	13.16%	$ 203,744	101.87%
Investment Income	-	-	11,527	-	13,639	-
Revenues without Use of Fund Balance	100,000	100,000	24,687	24.69%	217,383	108.69%
Use of Fund Balance	300,000	300,000	-	0.00%	-	0.00%
TOTAL REVENUES	$ 400,000	$ 400,000	$ 24,687	6.17%	$ 217,383	76.27%
Appropriations:						
Planning and Development	$ 400,000	$ 400,000	$ 68,592	17.15%	$ -	0.00%
TOTAL APPROPRIATIONS	$ 400,000	$ 400,000	$ 68,592	17.15%	$ -	0.00%
Projected Fund Balance December 31	$ 578,008	$ 578,008				
Fund Balance as of Report Date			$ 834,103			

Tourism Fund (050)

The Tourism Fund accounts for the collection and disbursement of hotel/motel tax revenue in accordance with state law which includes debt service payments for the Gas South District and parking facility. Hotel/motel taxes are receipted one month in arrears. Other expenses associated with this fund are quarterly payments to the Gwinnett Convention and Visitors Bureau per a management agreement. Debt service payments occur biannually in March and September.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Fund Balance January 1	$ 25,453,650	$ 25,453,650	$ 25,453,650			
Revenues:						
Taxes	$ 14,144,182	$ 14,144,182	$ 7,837,782	55.41%	$ 7,171,801	51.08%
Charges for Services	1,000	1,000	-	0.00%	-	0.00%
Investment Income	802,000	802,000	533,746	66.55%	545,918	107.04%
Miscellaneous	45,119	45,119	-	0.00%	-	0.00%
Revenues without Use of Fund Balance	14,992,301	14,992,301	8,371,528	55.84%	7,717,719	52.88%
Use of Fund Balance	3,725,640	3,725,640	-	0.00%	-	0.00%
TOTAL REVENUES	$ 18,717,941	$ 18,717,941	$ 8,371,528	44.72%	$ 7,717,719	41.20%
Appropriations:						
Facility Debt	$ 13,690,977	$ 13,690,977	$ 2,692,985	19.67%	$ 2,767,464	20.23%
Tourism	5,026,964	5,026,964	3,747,659	74.55%	3,639,028	72.02%
TOTAL APPROPRIATIONS	$ 18,717,941	$ 18,717,941	$ 6,440,644	34.41%	$ 6,406,492	34.20%
Projected Fund Balance December 31	$ 21,728,010	$ 21,728,010				
Fund Balance as of Report Date			$ 27,384,534			

Airport Operating Fund (520)

The Airport Operating Fund accounts for the operation and maintenance of the County airport, Briscoe Field.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 933,913	$ 933,913	$ 933,913			
Revenues:						
Charges for Services	$ 155,000	$ 155,000	$ 112,857	72.81%	$ 106,130	70.75%
Investment Income	64,000	64,000	29,842	46.63%	35,313	68.62%
Miscellaneous	1,200,000	1,200,000	975,299	81.27%	749,167	76.84%
Other Financing Sources	116,750	116,750	68,104	58.33%	14,583	58.33%
Revenues without Use of Net Position	1,535,750	1,535,750	1,186,102	77.23%	905,193	75.34%
Use of Net Position	480,579	480,579	-	0.00%	-	0.00%
TOTAL REVENUES	$ 2,016,329	$ 2,016,329	$ 1,186,102	58.82%	$ 905,193	46.75%
Appropriations:						
Transportation*	$ 2,005,329	$ 2,005,329	$ 1,016,921	50.71%	$ 927,430	48.17%
Non-Departmental:						
Reserves - Compensation	10,000	10,000	-	0.00%	-	0.00%
Reserves - Fuel/Parts	1,000	1,000	-	0.00%	-	0.00%
Total Non-Departmental	11,000	11,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 2,016,329	$ 2,016,329	$ 1,016,921	50.43%	$ 927,430	47.90%
Projected Net Position December 31	$ 453,334	$ 453,334				
Net Position as of Report Date			$ 1,103,094			

* Includes amounts transferred to the renewal and extension fund for capital improvement purposes.

Economic Development Operating Fund (530)

The Economic Development Operating Fund supports debt service and operations related to economic development. Debt service payments occur biannually in March and September.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 14,410,937	$ 14,410,937	$ 14,410,937			
Revenues:						
Investment Income	$ 189,000	$ 189,000	$ 97,154	51.40%	$ 168,344	89.51%
Miscellaneous	3,700,000	3,700,000	606,953	16.40%	1,539,845	43.34%
Other Financing Sources	7,043,703	7,043,703	-	0.00%	-	0.00%
Revenues without Use of Net Position	10,932,703	10,932,703	704,107	6.44%	1,708,189	22.65%
Use of Net Position	1,089,929	1,089,929	-	0.00%	-	0.00%
TOTAL REVENUES	$ 12,022,632	$ 12,022,632	$ 704,107	5.86%	$ 1,708,189	17.83%
Appropriations:						
Non-Departmental:						
Economic Development Activity	$ 12,022,632	$ 12,022,632	$ 2,081,451	17.31%	$ 1,801,037	18.80%
Total Non-Departmental	12,022,632	12,022,632	2,081,451	17.31%	1,801,037	18.80%
TOTAL APPROPRIATIONS	$ 12,022,632	$ 12,022,632	$ 2,081,451	17.31%	$ 1,801,037	18.80%
Projected Net Position December 31	$ 13,321,008	$ 13,321,008				
Net Position as of Report Date			$ 13,033,593			

Local Transit Operating Fund (515)

The Local Transit Operating Fund accounts for the operation and maintenance of the Transit System. Revenues are received from fares and a contribution from the General Fund.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 10,979,094	$ 10,979,094	$ 10,979,094			
Revenues:						
Intergovernmental	$ -	$ -	$ 236,083	-	$ -	-
Charges for Services	2,100,000	2,100,000	1,335,767	63.61%	1,253,692	54.68%
Investment Income	540,500	540,500	282,848	52.33%	346,884	58.99%
Miscellaneous	-	-	6,379	-	9,441	-
Other Financing Sources	14,800,000	14,800,000	8,633,333	58.33%	10,267,833	58.33%
Revenues without Use of Net Position	17,440,500	17,440,500	10,494,410	60.17%	11,877,850	57.99%
Use of Net Position	6,313,066	6,313,066	-	0.00%	-	0.00%
TOTAL REVENUES	$ 23,753,566	$ 23,753,566	$ 10,494,410	44.18%	$ 11,877,850	40.75%
Appropriations:						
Transportation*	$ 23,740,566	$ 23,740,566	$ 9,627,220	40.55%	$ 9,458,143	32.46%
Non-Departmental:						
Reserves - Compensation	13,000	13,000	-	0.00%	-	0.00%
Total Non-Departmental	13,000	13,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 23,753,566	$ 23,753,566	$ 9,627,220	40.53%	$ 9,458,143	32.45%
Projected Net Position December 31	$ 4,666,028	$ 4,666,028				
Net Position as of Report Date			$ 11,846,284			

* Includes amounts transferred to the renewal and extension fund for capital improvement purposes.

Solid Waste Operating Fund (595)

The Solid Waste Operating Fund accounts for the operations as provided in the Solid Waste Collection and Disposal Services Ordinance. Tax revenues are received quarterly from non-exclusive franchise fees paid by commercial waste haulers. Residential service fees are paid by homeowners in unincorporated Gwinnett County and reported as Charges for Services. Payments to haulers lag one month.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 23,916,594	$ 23,916,594	$ 23,916,594			
Revenues:						
Taxes	$ 1,200,000	$ 1,200,000	$ 1,099,044	91.59%	$ 757,726	79.76%
Charges for Services	58,784,029	58,784,029	34,731,091	59.08%	32,284,657	58.34%
Investment Income	1,782,000	1,782,000	1,539,346	86.38%	1,503,472	94.32%
Miscellaneous	100	100	19,583	19,583.00%	3,154	3,154.00%
TOTAL REVENUES	$ 61,766,129	$ 61,766,129	$ 37,389,064	60.53%	$ 34,549,009	57.33%
Appropriations:						
Support Services	$ 61,176,797	$ 61,176,797	$ 30,294,572	49.52%	$ 29,708,310	49.33%
Non-Departmental:						
Reserves - Compensation	10,000	10,000	-	0.00%	-	0.00%
Non-Departmental Solid Waste	33,032	33,032	19,269	58.33%	19,269	58.33%
Total Non-Departmental	43,032	43,032	19,269	44.78%	19,269	44.78%
Appropriations without Working Capital Reserve	61,219,829	61,219,829	30,313,841	49.52%	29,727,579	49.33%
Working Capital Reserve	546,300	546,300	-	0.00%	-	-
TOTAL APPROPRIATIONS	$ 61,766,129	$ 61,766,129	$ 30,313,841	49.08%	$ 29,727,579	49.33%
Projected Net Position December 31	$ 24,462,894	$ 24,462,894				
Net Position as of Report Date			$ 30,991,817			

Payments to Haulers is included in the Support Services expense line item.

Stormwater Operating Fund (590)

This fund supports the operation, maintenance, and capital improvement of the County's stormwater system. Charges for services are calculated based on the impervious surface of a parcel of land and are collected in the fourth quarter with property tax collections.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 19,359,909	$ 19,359,909	$ 19,359,909			
Revenues:						
Charges for Services	$ 31,550,187	$ 31,550,187	$ 783,422	2.48%	$ 942,971	3.00%
Investment Income	541,000	541,000	351,192	64.92%	358,962	186.96%
Miscellaneous	-	-	20,645	-	2,918	-
Revenues without Use of Net Position	32,091,187	32,091,187	1,155,259	3.60%	1,304,851	4.13%
Use of Net Position	3,071,110	3,071,110	-	0.00%	-	-
TOTAL REVENUES	$ 35,162,297	$ 35,162,297	$ 1,155,259	3.29%	$ 1,304,851	4.13%
Appropriations:						
Planning and Development	$ 1,574,984	$ 1,574,984	$ 870,553	55.27%	$ 887,250	44.10%
Water Resources*	33,407,313	33,407,313	15,094,320	45.18%	14,201,401	49.03%
Non-Departmental:						
Reserves - Compensation	53,000	53,000	-	0.00%	-	0.00%
Reserves - Fuel/Parts	14,000	14,000	-	0.00%	-	0.00%
Non-Departmental Stormwater	113,000	113,000	-	0.00%	-	0.00%
Total Non-Departmental	180,000	180,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 35,162,297	$ 35,162,297	$ 15,964,873	45.40%	$ 15,088,651	47.77%
Projected Net Position December 31	$ 16,288,799	$ 16,288,799				
Net Position as of Report Date			$ 4,550,295			

* Includes amounts transferred to the renewal and extension fund for capital improvement purposes.

Water and Sewer Operating Fund (501)

This fund supports the operation, maintenance, and capital improvement of the water and sewer system. Revenues are received from monthly usage bills, connections fees, and development charges.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 186,086,605	$ 186,086,605	$ 186,086,605			
Revenues:						
Charges for Services	$ 430,641,368	$ 430,641,368	$ 231,795,751	53.83%	$ 227,627,813	55.45%
Investment Income	5,289,500	5,289,500	3,774,927	71.37%	3,227,637	77.45%
Contributions and Donations	30,227,414	30,227,414	16,795,838	55.56%	19,921,586	67.57%
Miscellaneous	-	-	374,314	-	160,653	-
Revenues without Use of Net Position	466,158,282	466,158,282	252,740,830	54.22%	250,937,689	56.50%
Use of Net Position	24,731,301	24,731,301	-	0.00%	-	0.00%
TOTAL REVENUES	$ 490,889,583	$ 490,889,583	$ 252,740,830	51.49%	$ 250,937,689	52.12%
Appropriations:						
Planning and Development	$ 1,977,724	$ 1,977,724	$ 919,674	46.50%	$ 514,035	44.05%
Water Resources*	488,045,859	488,045,859	274,928,834	56.33%	263,066,922	54.85%
Non-Departmental:						
Reserves - Compensation	527,000	527,000	-	0.00%	-	0.00%
Reserves - Fuel/Parts	89,000	89,000	-	0.00%	-	0.00%
Non-Departmental Water Resources	250,000	250,000	-	0.00%	-	0.00%
Total Non-Departmental	866,000	866,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 490,889,583	$ 490,889,583	$ 275,848,508	56.19%	$ 263,580,957	54.74%
Projected Net Position December 31	$ 161,355,304	$ 161,355,304				
Net Position as of Report Date			$ 162,978,927			

* Includes amounts transferred to the renewal and extension fund for capital improvement purposes.

Administrative Support Fund (665)

The Administrative Support Fund accounts for the activities of all central support departments: County Administration (excluding the County Clerk, Community Outreach, Economic Development, Gwinnett Clean and Beautiful, and Internal Audit), Financial Services (excluding the Tax Assessor), Human Resources, Information Technology Services, Law, and Support Services. These activities are funded by indirect cost charges to all other funds receiving benefits.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 28,283,559	$ 28,283,559	$ 28,283,559			
Revenues:						
Charges for Services	$ 153,361,910	$ 153,361,910	$ 78,467,450	51.16%	$ 71,291,051	50.86%
Investment Income	715,500	715,500	624,572	87.29%	810,744	268.36%
Miscellaneous	364,796	364,796	704,245	193.05%	321,774	101.37%
TOTAL REVENUES	$ 154,442,206	$ 154,442,206	$ 79,796,267	51.67%	$ 72,423,569	51.44%
Appropriations:						
Communications	$ 9,796,595	$ 9,796,595	$ 4,594,368	46.90%	$ 4,337,120	48.56%
County Administration	9,699,092	9,699,092	4,153,218	42.82%	3,369,353	48.69%
Financial Services	12,445,471	12,445,471	6,596,773	53.01%	6,115,779	53.39%
Human Resources	9,705,970	9,705,970	4,900,487	50.49%	3,615,296	41.36%
Information Technology Services	79,657,699	79,657,699	37,774,801	47.42%	31,271,513	41.99%
Law	4,411,226	4,411,226	2,377,214	53.89%	2,074,908	53.86%
Support Services	25,790,653	25,790,653	13,104,358	50.81%	11,859,481	49.70%
Non-Departmental:						
Reserves - Fuel/Parts	4,000	4,000	-	0.00%	-	0.00%
Non-Departmental Admin Support	2,931,500	2,931,500	713,365	24.33%	362,972	14.16%
Total Non-Departmental	2,935,500	2,935,500	713,365	24.30%	362,972	14.14%
TOTAL APPROPRIATIONS	$ 154,442,206	$ 154,442,206	$ 74,214,584	48.05%	$ 63,006,422	44.75%
Projected Net Position December 31	$ 28,283,559	$ 28,283,559				
Net Position as of Report Date			$ 33,865,242			

Auto Liability Fund (606)

The Auto Liability Fund accounts for all financial transactions related to the County's property, liability and casualty insurance coverage on vehicles. Revenues are contributions from other Gwinnett County funds and are based on the number of employees and actual third party automobile claims for County vehicles only.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 3,857,131	$ 3,857,131	$ 3,857,131			
Revenues:						
Charges for Services	$ 4,501,101	$ 4,501,101	$ 2,625,643	58.33%	$ 2,625,485	58.33%
Investment Income	212,000	212,000	204,777	96.59%	221,674	116.06%
TOTAL REVENUES	$ 4,713,101	$ 4,713,101	$ 2,830,420	60.05%	$ 2,847,159	60.68%
Appropriations:						
Financial Services	$ 3,772,950	$ 3,772,950	$ 1,300,869	34.48%	$ 1,360,713	38.83%
Appropriations without Working Capital Reserve	3,772,950	3,772,950	1,300,869	34.48%	1,360,713	38.83%
Working Capital Reserve	940,151	940,151	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 4,713,101	$ 4,713,101	$ 1,300,869	27.60%	$ 1,360,713	29.00%
Projected Net Position December 31	$ 4,797,282	$ 4,797,282				
Net Position as of Report Date			$ 5,386,682			

Fleet Management Fund (610)

The Fleet Management Fund accounts for all financial transactions related to the maintenance of the County fleet.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 9,884,129	$ 9,884,129	$ 9,884,129			
Revenues:						
Charges for Services	$ 15,322,679	$ 15,322,679	$ 10,563,964	68.94%	$ 8,931,780	81.12%
Investment Income	245,500	245,500	226,826	92.39%	199,467	76.36%
Miscellaneous	343,500	343,500	486,061	141.50%	468,822	169.25%
Other Financing Sources	15,000	15,000	36,772	245.15%	22,422	-
TOTAL REVENUES	$ 15,926,679	$ 15,926,679	$ 11,313,623	71.04%	$ 9,622,491	72.29%
Appropriations:						
Support Services	$ 13,525,276	$ 13,525,276	$ 7,158,735	52.93%	$ 7,137,118	58.05%
Non-Departmental:						
Reserves - Compensation	33,000	33,000	-	0.00%	-	0.00%
Reserves - Fuel/Parts	3,000	3,000	-	0.00%	-	0.00%
Non-Departmental Fleet Management	2,211,878	2,211,878	1,290,262	58.33%	575,413	58.33%
Total Non-Departmental	2,247,878	2,247,878	1,290,262	57.40%	575,413	56.56%
Appropriations without Working Capital Reserve	15,773,154	15,773,154	8,448,997	53.57%	7,712,531	57.94%
Working Capital Reserve	153,525	153,525	-	0.00%	-	-
TOTAL APPROPRIATIONS	$ 15,926,679	$ 15,926,679	$ 8,448,997	53.05%	$ 7,712,531	57.94%
Projected Net Position December 31	$ 10,037,654	$ 10,037,654				
Net Position as of Report Date			$ 12,748,755			

Group Self-Insurance Fund (605)

The Group Self Insurance Fund accounts for all financial transactions related to the payment of premiums and benefits for active employees' health, disability, and life insurance. Revenues are received from employee and employer contributions.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 56,083,886	$ 56,083,886	$ 56,083,886			
Revenues:						
Charges for Services	$ 94,365,909	$ 94,365,909	$ 55,364,487	58.67%	$ 46,794,891	58.77%
Investment Income	1,940,000	1,940,000	1,259,472	64.92%	1,247,044	110.47%
Miscellaneous	-	-	523,023	-	482,549	-
Revenues without Use of Net Position	96,305,909	96,305,909	57,146,982	59.34%	48,524,484	60.09%
Use of Net Position	2,776,745	2,776,745	-	0.00%	-	0.00%
TOTAL REVENUES	$ 99,082,654	$ 99,082,654	$ 57,146,982	57.68%	$ 48,524,484	58.20%
Appropriations:						
Human Resources	$ 99,068,654	$ 99,068,654	$ 60,282,337	60.85%	$ 46,286,346	55.52%
Non-Departmental:						
Reserves - Compensation	14,000	14,000	-	0.00%	-	0.00%
Total Non-Departmental	14,000	14,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 99,082,654	$ 99,082,654	$ 60,282,337	60.84%	$ 46,286,346	55.51%
Projected Net Position December 31	$ 53,307,141	$ 53,307,141				
Net Position as of Report Date			$ 52,948,531			

Risk Management Fund (602)

The Risk Management Fund accounts for all financial transactions related to the County's property liability and casualty insurance. Revenues are received from charges to the user departments based on the number of employees, prior claims, and property liability coverage needs. Annual insurance premiums are paid in January.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 5,239,159	$ 5,239,159	$ 5,239,159			
Revenues:						
Charges for Services	$ 16,013,362	$ 16,013,362	$ 9,341,127	58.33%	$ 9,041,664	58.33%
Investment Income	98,500	98,500	254,520	258.40%	174,223	149.68%
Miscellaneous	270,000	270,000	227,184	84.14%	358,224	-
TOTAL REVENUES	$ 16,381,862	$ 16,381,862	$ 9,822,831	59.96%	$ 9,574,111	61.31%
Appropriations:						
Financial Services	$ 15,644,980	$ 15,644,980	$ 7,770,946	49.67%	$ 8,696,308	56.36%
Non-Departmental:						
Reserves - Compensation	10,000	10,000	-	0.00%	-	0.00%
Total Non-Departmental	10,000	10,000	-	0.00%	-	0.00%
Appropriations without Working Capital Reserve	15,654,980	15,654,980	7,770,946	49.64%	8,696,308	56.32%
Working Capital Reserve	726,882	726,882	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 16,381,862	$ 16,381,862	$ 7,770,946	47.44%	$ 8,696,308	55.69%
Projected Net Position December 31	$ 5,966,041	$ 5,966,041				
Net Position as of Report Date			$ 7,291,044			

Workers' Compensation Fund (604)

The Workers' Compensation Fund accounts for financial transactions related to the payment of workers' compensation claims. Revenue is received from the user departments based upon the number of employees and prior claims.

	FY 2025				FY 2024	
	2025 Adopted Budget	Current Annual Budget as of 07/31/2025	Actuals YTD as of 07/31/2025	% Actual to Current Budget	Actuals YTD as of 07/31/2024	% Actual to 07/31/2024 Budget
Net Position January 1	$ 11,103,126	$ 11,103,126	$ 11,103,126			
Revenues:						
Charges for Services	$ 3,001,116	$ 3,001,116	$ 1,750,651	58.33%	$ 2,041,964	58.33%
Investment Income	574,500	574,500	352,871	61.42%	385,703	83.01%
Miscellaneous	-	-	-	-	46,857	-
Revenues without Use of Net Position	3,575,616	3,575,616	2,103,522	58.83%	2,474,524	62.41%
Use of Net Position	2,350,468	2,350,468	-	0.00%	-	0.00%
TOTAL REVENUES	$ 5,926,084	$ 5,926,084	$ 2,103,522	35.50%	$ 2,474,524	42.04%
Appropriations:						
Human Resources	$ 5,916,084	$ 5,916,084	$ 2,317,417	39.17%	$ 2,163,009	36.81%
Non-Departmental:						
Reserves - Compensation	10,000	10,000	-	0.00%	-	0.00%
Total Non-Departmental	10,000	10,000	-	0.00%	-	0.00%
TOTAL APPROPRIATIONS	$ 5,926,084	$ 5,926,084	$ 2,317,417	39.11%	$ 2,163,009	36.75%
Projected Net Position December 31	$ 8,752,658	$ 8,752,658				
Net Position as of Report Date			$ 10,889,231			

BUDGET ADJUSTMENTS BY FUND - REVENUES

AS OF 7/31/2025

Department/Fund	2025 Adopted Budget	2025 Current Annual Budget - July	Difference (Adjustments Year to Date)	Description	Current Month	Year to Date
Fire and EMS District Fund (102)						
Intergovernmental	623,617	682,356	58,739	GCID 20250432 Approval/authorization to accept the Georgia Trauma Commission - EMS Trauma Related Equipment Grant in the amount of $58,739.47. This grant can be used for the reimbursement of any trauma related equipment.This funding will be used to reimburse the purchase of EZIO tools and needles. Approval/authorization for the Chairwoman or designee to execute the grant documents and any other necessary documents. Subject to approval as to form by the Law Department. The grant is 100% funded by the Georgia Trauma Commission with no matching requirements.	-	58,739
				Total: Intergovernmental	-	58,739
Total: Fire and EMS District Fund			58,739		-	58,739
Police Service District Fund (106)						
Miscellaneous	459,063	460,813	1,750	GCID 20250378 for the Chairwoman to execute a Second Amendment to the Tall Structure Lease Agreement with New Cingular Wireless PCS, LLC to allow modification of equipment located on the communication tower at 4663 Anderson-Livsey Lane, Snellville, Tax Parcel No.R4348 098. Subject to approval as to form by the Law Department.	-	1,750
				Total: Miscellaneous	-	1,750
Use of Fund Balance	8,457,572	8,455,822	(1,750)	GCID 20250378 for the Chairwoman to execute a Second Amendment to the Tall Structure Lease Agreement with New Cingular Wireless PCS, LLC to allow modification of equipment located on the communication tower at 4663 Anderson-Livsey Lane, Snellville, Tax Parcel No.R4348 098. Subject to approval as to form by the Law Department.	-	(1,750)
				Total: Use of Fund Balance	-	(1,750)
Total: Police Service District Fund			-		-	-
Street Lighting Fund (002)						
Charges for Services	9,600,000	9,629,076	29,076	GCID 20250179 to incorporate Ashly Pines Phase 5, Beechwood Estates, Everson Road, Mills Farm, and Quinn Ridge into the Gwinnett County Streetlighting Program. Subject to approval as to form by the Law Department.	-	27,435
				GCID 20250492 approval of incorporation of Autumn Crest and Cedar Drive (Old Peachtree Road to Pine Stream Drive) into the Gwinnett County Streetlighting Program. Subject to approval as to form by the Law Department.	-	1,641
				Total: Charges for Services	-	29,076
Total: Street Lighting Fund			29,076		-	29,076

Department/Fund	2025 Adopted Budget	2025 Current Annual Budget - July	Difference (Adjustments Year to Date)	Description	Current Month	Year to Date
DA Special State Fund (083)						
Fines and Forfeitures	-	58,374	58,374	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - January 2025	-	8,864
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Fund - February 2025	-	4,034
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Fund - March 2025	-	205
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Fund - April 2025	-	15,852
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Fund - May 2025	-	11,132
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Fund - June 2025	-	280
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Fund - July 2025	18,007	18,007
				Total: Fines and Forfeitures	18,007	58,374
Use of Fund Balance	31,718	-	(31,718)	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds. January 2025 Correction	-	(8,864)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds. February 2025 Correction	-	(4,034)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Fund - March 2025	-	(205)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Fund - April 2025	-	(15,852)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Fund - May 2025	-	(11,132)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds. May 2025 Correction	-	8,369
				Total: Use of Fund Balance	-	(31,718)
Total: DA Special State Fund			26,656		18,007	26,656

Department/Fund	2025 Adopted Budget	2025 Current Annual Budget - July	Difference (Adjustments Year to Date)	Description	Current Month	Year to Date
Police Special Justice Fund (070)						
Fines and Forfeitures	-	138,735	138,735	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - January 2025	-	3,052
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - March 2025	-	49,295
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - April 2025	-	29,401
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - May 2025	-	1,693
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - June 2025	-	50,734
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - July 2025	4,560	4,560
				Total: Fines and Forfeitures	4,560	138,735
Use of Fund Balance	334,131	195,396	(138,735)	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - January 2025	-	(3,052)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - March 2025	-	(49,295)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - April 2025	-	(29,401)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - May 2025	-	(1,693)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - June 2025	-	(50,734)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - July 2025	(4,560)	(4,560)
				Total: Use of Fund Balance	(4,560)	(138,735)
Total: Police Justice Fund			-		-	-

Department/Fund	2025 Adopted Budget	2025 Current Annual Budget - July	Difference (Adjustments Year to Date)	Description	Current Month	Year to Date
Police Special State Fund (072)						
Fines and Forfeitures	-	87,608	87,608	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - January 2025	-	13,361
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - February 2025	-	3,162
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - March 2025	-	100
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - April 2025	-	28,065
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - April 2025	-	2,100
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - May 2025	-	31,446
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - July 2025	9,374	9,374
				Total: Fines and Forfeitures	9,374	87,608
Use of Fund Balance	140,700	53,092	(87,608)	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - January 2025	-	(13,361)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - February 2025	-	(3,162)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - March 2025	-	(100)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - April 2025	-	(30,165)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - May 2025	-	(31,446)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - July 2025	(9,374)	(9,374)
				Total: Use of Fund Balance	(9,374)	(87,608)
Total: Police Special State Fund			-		-	-

Department/Fund	2025 Adopted Budget	2025 Current Annual Budget - July	Difference (Adjustments Year to Date)	Description	Current Month	Year to Date
Sheriff Special Justice Fund (065)						
Fines and Forfeitures	-	377,596	377,596	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - January 2025	-	49,565
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - March 2025	-	185,631
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - April 2025	-	45,037
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - May 2025	-	5,296
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - June 2025	-	30,170
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - July 2025	61,897	61,897
				Total: Fines and Forfeitures	61,897	377,596
Total: Sheriff Special Justice Fund			377,596		61,897	377,596
Sheriff Special State Fund (067)						
Fines and Forfeitures	-	109,594	109,594	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - January 2025	-	1,841
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - March 2025	-	510
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - May 2025	-	42,112
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - June 2025	-	65,131
				Total: Fines and Forfeitures	-	109,594
Total: Sheriff Special State Fund			109,594		-	109,594
Total Revenue Budget Adjustments			**542,922**		**79,904**	**542,922**

BUDGET ADJUSTMENTS BY FUND - APPROPRIATIONS

AS OF 7/31/2025

Department/Fund	2025 Adopted Budget	2025 Current Annual Budget July	Difference (Adjustments Year to Date)	Description	Current Month	Year to Date
General Fund (001)						
Juvenile Court	7,866,919	10,206,919	2,340,000	Transfer from Non-Departmental: Indigent Defense Reserve - 1st 6 months	-	1,125,000
				Indigent Defense - Remaining FY Reserves Transfer - Juvenile Court	-	1,215,000
				Total: Juvenile Court	-	2,340,000
Judiciary	40,449,669	52,824,669	12,375,000	Transfer from Non-Departmental: Indigent Defense Reserve - 1st 6 months	-	6,000,000
				Indigent Defense - Total FY Reserves Budget Transfer Administrative Office of the Courts (AOC).	-	6,375,000
				Total: Judiciary	-	12,375,000
Probate Court	5,115,335	5,400,335	285,000	Transfer from Non-Departmental: Indigent Defense Reserve - 1st 6 months	-	285,000
				Total: Probate Court	-	285,000
Non-Departmental:						
Contingency	2,071,000	1,957,996	(113,004)	GCID 20250296: RP039-24, provision and implementation of a subsidy/subrecipient audit plan and professional services on an annual contract (April 1, 2025 through March 31, 2026), to Deloitte Consulting, LLP, base amount $131,400.00. Contract to follow award. Subject to approval as to form by the Law Department. This contract is funded 13% by the U.S. Department of Housing and Urban Development.	-	(113,004)
				Total: Contingency	-	(113,004)
Reserves - Indigent Defense	15,000,000	-	(15,000,000)	Transfer from Non-Departmental: Indigent Defense Reserve - 1st 6 months	-	(7,410,000)
				Remaining FY Reserves Transfer - Juvenile Court	-	(1,215,000)
				Total FY Reserves Budget Transfer Administrative Office of the Courts (AOC).	-	(6,375,000)
				Total: Reserves - Indigent Defense	-	(15,000,000)
Other Miscellaneous	130,000	243,004	113,004	GCID 20250296: RP039-24, provision and implementation of a subsidy/subrecipient audit plan and professional services on an annual contract (April 1, 2025 through March 31, 2026), to Deloitte Consulting, LLP, base amount $131,400.00. Contract to follow award. Subject to approval as to form by the Law Department. This contract is funded 13% by the U.S. Department of Housing and Urban Development.	-	113,004
				Total: Other Miscellaneous	-	113,004
				Total: Non-Departmental	-	(15,000,000)
Total: General Fund			-		-	-

Department/Fund	2025 Adopted Budget	2025 Current Annual Budget July	Difference (Adjustments Year to Date)	Description	Current Month	Year to Date
Development & Enforcement Fund (104)						
Planning and Development	21,492,316	21,648,138	155,822	CFO 20250638: Transfer projected salary savings and contingency funds to General Operating Expenses, Intergovernmental Payments to Others. New provisions of Senate Bill 138 require permit fees received in 2024 for projects in Mulberry that were still ongoing when Mulberry took over these services be paid to the city. Law plans to pay these funds into the Registry of the Clerk of the Superior Court but may have to pay directly to Mulberry.	-	373,822
				CFO 20250638: Transfer projected salary savings and contingency funds to General Operating Expenses, Intergovernmental Payments to Others. New provisions of Senate Bill 138 require permit fees received in 2024 for projects in Mulberry that were still ongoing when Mulberry took over these services be paid to the city. Law plans to pay these funds into the Registry of the Clerk of the Superior Court but may have to pay directly to Mulberry.	-	(139,520)
				CFO 20250638: Transfer projected salary savings and contingency funds to General Operating Expenses, Intergovernmental Payments to Others. New provisions of Senate Bill 138 require permit fees received in 2024 for projects in Mulberry that were still ongoing when Mulberry took over these services be paid to the city. Law plans to pay these funds into the Registry of the Clerk of the Superior Court but may have to pay directly to Mulberry.	-	(78,480)
				Total: Planning and Development	-	155,822
Non-Departmental:						
Reserves - Compensation	127,000	21,178	(105,822)	CFO 20250638: Transfer projected salary savings and contingency funds to General Operating Expenses, Intergovernmental Payments to Others. New provisions of Senate Bill 138 require permit fees received in 2024 for projects in Mulberry that were still ongoing when Mulberry took over these services be paid to the city. Law plans to pay these funds into the Registry of the Clerk of the Superior Court but may have to pay directly to Mulberry.	-	(105,822)
				Total: Reserves-Compensation	-	(105,822)
Non-Departmental D&E	709,417	659,417	(50,000)	CFO 20250638: Transfer projected salary savings and contingency funds to General Operating Expenses, Intergovernmental Payments to Others. New provisions of Senate Bill 138 require permit fees received in 2024 for projects in Mulberry that were still ongoing when Mulberry took over these services be paid to the city. Law plans to pay these funds into the Registry of the Clerk of the Superior Court but may have to pay directly to Mulberry.	-	(50,000)
				Total: Non-Departmental D&E	-	(50,000)
				Total: Non-Departmental	-	(155,822)
Total: Development and Enforcement Fund			-		-	-

Department/Fund	2025 Adopted Budget	2025 Current Annual Budget July	Difference (Adjustments Year to Date)	Description	Current Month	Year to Date
Fire and EMS District Fund (102)						
Contribution to Fund Balance	2,627,393	2,686,132	58,739	GCID 20250432 Approval/authorization to accept the Georgia Trauma Related Commission - EMS Trauma Related Equipment Grant in the amount of $58,739.47. This grant can be used for the rimbursement of any trauma related equipment.This funding will be used to reimburse the purhase of EZIO tools and needles. Approval/authorization for the Chairwoman or designee to execute the grant documents and any other necessary documents. Subject to approval as to form by the Law Department. The grant is 100% funded by the Georgia Trauma Commission with no matching requirements.	-	58,739
				Total: Transportation	-	58,739
Total: Fire and EMS District Fund			58,739		-	58,739
Police Services District Fund (106)						
Recorder's Court	2,385,708	2,765,708	380,000	Indigent Defense - Reserves Transfers 1st 6 months	-	190,000
				Total FY Reserves Budget Transfer	-	190,000
				Total: Recorder's Court	-	380,000
Non-Departmental:						
Other Miscellaneous	-	1,314	1,314	GCID 20250296: RP039-24, provision and implementation of a subsidy/subrecipient audit plan and professional services on an annual contract (April 1, 2025 through March 31, 2026), to Deloitte Consulting, LLP, base amount $131,400.00. Contract to follow award. Subject to approval as to form by the Law Department. This contract is funded 13% by the U.S. Department of Housing and Urban Development.	-	1,314
				Total: Other Miscellaneous	-	1,314
Non-Departmental Police	7,251,791	6,870,477	(381,314)	Indigent Defense - Reserves Transfers 1st 6 months	-	(190,000)
				Total FY Reserves Budget Transfer	-	(190,000)
				Total FY Reserves Budget Transfer	-	(1,314)
				Total: Non-Departmental Police	-	(381,314)
				Total: Non-Departmental	-	(380,000)
Total: Police Services District Fund			-		-	-
Street Lighting Fund (002)						
Transportation	10,363,833	10,392,909	29,076	GCID 20250179 to incorporate Ashly Pines Phase 5, Beechwood Estates, Everson Road, Mills Farm, and Quinn Ridge into the Gwinnett County Streetlighting Program. Subject to approval as to form by the Law Department.	-	27,435
				GCID 20250492 of incorporation of Autumn Crest and Cedar Drive (Old Peachtree Road to Pine Stream Drive) into Gwinnett County Streetlighting Program. Subject to approval as to form by the Law Department.	-	1,641
				Total: Transportation	-	29,076
Total: Street Lighting Fund			29,076		-	29,076

Department/Fund	2025 Adopted Budget	2025 Current Annual Budget July	Difference (Adjustments Year to Date)	Description	Current Month	Year to Date
DA Special State Fund (083)						
Contribution to Fund Balance	-	26,656	26,656	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - January 2025	-	8,864
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - February 2025	-	4,034
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - January 2025 Correction	-	(8,864)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - February 2025 Correction	-	(4,034)
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - May 2025 Correction	-	8,369
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - June 2025	-	280
				CFO-GCID 20250803: Transfer from contingency is needed to support the procurement of a new Bearcat vehicle, a criticlal SWAT asset required for continuity of operations. It will not be included in the VERP until a future year. The current unit, asset #2003136, has reached the end of its service life and can no longer be repaired, as replacement parts are obsolete due to its age. Additional funds are needed from contingency, to allow immediate replacement. A vendor is ready to receive a purchase order and failure to secure funding quickly will result in an inability to obtain the vehicle and impact public safety operations. Another transfer will be requested once the item reaches its VERP scheduled replacement year to reimburse capital contingency. Existing asset will be disposed of by DoSS, using a Specialty Sales Organization.	18,007	18,007
				Total: Contribution to Fund Balance	18,007	26,656
Total: DA Special State Fund			26,656		18,007	26,656

Department/Fund	2025 Adopted Budget	2025 Current Annual Budget July	Difference (Adjustments Year to Date)	Description	Current Month	Year to Date
Sheriff Special Justice Fund (065)						
Sheriff	350,000	727,596	377,596	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds January 2025	-	49,565
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds March 2025	-	185,631
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds April 2025	-	45,037
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds May 2025	-	5,296
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds June 2025	-	30,170
				CFO-GCID 20250803: Transfer from contingency is needed to support the procurement of a new Bearcat vehicle, a criticlal SWAT asset required for continuity of operations. It will not be included in the VERP until a future year. The current unit, asset #2003136, has reached the end of its service life and can no longer be repaired, as replacement parts are obsolete due to its age. Additional funds are needed from contingency, to allow immediate replacement. A vendor is ready to receive a purchase order and failure to secure funding quickly will result in an inability to obtain the vehicle and impact public safety operations. Another transfer will be requested once the item reaches its VERP scheduled replacement year to reimburse capital contingency. Existing asset will be disposed of by DoSS, using a Specialty Sales Organization.	61,897	61,897
				Total: Sheriff Special Justice	61,897	377,596
Total: Sheriff Special Justice Fund			377,596		61,897	377,596
Sheriff Special State Fund (067)						
Sheriff	70,000	179,594	109,594	Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - January 2025	-	1,841
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - March 2025	-	510
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - May 2025	-	42,112
				Adjust revenue and appropriation budgets to incorporate collected revenue for confiscated assets for Special Revenue Funds - June 2025	-	65,131
				Total: Sheriff Special State	-	109,594
Total: Sheriff Special State Fund			109,594		-	109,594
Total Appropriation Budget Adjustments			**$ 542,922**		**$ 79,904**	**$ 542,922**

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250874	

☐ Grants ☐ Public Hearing

Department:	Support Services			Date Submitted:	08/13/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing - Brandi Cantie - AM			Multiple Depts?	No
Agenda Type	Award				

Item of Business: Locked by Purchasing: No

BL074-25, Gwinnett County fire alarm replacement project at various locations, to Entec Systems, Inc., amount not to exceed $315,915.00. Contract to follow award.

Attachments	Summary Sheet, Justification Letter, Tabulation
Authorization: Chairwoman's Signature?	Yes
Staff Recommendation	Award
BAC Action:	
Department Head	rgadderley (8/15/2025)
Attorney	jennyscarter (8/25/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
No	Capital Project	*	$83,880	brainey (8/22/2025)
Yes	Capital Project	**	$232,035	

Finance Comments	*Upon approval, transfer appropriations budget from Recreation Tax Contingency project to 2023 Parks Fire Alarm Replacement project. **Amount available in Doss Library Capital Maintenance Program and DoSS Fire Fund Capital Maintenance Program projects.	FinDir's Initials: raroyal (8/22/2025)

☑ Budget Adjust ☑ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

SUMMARY –BL074-25 Gwinnett County Fire Alarm Replacement Project at Various Locations	
PURPOSE:	To replace the fire alarm systems at various locations.
LOCATION:	Various locations throughout Gwinnett County
AMOUNT TO BE SPENT:	$315,915.00
PREVIOUS CONTRACT AWARD AMOUNT:	N/A
AMOUNT SPENT PREVIOUS CONTRACT:	N/A
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	N/A
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	1,106 13 plan holders 81 website viewings
NUMBER OF RESPONSES:	2 1 withdrew*
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) IF YES, NUMBER OF FIRMS REPRESENTED:	Yes 7
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER:	N/A
MARKET PRICES COMPARISON (FOR RENEWALS):	N/A
CONTRACT TERM:	180 consecutive calendar days from issuance of Notice to Proceed

COMMENTS: *One vendor withdrew due to their failure to include pricing for the entire scope of work in their bid submittal.

GWINNETT COUNTY
DEPARTMENT OF SUPPORT SERVICES
75 Langley Drive | Lawrenceville, GA 30046-6935
770.822.8020
GwinnettCounty.com

MEMORANDUM

TO: Alexis Mckennery
Purchasing Associate III

FROM: Ron Adderley
Director

SUBJECT: Recommendation to Award BL074-25—Gwinnett County Fire Alarm Replacement Project at Various Locations

DATE: August 5, 2025

REQUESTED ACTION

The Department of Support Services recommends award of the above referenced contract to Entec Systems Inc., in the amount of $315,915.00.

DESCRIPTION

This project is the replacement of fire alarm systems at Dacula Branch Library, Fire Apparatus Management, Fire Station No. 9, Fire Station No. 28, Grayson Branch Library, and West Gwinnett Park Aquatic Center. A pre-bid conference was held on June 6, 2025, and three bids were received on July 7, 2025. Two bids were accepted, and one bid was withdrawn.

References checked? Yes _X__ No _____

FINANCIAL

1. Estimated amount to be spent: $315,915.00
2. Do total obligations agree with "Action Requested"? Yes X No _____
3. Budgeted: Yes___ No __X__
4. Contact Name: Travis Tallant Contact Phone: 770.822.7081

5. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	401	217000		50000000	A-0004-04-3-03	$62,425.00	20%
2025	402	207000		50000000	A-0001-09-3-03	$52,920.00	17%
2025	402	207000		50000000	A-0001-28-3-03	$39,315.00	12%
2025	402	207000		50000000	A-0001-61-3-03	$14,950.00	5%
2025	401	217000		50000000	A-0004-09-3-03	$62,425.00	20%
2025	405	207000		50000000	M-1260-01-3-03	$83,880.00	26%
					Total	$315,915.00	100%

Transfer Required: Yes _X_ No ____

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount
2025	405	227000		50000000	O-0004-01-1-02	$(48,285.00)
2025	405	207000		50000000	M-1260-01-3-03	$48,285.00

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250875	

☐ Grants ☐ Public Hearing

Department:	Support Services			Date Submitted:	08/13/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing - Brandi Cantie - AM			Multiple Depts?	No
Agenda Type	Award				

Item of Business: Locked by Purchasing: No

BL088-25, fleet management building interior renovation project, to GMC Blue Service, Inc., amount not to exceed $245,200.00. Contract to follow award.

Attachments	Summary Sheet, Justification Letter, Tabulation

Authorization: Chairwoman's Signature? Yes

Staff Recommendation	Award
BAC Action:	
Department Head	rgadderley (8/15/2025)
Attorney	jennyscarter (8/25/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	Capital Project	*	$245,200	brainey (8/22/2025)

Finance Comments	*Amount available in Fleet Interior Renovations project.	FinDir's Initials: raroyal (8/22/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	

Vote: No Action Taken

SUMMARY –BL088-25 Fleet Management Building Interior Renovation Project	
PURPOSE:	To renovate the locker rooms and staff breakroom at the Fleet Management Facility.
LOCATION:	620 Swanson Drive Lawrenceville, GA 30043
AMOUNT TO BE SPENT:	$245,200.00
PREVIOUS CONTRACT AWARD AMOUNT:	N/A
AMOUNT SPENT PREVIOUS CONTRACT:	N/A
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	N/A
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	2,549 111 website viewings
NUMBER OF RESPONSES:	8
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) **IF YES, NUMBER OF FIRMS REPRESENTED:**	Yes 10
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER:	N/A
MARKET PRICES COMPARISON (FOR RENEWALS):	N/A
CONTRACT TERM:	120 consecutive calendar days from issuance of Notice to Proceed

COMMENTS:

GWINNETT COUNTY
DEPARTMENT OF SUPPORT SERVICES
75 Langley Drive | Lawrenceville, GA 30046-6935
770.822.8020
GwinnettCounty.com

MEMORANDUM

TO: Alexis Mckennery
Purchasing Associate III

FROM: Ron Adderley
Director

SUBJECT: Recommendation to Award BL088-25—Fleet Management Building Interior Renovation Project

DATE: August 5, 2025

REQUESTED ACTION

The Department of Support Services recommends award of the above referenced contract to GMC Blue Service, Inc., in the amount of $245,200.00.

DESCRIPTION

This project is to renovate the men's and women's locker rooms and the staff breakroom at the Fleet Management Facility. Eight bids were received on July 21, 2025.

References checked? __X__ Yes _____ No

FINANCIAL

1. Estimated amount to be spent: $245,200.00
2. Do total obligations agree with "Action Requested"? Yes __X__ No ___
3. Budgeted: Yes __X__ No ___
4. Contact name: Henry Vizi Contact phone: 770-822-3866
5. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	400	207000		50000000	M-1319-01-3-03	$245,200.00	100%
					Total	$245,200.00	100%

Transfer Required: Yes ____ No __X__

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250849	

☐ Grants ☐ Public Hearing

Department:	Transportation			Date Submitted:	08/07/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing – Katie Maldonado – MM			Multiple Depts?	No
Agenda Type	Award				

Item of Business: Locked by Purchasing: No

BL085-25, Simonton Road at McCart Road intersection improvement project, to Azimuth Contractors, LLC, amount not to exceed $284,770.08. Contract to follow award. This contract is funded by the 2023 SPLOST Program.

Attachments	Summary Sheet, Justification Letter, Tabulation, Justification Support
Authorization: Chairwoman's Signature?	Yes
Staff Recommendation	Award
BAC Action:	
Department Head	eeaponte (8/14/2025)
Attorney	tllettsome (8/22/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	2023 SPLOST	*	$284,770	brainey (8/22/2025)

Finance Comments	FinDir's Initials
*Amount available in Simonton Elementary School Improvements project.	raroyal (8/22/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

SUMMARY – BL085-25 Simonton Road at McCart Road Intersection Improvement Project	
PURPOSE:	This contract is for the construction of roadway improvements on McCart Road at the intersection of Simonton Road. The scope of work includes widening McCart Road to install a northbound left turn for the Simonton Elementary School entrance driveway as well as construction of new left and right turn lanes on McCart Road onto Simonton Road.
LOCATION:	District 3/Watkins
AMOUNT TO BE SPENT:	$284,770.08
PREVIOUS CONTRACT AWARD AMOUNT:	N/A
AMOUNT SPENT PREVIOUS CONTRACT:	N/A
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	N/A
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	1,254 8 plan holders 79 website viewings
NUMBER OF RESPONSES:	7
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) IF YES, NUMBER OF FIRMS REPRESENTED:	No
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER:	N/A
MARKET PRICES COMPARISON (FOR RENEWALS):	N/A
CONTRACT TERM:	60 available days from issuance of Notice to Proceed

COMMENTS:

GWINNETT COUNTY
DEPARTMENT OF TRANSPORTATION
446 West Crogan Street, Suite 410 | Lawrenceville, GA 30046-2440
770.822.7400
GwinnettCounty.com

MEMORANDUM

TO: Michael Milstein, Purchasing Associate II
Purchasing Division, DOFS

THROUGH: Edgardo E. Aponte, P.E., Director
Department of Transportation

FROM: Erica Brizzee, P.E., Deputy Director
Department of Transportation

SUBJECT: **Recommendation to Award BL085-25**
Simonton Road at McCart Road
F-1500-01

DATE: July 24, 2025

REQUESTED ACTION

The Department of Transportation recommends award of the above referenced contract to Azimuth Contractors, LLC, in the amount of $284,770.08.

DESCRIPTION

This contract is for the construction of a northbound left turn lane on McCart Road at the Simonton Elementary School driveway as well as the construction of southbound left and right turn lanes on McCart Road at Simonton Road. Seven bids were received at the bid opening. This contract is funded by the 2023 SPLOST Program.

References checked? __X__ Yes _____ No

FINANCIAL

1. Estimated amount to be spent: $284,770.08
2. Do total obligations agree with "Action Requested"? Yes __X__ No __
3. Budgeted: Yes __X__ No ___
4. Contact name: Beth Theodros Contact phone: 770.822.7470

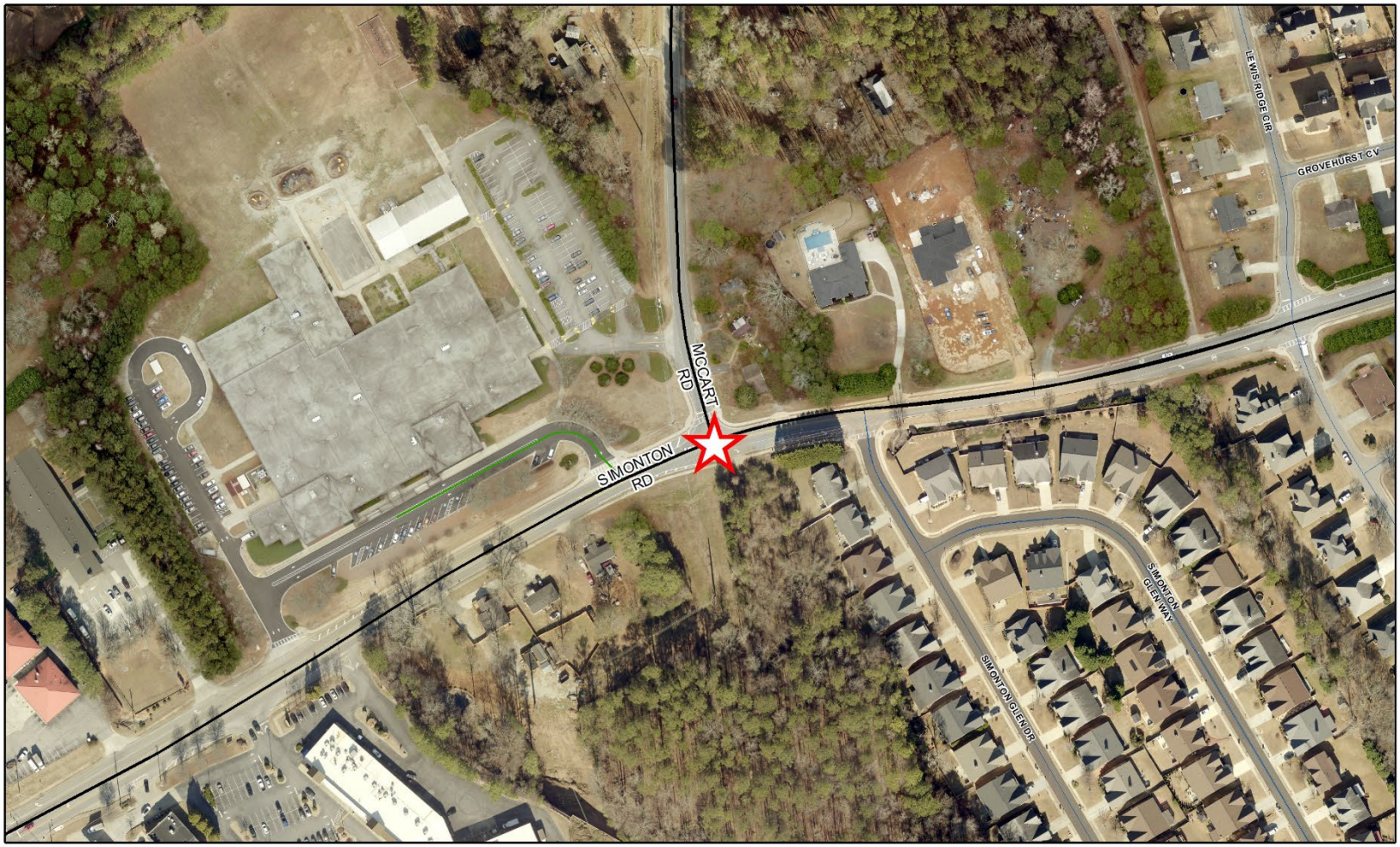
5. Proposed Funding:

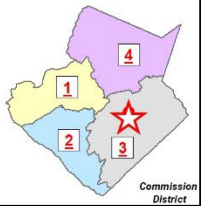
Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	321	209000		50802000	F-1500-01-3-03	$284,770.08	100.0%
					Total	$284,770.08	100.0%

Transfer Required: Yes ___ No _x__

If Yes, transfer from:						
Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount

SIMONTON ROAD AT MCCART ROAD (F-1500-01)

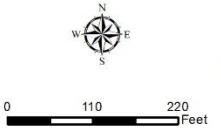




Gwinnett Transportation

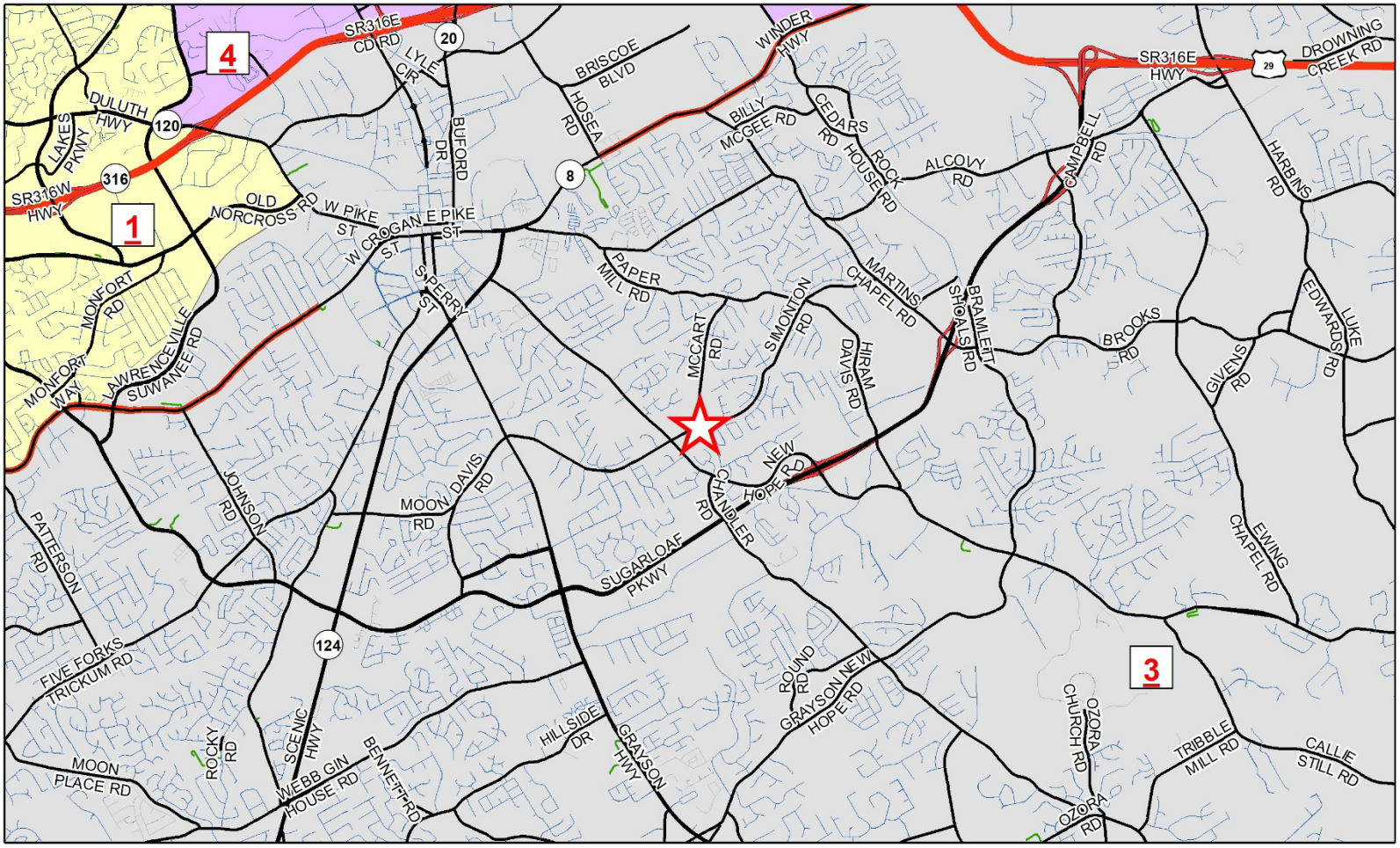
PROJECT DESCRIPTION SUMMARY:

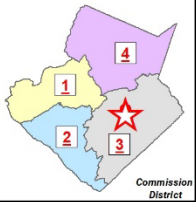
This project is for the construction of a northbound left turn lane on McCart Road at the Simonton Elementary School driveway as well as the construction of southbound left and right turn lanes on McCart Road at Simonton Road. This contract is funded by the 2023 SPLOST Program.



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SIMONTON ROAD AT MCCART ROAD (F-1500-01)





Gwinnett Transportation

PROJECT DESCRIPTION SUMMARY:

This project is for the construction of a northbound left turn lane on McCart Road at the Simonton Elementary School driveway as well as the construction of southbound left and right turn lanes on McCart Road at Simonton Road. This contract is funded by the 2023 SPLOST Program.

N W E S

0 2,750 5,500 Feet

These materials are provided "as is" without warranty of any kind, either express or implied, including but not limited to, the implied warranties of merchantability or fitness for particular purpose. Use of these materials constitutes acceptance of this disclaimer of liability. This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review sources to ascertain the usability of the information

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250841	20240489

☐ Grants ☐ Public Hearing

Department:	Transportation			Date Submitted:	08/05/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing – Katie Maldonado – MM			Multiple Depts?	No
Agenda Type	Approval				

Item of Business: Locked by Purchasing: No

to renew SS041-23, transit fare revenue system annual maintenance agreement (October 1, 2025 through September 30, 2026), with Cubic Transportation Systems, Inc., in the amount of $102,700.00.

Attachments	Summary Sheet, Justification Letter, Justification Support

Authorization: Chairwoman's Signature? No

Staff Recommendation	Approval
BAC Action:	Gwinnett Transit Advisory Board Approved on August 6, 2025, Vote 5-0.
Department Head	eeaponte (8/14/2025)
Attorney	tllettsome (8/22/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	Transit Op	*	$102,700	brainey (8/22/2025)

Finance Comments	*The current balance in License Support Agreements is checked as services are provided.	FinDir's Initials: raroyal (8/22/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

SUMMARY – SS041-23 Transit Fare Revenue System Annual Maintenance Agreement	
PURPOSE:	This agreement will maintain the fare revenue system for Ride Gwinnett, ensuring that riders will continue to use one payment method while transitioning between Gwinnett County buses and MARTA.
LOCATION:	Various locations throughout Gwinnett County
AMOUNT TO BE SPENT:	$102,700.00
PREVIOUS CONTRACT AWARD AMOUNT:	$229,690.00
AMOUNT SPENT PREVIOUS CONTRACT:	$229,690.00
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	Due to a change in the scope of this contract an increase/decrease could not be calculated.
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	N/A
NUMBER OF RESPONSES:	N/A
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) IF YES, NUMBER OF FIRMS REPRESENTED:	N/A
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER	N/A
MARKET PRICES COMPARISON (FOR RENEWALS):	N/A
CONTRACT TERM:	October 1, 2025 through September 30, 2026

COMMENTS:

GWINNETT COUNTY
DEPARTMENT OF TRANSPORTATION
446 West Crogan Street, Suite 410 | Lawrenceville, GA 30046-2440
O: 770.822.7400
GwinnettCounty.com

MEMORANDUM

TO: Michael Milstein, Purchasing Associate II
Purchasing Division, DOFS

THROUGH: Edgardo E. Aponte, P.E., Director
Department of Transportation

FROM: Margo Moore, Transit Division Director
Department of Transportation

SUBJECT: **Recommendation to Renew SS041-23**
Cubic Systems Maintenance Agreement

DATE: August 4, 2025

REQUESTED ACTION
The Department of Transportation recommends the renewal of SS041-23, transit fare revenue system annual maintenance agreement (October 1, 2025 through September 30, 2026), with Cubic Transportation Systems, Inc., in the amount of $102,700.00.

DESCRIPTION
Cubic Transportation Systems, Inc. is the provider of the fare revenue system for Ride Gwinnett. This system is part of the Breeze card system that allows customers to connect from Ride Gwinnett to other metro Atlanta transit systems using the same method for fare payment. This maintenance agreement will ensure that the revenue collection equipment for Ride Gwinnett is maintained in an operational and functional capacity.

FINANCIAL
1. Estimated amount to be spent: $102,700.00
2. Projected amount to be spent previous contract period: $229,690.00
3. Do total obligations agree with "Action Requested"? Yes X No ___
4. Budgeted: Yes ___X___ No _____
5. Contact name: ___Erika Rivera___ Contact phone: 770.822.7406

6. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	515	109006	17060001	50401304		$102,700.00	100%
					Total	$102,700.00	100%

Transfer Required: Yes __ No _X_

If Yes, transfer from:						
Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount

Cubic Transportation Systems, Inc.
9233 Balboa Avenue
San Diego, CA 92123 USA
Tel: +1 858 268 3100

July 30, 2025 CTS-GCT-5722

Ride Gwinnett
446 West Crogan St., Suite 410
Lawrenceville, GA 30046

Subject: 2025 Depot Repair and Fare Revenue System Maintenance Services Proposal

Enclosure: 1) Depot Repair & Fare Revenue System Maintenance Service, dated, July 30, 2025

Attention: Margo Moore
Division Transit Director

Cubic respectfully submits the Enclosure 1) Proposal for renewal of Cubic's Depot Repair and Fare Revenue System Maintenance services for a one- year period of performance from October 1, 2025 through September 30, 2026.

1. **Scope of Work**
   The scope of the services work shall be as set out in Section 2 of the Proposal inclusive of:
   - Depot Repair
   - On-call Support for TOM Repairs
   - Second-line on-call for Driver Control Consoles and TR2s

2. **Pricing**
   This proposal for renewal is offered at a firm fixed price of **$1**02,700 for a one-year term.

3. **Terms and Conditions**
   This proposal is based on the terms and conditions as previously established and agreed upon under the prior contract.

4. **Validity**
   The one-year renewal pricing for the specified term is valid for Acceptance on or before September 30, 2025.

Please contact Charles Mullins, charles.mullins@cubic.com should you have any questions or require additional information on the scope. I am available to discuss contractual issues at gina.mckeown@cubic.com.

Sincerely,

Gina McKeown

Gina McKeown
Sr. Contract Administrator - NAM East

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250833	

☐ Grants ☐ Public Hearing

Department:	Transportation			Date Submitted:	08/01/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	btheodros			Multiple Depts?	No
Agenda Type	Approval/authorization				

Item of Business: Locked by Purchasing: No

for the Chairwoman to execute change orders to the agreements between Gwinnett County and the City of Peachtree Corners regarding jointly funded 2017 SPLOST projects for both the City Managed and County Managed projects. Approval/authorization for the Chairwoman to sign any and all related documents.

Attachments	Justification Letter, Agreement
Authorization: Chairwoman's Signature?	Yes
Staff Recommendation	Approval
BAC Action:	
Department Head	eeaponte (8/27/2025)
Attorney	tllettsome (8/27/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	2017 SPLOST	*	$1,803,641	brainey (8/27/2025)

Finance Comments	*Upon approval of Change Order, adjust revenues and appropriations as necessary in City of Peachtree Corners - 2017 SPLOST project.	FinDir's Initials: raroyal (8/27/2025)

☑ Budget Adjust ☑ Grand Jury

County Clerk Use Only

PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

GWINNETT COUNTY
DEPARTMENT OF TRANSPORTATION
446 West Crogan Street, Suite 410 | Lawrenceville, GA 30046-2440
O: 770.822.7400
GwinnettCounty.com

MEMORANDUM

TO: Chairwoman
District Commissioners

FROM: Edgardo E. Aponte, P.E., Director
Department of Transportation

SUBJECT: **Change Order No. 1 between Gwinnett County and City of Peachtree Corners regarding jointly funded 2017 SPLOST City-Managed and County-Managed Projects**

DATE: **August 5, 2025**

ITEM OF BUSINESS

Approval/authorization for the Chairwoman to execute change orders to the agreements between Gwinnett County and the City of Peachtree Corners regarding jointly funded 2017 SPLOST projects for both the City Managed and County Managed projects. Approval/authorization for the Chairwoman to sign any and all related documents.

BACKGROUND AND DISCUSSION

The original agreement with the City of Peachtree Corners regarding jointly funded 2017 SPLOST City-Managed Projects included the Medlock Bridge Road at Bush Road intersection improvement. Change Order No. 1 adds two new pedestrian improvement sub-projects to the agreement, SR 141/Peachtree Boulevard (Winters Chapel Rd to Jones Mill Rd) and SR 140/Jimmy Carter Boulevard (Atlantic Blvd to West Peachtree Street).

The original agreement with the City of Peachtree Corners regarding jointly funded 2017 SPLOST County-Managed Projects included improvements on Spalding Drive, SR 141/Peachtree Parkway, and Spalding Drive at Holcomb Bridge Road. Change Order No. 1 reallocates the remaining funds from these County-Managed Projects to the 2017 SPLOST City-Managed Projects.

These projects are funded by the 2017 SPLOST Program and the City of Peachtree Corners.

The projects lie within District 1/Carden.

Thank you for your consideration in this matter. Should you have any questions, please feel free to contact me at 770.822.7428.

CHANGE ORDER NO. 1 BETWEEN GWINNETT COUNTY
AND THE CITY OF PEACHTREE CORNERS REGARDING
JOINTLY FUNDED 2017 SPLOST PROJECT(S)
(COUNTY MANAGED PROJECT #F-1235)

This Change Order (hereinafter referred to as "Change Order No.1") made by and between the City of Peachtree Corners, a municipal corporation chartered by the State of Georgia and headquartered at 310 Technology Parkway, Peachtree Corners, Georgia 30092 (hereinafter referred to as "City") and Gwinnett County, Georgia, a political subdivision of the State of Georgia headquartered at 75 Langley Drive, Lawrenceville, Georgia 30046, (hereinafter referred to as "County") each of whom has been duly authorized to enter into this Change Order No. 1. Both City and County collectively referred to as "Parties").

WITNESSETH

WHEREAS, the County and the City entered into an agreement on December 19th, 2017, (hereinafter referred to as "ORIGINAL AGREEMENT") to jointly fund a transportation project to be managed by the County (County-managed project); and

WHEREAS, the agreement specified that the County's contribution to jointly fund 2017 SPLOST projects is limited to the maximum County contribution as shown in the ORIGINAL AGREEMENT; and

WHEREAS the County and the City wish to reallocate the remaining 2017 SPLOST funding from the County-managed project, thereby reducing revenue and appropriation as described in the ORIGINAL AGREEMENT by executing this Change Order No. 1;

NOW, THEREFORE, the County and the City, in consideration of the mutual promises and agreements set forth herein, do agree as follows:

1. This Change Order No. 1 amends the ORIGINAL AGREEMENT between the County and City as follows: The remaining 2017 SPLOST funds from the County-managed project will be transferred to the 2017 SPLOST City-managed project.

2. Except as explicitly stated in Section 1 of this Change Order No. 1, the existing projects shall not be updated, amended, or altered in any way.

3. All notices pursuant to this agreement shall be served as follows: As to the County, Chairwoman, Gwinnett County Board of Commissioners, 75 Langley Drive, Lawrenceville, Georgia 30046. As to the City, Mayor, City of Peachtree Corners, 310 Technology Parkway, Peachtree Corners, Georgia 30092.

Except as supplemented, modified and amended, the ORIGINAL AGREEMENT, dated December 19th, 2017, will remain in full force and effect and shall in all respects govern and control.

It is expressly agreed by the Parties that this Change Order No. 1 is supplemental to the ORIGINAL AGREEMENT and all previous Agreements which are by reference made a part hereof. All terms, conditions, and provisions thereof unless specifically modified herein are to apply to this Change Order No. 1 and are made a part hereof as though they were expressly rewritten, incorporated, and included herein.

IN WITNESS WHEREOF, the Parties hereto acting through their duly authorized agents have caused this Agreement to be signed and delivered on the date set forth below.

This _____day of _____, 2025.

GWINNETT COUNTY, GEORGIA

By:_____
NICOLE L. HENDRICKSON

Title: CHAIRWOMAN

ATTEST:

By:_____

Title: County Clerk/Deputy County Clerk (SEAL)

APPROVED AS TO FORM:

_____
Gwinnett County Staff Attorney

CITY OF PEACHTREE CORNERS, GEORGIA

By: Mike Mason
MIKE MASON

Title: MAYOR

ATTEST:

By: Rosa Mutemwa

Title: Deputy City Clerk (SEAL)

CHANGE ORDER NO. 1 BETWEEN GWINNETT COUNTY
AND THE CITY OF PEACHTREE CORNERS REGARDING
JOINTLY FUNDED 2017 SPLOST PROJECT(S)
(CITY-MANAGED PROJECT #F-1235)

This Change Order (hereinafter referred to as "Change Order No.1") made by and between the City of Peachtree Corners, a municipal corporation chartered by the State of Georgia and headquartered at 310 Technology Parkway, Peachtree Corners, Georgia 30092 (hereinafter referred to as "City") and Gwinnett County, Georgia, a political subdivision of the State of Georgia headquartered at 75 Langley Drive, Lawrenceville, Georgia 30046, (hereinafter referred to as "County") each of whom has been duly authorized to enter into this Change Order No. 1. Both City and County collectively referred to as "Parties").

WITNESSETH

WHEREAS, the County and the City entered into an agreement on December 19th, 2017, (hereinafter referred to as "ORIGINAL AGREEMENT") to jointly fund a transportation project to be managed by the City (City-managed project); and

WHEREAS, the agreement specified that the County's contribution to jointly fund 2017 SPLOST projects is limited to the maximum County contribution as shown in the ORIGINAL AGREEMENT; and

WHEREAS the County and the City wish to reallocate the remaining 2017 SPLOST funding from the Peachtre Corners County-managed Project, thereby reducing revenue and appropriation as described in the ORIGINAL Agreement by executing this Change Order No. 1;

NOW, THEREFORE, the County and the City, in consideration of the mutual promises and agreements set forth herein, do agree as follows:

1. This Change Order No. 1 amends the ORIGINAL AGREEMENT between the County and City as follows: The remaining 2017 SPLOST funds from the County-managed project will be transferred to the 2017 SPLOST City-managed project.

2. The SR 141/Peachtree Boulevard from Winters Chapel Road to Jones Mill Road Pedestrian Improvement project will be created as a 2017 SPLOST City-managed sub-project.

3. The SR 140/Jimmy Carter Boulevard from Atlantic Boulevard to West Peachtree Street Pedestrian Improvement project will be created as a 2017 SPLOST City-managed sub-project.

4. Except as explicitly stated in Section 1, 2 and 3 of this Change Order No. 1, the existing projects shall not be updated, amended, or altered in any way.

5. All notices pursuant to this agreement shall be served as follows: As to the County, Chairwoman, Gwinnett County Board of Commissioners, 75 Langley Drive, Lawrenceville, Georgia 30046. As to the City, Mayor, City of Peachtree Corners, 310 Technology Parkway, Peachtree Corners, Georgia 30092.

Except as supplemented, modified and amended, the ORIGINAL AGREEMENT, dated December 19th, 2017, will remain in full force and effect and shall in all respects govern and control.

It is expressly agreed by the parties that this Change Order No. 1 is supplemental to the ORIGINAL AGREEMENT and all previous Agreements which are by reference made a part hereof. All terms, conditions, and provisions thereof unless specifically modified herein are to apply to this Change Order No. 1 and are made a part hereof as though they were expressly rewritten, incorporated, and included herein.

IN WITNESS WHEREOF, the Parties hereto acting through their duly authorized agents have caused this Agreement to be signed and delivered on the date set forth below.

This _____ day of _____, 2025.

GWINNETT COUNTY, GEORGIA

By: _____
NICOLE L. HENDRICKSON

Title: CHAIRWOMAN

ATTEST:

By: _____

Title: County Clerk/Deputy County Clerk (SEAL)

APPROVED AS TO FORM:

_____
Gwinnett County Staff Attorney

CITY OF PEACHTREE CORNERS, GEORGIA

By: Mike Mason
MIKE MASON

Title: MAYOR

ATTEST:

By: Rocio Mateus

Title: Deputy City Clerk (SEAL)

CITY OF PEACHTREE CORNERS · ESTABLISHED 2012 ·

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250842	20221071

☑ Grants ☐ Public Hearing

Department:	Transportation			Date Submitted:	08/05/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	erivera			Multiple Depts?	
Agenda Type	Approval/authorization				

Item of Business: Locked by Purchasing: No

for the Chairwoman to execute a Resolution approving the Ride Gwinnett Title VI Program for submittal to the Federal Transit Administration. Approval/authorization for the Chairwoman to execute any and all related documents.

Attachments	Justification Letter, Resolution.
Authorization: Chairwoman's Signature?	Yes
Staff Recommendation	Award
BAC Action:	
Department Head	eeaponte (8/11/2025)
Attorney	tllettsome (8/26/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
	N/A	*	N/A	brainey (8/22/2025)

Finance Comments	FinDir's Initials
*No budget impact	raroyal (8/22/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

GWINNETT COUNTY
DEPARTMENT OF TRANSPORTATION
446 West Crogan Street, Suite 410 | Lawrenceville, GA 30046-2440
770.822.7400
GwinnettCounty.com

MEMORANDUM

TO: Chairwoman
District Commissioners

FROM: Edgardo E. Aponte, P.E., Director
Department of Transportation

SUBJECT: **Approval/Authorization of the Ride Gwinnett Title VI Program**

DATE: August 4, 2025

ITEM OF BUSINESS

Approval/authorization for the Chairwoman to execute a Resolution approving the Ride Gwinnett Title VI Program for submittal to the Federal Transit Administration. Approval/authorization for the Chairwoman to execute any and all related documents.

Background and Description

The Federal Transit Administration (FTA) requires all direct and primary recipients of FTA grants to develop a Title VI Program that complies with the requirements and regulations of Title VI of the Civil Rights Act of 1964. The Title VI Program requires updating every three years, and this update addresses compliance with changes in regulations as promulgated by FTA. Complying with this requirement is necessary for continued funding from the FTA.

There is no additional cost to the County associated with this approval. This resolution covers all Commission Districts.

Thank you for your consideration in this matter. Should you have any questions, please feel free to contact me at 770.822.7433.

GCID Number: 20250842

GWINNETT COUNTY

BOARD OF COMMISSIONERS

LAWRENCEVILLE, GEORGIA

RESOLUTION ENTITLED: RESOLUTION OF APPROVING RIDE GWINNETT UPDATED TITLE VI PROGRAM AND AUTHORIZING CHAIRWOMAN TO SUBMIT TO FEDERAL TRANSIT ADMINISTRATION (FTA)

ADOPTION DATE: September 2, 2025

At the regular meeting of the Gwinnett County Board of Commissioners held in the Gwinnett Justice and Administration Center, Auditorium, 75 Langley Drive, Lawrenceville, Georgia.

Name	Present	Vote
Nicole L. Hendrickson, Chairwoman		
Kirkland Carden, District 1		
Ben Ku, District 2		
Jasper Watkins III, District 3		
Matthew Holtkamp, District 4		

On motion of Commissioner _____ which carried by a ___-___ vote, the Gwinnett County Board of Commissioners hereby adopts the following Resolution entitled:

RESOLUTION OF APPROVING RIDE GWINNETT UPDATED TITLE VI PROGRAM AND AUTHORIZING CHAIRWOMAN TO SUBMIT TO FEDERAL TRANSIT ADMINISTRATION (FTA)

WHEREAS, Gwinnett County provides public transportation including local fixed route service, microtransit and complementary ADA paratransit service, operating as Ride Gwinnett;

WHEREAS, as a recipient of federal financial assistance from the Federal Transit Administration (FTA), Gwinnett County must comply with our Nation's civil rights laws and regulations; and

GCID Number: 20250842

WHEREAS, Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964 which prohibits discrimination based on race, color, or national origin; and

WHEREAS, the attached Ride Gwinnett Title VI Program has been updated to comply with FTA requirements and regulations, as promulgated October 1, 2012 by FTA Circular 4702.1B.

NOW, THEREFORE, BE IT RESOLVED that the Gwinnett County Board of Commissioners approves the updated Title VI Program and authorizes the Chairwoman to submit the updated Title VI Program to FTA.

This _____day of _____, 202__.

GWINNETT COUNTY BOARD OF COMMISSIONERS

BY: _____
NICOLE L. HENDRICKSON, CHAIRWOMAN

ATTEST:

BY: _____ (SEAL)
TINA KING, COUNTY CLERK

APPROVED AS TO FORM:

BY: _____
SENIOR ASSISTANT COUNTY ATTORNEY

Gwinnett County Board of Commissioners

Ride Gwinnett
Title VI Program

September 2, 2025

INTRODUCTION

Background

The Gwinnett County Board of Commissioners (Gwinnett County) provides public transportation including - local fixed route service, complementary ADA paratransit service and microtransit zones, operating as Ride Gwinnett, formerly known as Gwinnett County Transit (GCT). Services within Gwinnett County also provides connections to the Metropolitan Atlanta Rapid Transit Authority (MARTA) rail system and major regional employment destinations. Funding for Ride Gwinnett is provided through a combination of Federal, State, and Local assistance.

As a recipient of federal financial assistance from the Federal Transit Administration (FTA), Gwinnett County must comply with our Nation's civil rights laws and regulations. Title VI, 42 U.S.C. § 2000d et seq., was enacted as part of the landmark Civil Rights Act of 1964 which prohibits discrimination based on race, color, or national origin.

Statement of Policy

Title VI states that "no person in the United States shall, on the basis of race, color, or national origin be excluded from participation in, be denies the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Gwinnett County and its Ride Gwinnett public transportation services are committed to ensuring that no person is excluded from participation in, or denied the benefits of, or discriminated under any of its programs, activities or services on the basis of race, color, or national origin, as protected under Title VI.

Gwinnett County contractors and their subcontractors are required to ensure nondiscrimination in all aspects of program activities.

Overview

The FTA requires that all direct and primary recipients document their compliance with Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years. This Gwinnett County 2025 Title VI Program complies with the regulations and requirements in FTA Circular 4702.1B. The Circular effective October 1, 2012 clarifies all requirements and strengthens some requirements. The following sections document the General Requirements of all FTA recipients and the Requirements for Fixed Route Transit Providers such as Gwinnett County.

GENERAL REPORTING REQUIREMENTS

1. Title VI Notice to the Public

The Ride Gwinnett Notice to the Public of Rights under Title VI is provided in **Appendix A.** The Notice contains all required content including language assistance for Limited English Proficiency (LEP) persons. The Notice is posted on the Ride Gwinnett website, Ride Gwinnett Customer Service Center, and Gwinnett County Justice and Administration Center. In addition, the Notice is periodically posted at Ride Gwinnett passenger waiting areas at park-ride lots and transfer facilities, bus shelters, and in transit vehicles using Ride Gwinnett 'News You Can Use' flyers.

2. Title VI Complaint Procedures

The Ride Gwinnett Title VI Complaint Procedures are provided in **Appendix B**. The Procedures contain all required content including language assistance for Limited English Proficiency (LEP) persons. The Procedures are posted on the GCT website and also are available by visiting or placing a telephone call to the Customer Service Center.

3. Title VI Complaint Form

The Ride Gwinnett Title VI Complaint Form is provided in **Appendix C**. The Form contains all required content including language assistance for limited English proficiency (LEP) persons. The Form is posted on the GCT website and also is available by visiting or placing a telephone call to the Customer Service Center.

4. Title VI Investigations, Complaints, or Lawsuits

There were no transit-related Title VI investigations, complaints, or lawsuits alleging discrimination by Gwinnett County filed with Gwinnett County, FTA, or entities other than FTA since the previous Gwinnett County Title VI Program submission in 2022.

In order to record and report any future alleged discrimination, Gwinnett County will maintain a list of investigations, complaints, and lawsuits with their pertinent information as shown in **Appendix D** and include in the Title VI Program submitted to FTA every three years.

5. Public Participation Plan

The Ride Gwinnett Public Participation Plan is provided in **Appendix E**. Since the previous Gwinnett County Title VI Program submission in 2022, there have been tremendous public outreach efforts that occurred in conjunction with the development of the Gwinnett Transit Development Plan and the subsequent public education campaign for the 2024 Transit Referendum. In addition, public outreach events were held for 2023 Ride Gwinnett Expansion Service and Commuter Bus Service Changes. Information related to these initiatives, including documentation of the outreach efforts and feedback, is also provided in **Appendix E.**

6. Language Assistance Plan

The Ride Gwinnett Language Assistance Plan for Limited English Proficiency (LEP) Persons is provided in **Appendix F**.

7. Minority Representation on Advisory Bodies

The Gwinnett County Board of Commissioners has established the Gwinnett County Transit System Advisory Board (GTAB) to advise the Commissioners in enhancing public transportation for Gwinnett County. The Commissioners appoint the GTAB members to 4-year terms that run concurrent with the term of their appointing Commissioner. The GTAB Chairman is elected by the GTAB members; the District 2 member is the current 2025 Chairman, and the District 4 member is the current 2025 Vice-Chairman of the GTAB. A summary of the GTAB is provided in **Appendix G**. The following table depicts the 2025 racial composition of the GTAB.

GTAB Member	Race	Term Expires
District 1	Asian	12/31/2028
District 2	Black or African American	12/31/2026
District 3	Black or African American	12/31/2028
District 4	White	12/31/2026
Chairman's Appointment	White	12/31/2028

8. Monitoring of Subrecipients for Compliance

Currently, this requirement is Not Applicable for Gwinnett County as the County does not suballocate or extend federal funding to any other recipient (subrecipient). In addition, Gwinnett County does not anticipate any subrecipient(s) in the future.

However, if circumstances change and a subrecipient(s) is determined to be necessary for carrying out a program, activity, or service, Gwinnett County will ensure that all regulations and requirements in FTA Circular 4702.1B related to subrecipients are conducted and documented in the Gwinnett County Title VI Program prior to execution of any subrecipient agreement. This will include a description of how the County will monitor the subrecipient(s) for compliance and a schedule of subrecipient(s) Title VI Program submissions. **Appendix H** is reserved for future documentation.

9. Title VI Equity Analysis in Determining the Site or Location of Facilities

In 2023, Ride Gwinnett completed a Title VI Equity Analysis and public outreach events for the site selection of Gwinnett Place Transit Center. In the following year of 2024, a Title VI Equity Analysis was conducted for the site selection of Lawrenceville Transit Hub. Gwinnett County will continually ensure that all regulations and requirements in FTA Circular 4702.1B related to Title VI equity analysis in determining the site or location of any future facility are conducted and documented in the Gwinnett County Title VI Program. **Appendix K** is Equity Analysis Reports for Gwinnett Place Transit Center and Lawrenceville Transit Hub.

ADDITIONAL REQUIREMENTS OF TRANSIT PROVIDERS

1. Service Standards

Service standards codify good transit planning and operations practices. These standards serve several purposes: (1) they serve to inform decision-makers, who may not have a background in the transit industry, about good transit practices; (2) they provide an objective basis for planning new services and evaluating existing services; (3) they serve as a "compass" to both staff and decision-makers who often are caught up in reactive responses to external factors; and (4) in Ride Gwinnett's case, they provide achievable and quantifiable standards to the service contractor that is managing, operating, and maintaining the service. Federal grantees are required to adopt quantitative system-wide service standards to guard against discriminatory service design or operations decisions. The Ride Gwinnett service standards were adopted and submitted to FTA as part of this 2025 Title VI Program update as **Appendix L**. As adopted, Ride Gwinnett adheres to the following service standards to monitor public transit system compliance with Title VI.

a) Vehicle Load

The intent of vehicle load standards is to balance passenger comfort and safety with operating costs. These standards define maximum passenger loads at different times of the day to ensure acceptable levels of rider comfort and safety, while providing good operating efficiency. The load factors below represent the total number of riders relative to the number of seats on the bus (that is, a factor of 1.00 means that all of the seats are occupied).

The importance of vehicle loading varies by type of service. For local route service, a reasonable number of standees is acceptable. Vehicle load standards are in place to balance operational efficiency with customer comfort and safety.

Time Period	Local Route Load Factor
Weekday	
- AM, PM Peak	1.25
- Base	1.00
- Evening	1.00
Saturday	1.00

These load standards should be applied to the average ridership and number of seats per bus for a period of 60 minutes at the maximum load point (for example, if the headway on a route is 30 minutes, the ridership at the maximum load point for the two trips in the 60-minute period would be averaged and compared with the number of seats). Passenger loading on individual bus trips may exceed the standard. If the load standard is exceeded for any 60-minute period, the potential for improving the service frequency (that is, reducing the headway) or assigning a vehicle with greater seating capacity will be evaluated. If the standard is exceeded for particular trips, but not for a sustained 60-minute period, schedule times may be adjusted to focus on more service before and after the overloaded trip(s).

b) Vehicle Headway

The headway between vehicles on a particular route is based on the existing or projected ridership and load standards. However, on some routes, during certain periods of low ridership, determining frequency based on ridership demand may lead to very infrequent service. So infrequent, in fact, that the service is no longer viewed by passengers as a reliable means of travel. Therefore, minimum standards of service frequency may be applied to ensure a reliable, attractive level of service throughout the day. The GCT minimum standards for service frequency for each service type are:

Time Period	Average Local Route Headway
Weekday	
- AM, PM Peak	50 Minutes
- Base	57 Minutes
- Evening	57 Minutes
Saturday	57 Minutes

These headway standards should be applied to the average frequency on a route over a period of 120 minutes. Service frequency between individual bus trips may exceed the standard. Clock headways (for example, service frequency intervals of 10, 15, 20, 30, 50 and 60 minutes) should be maintained wherever possible. This helps to make the service easier to understand and more predictable to the passenger, which is particularly important during periods when the service is infrequent (that is, more than 30 minutes).

c) On-time Performance
On-time performance is a measure of bus runs completed as scheduled. The criterion defines what is considered to be on-time and sets a threshold for an acceptable level of performance. The threshold is the lowest acceptable percentage of times vehicles on a particular route have completed running on-time. Ride Gwinnett considers late on-time performance to be 85 percent of all runs to be completed five (5) minutes late of the scheduled time. For early on-time performance, Ride Gwinnett sets that 100% of runs must depart zero (0) minutes early from a scheduled time point.

d) Service Availability
Service availability is a general measure of the distribution of routes within the Ride Gwinnett jurisdiction which is Gwinnett County. The ten Ride Gwinnett local bus routes are focused on the denser, western half of the County as well as Lawrenceville and Snellville, the routes also serve the minority, low income, and LEP populations.

2. Service Policies

Recipients are required to adopt system-wide service policies necessary to guard against service design and operational policies that have disparate impacts. System-wide policies differ from service standards in that they are not necessary based on a quantitative threshold. Ride Gwinnett adopts the following service policies recommended by the FTA.

a) Distribution of Transit Amenities
Transit amenities refer to items of comfort, convenience, and safety that are available to Ride Gwinnett customers. The Gwinnett Place Transit Center is owned by Ride Gwinnett, having been purchased since the prior Title VI program update in 2017, and was awarded to reconstruct through a USDOT RAISE Grant. Ride Gwinnett provides additional operations at interagency properties, which include three park-ride lots at I-985 and SR 20, Sugarloaf Parkway near I-85, and Indian Trail Road near I-85, each of which are owned by the State of Georgia; and at the Doraville MARTA rail station for local and commuter bus transfers. The facility standard for owned facilities is for all to have the same package of amenities with security lighting, ADA parking and accessibility, fare pavilion, passenger pavilions, route and schedule displays, benches, waste receptacles, and digital message signs.

Since Ride Gwinnett is required to protect the federal interest for the useful life of its assets, construction at lease lots is limited to passenger shelters with benches, ADA parking and accessibility, route and schedule displays, and waste receptacles. The interagency rail stations are owned by MARTA. The decision on the design and placement of amenities at these locations is controlled by MARTA; therefore, Ride

Gwinnett has no transit amenities policy at the stations. However, Ride Gwinnett works closely with MARTA to provide route and schedule displays where feasible.
In addition to the above amenities at major local bus route transfer centers, Ride Gwinnett installs bus shelters, benches, and waste receptacles at local route bus stops. In 2023, Ride Gwinnett re-developed the Bus Stops Standards and Guidelines in order to provide standard bus stop specifications and identify a program of capital improvements to guide bus stop placement and amenities. The Ride Gwinnett Bus Stops Guidelines is included in this report in **Appendix M**. The planning process for identifying amenity locations considers objective, non-racially biased criteria. Factors to be considered for placement include ridership levels and adjacent land use and development at bus stops, input from the public, equity in distribution within the service area, and field evaluation of physical suitability and feasibility.

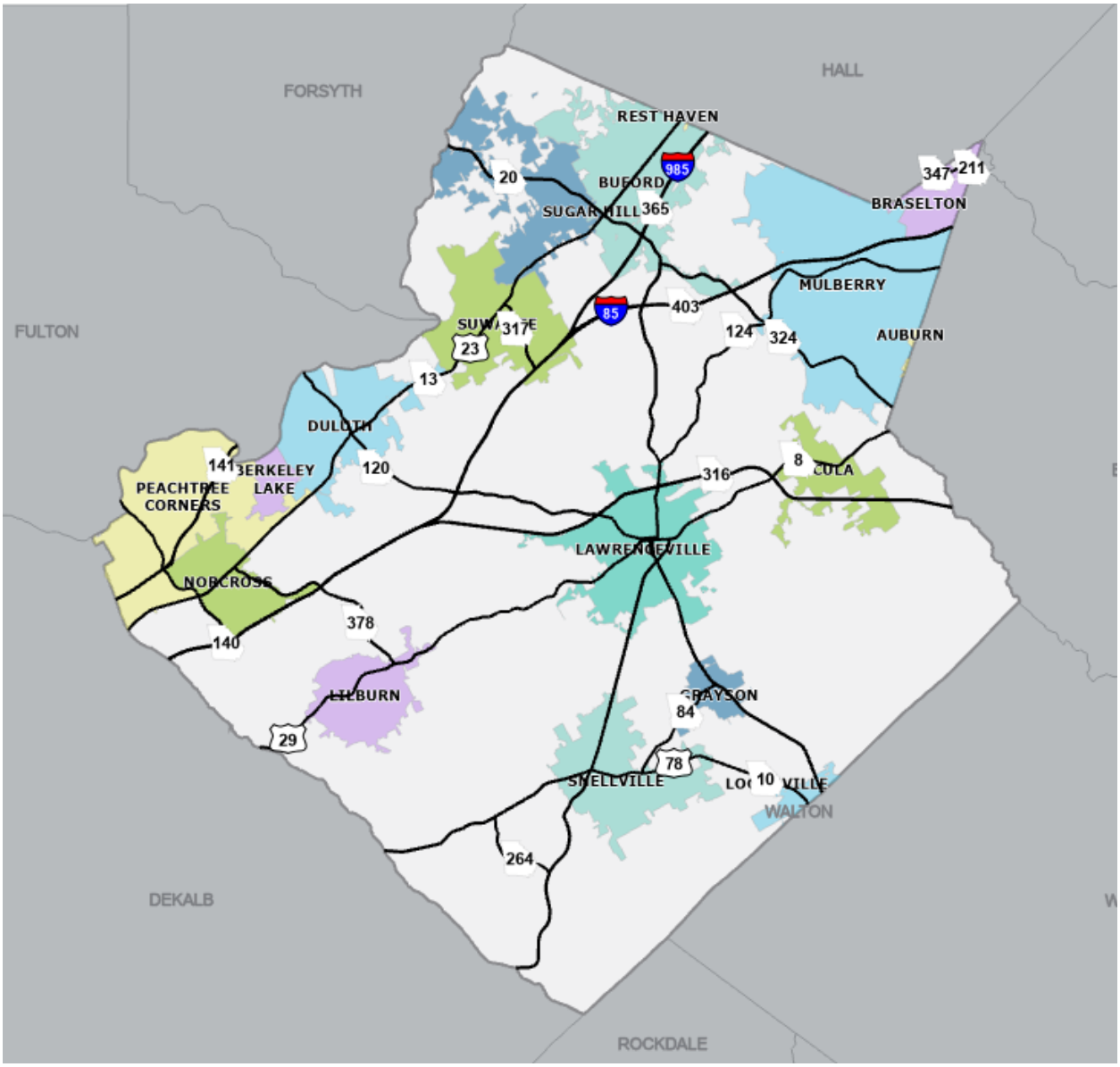
b) Vehicle Assignment
Vehicle assignment refers to the process by which transit vehicles are placed into service on routes throughout the Ride Gwinnett system. The Ride Gwinnett vehicle assignment policy is on the basis of service type. For local routes, the Ride Gwinnett buses are 48 40-foot, 38-seat urban buses that are nearly identical in terms of age, manufacturer, and amenities. Since all the vehicles are alike on local routes, there is no preferential assignment by route.

3. Collect and Report Demographic Data

This requirement applies to transit providers that operate 50 or more fixed route vehicles in peak service and are located in Urbanized Areas of 200,000 or more in population. The purpose of the collection and analysis of demographic and service profile data as well as customer demographics and travel pattern data from surveys is to determine the extent to which minority groups are beneficiaries of programs receiving federal financial assistance. Demographic data of Gwinnett County was provided in this plan as **Appendix I**.

a) Demographic and Service Profile Maps and Chart
The service area in which Ride Gwinnett is authorized to provide service to the public is Gwinnett County, Georgia, and the local routes operate within or originate in the County. The service area demographic data and maps have been updated based on the Census's 2019-2023 American Community Survey (ACS) 5-Year Estimates. A map of the service area is shown below.

Gwinnett County Overview Map



The 2023 ACS 5-year Estimates estimated population of Gwinnett County is 957,306 with a minority population of 591,756, or 63.9 percent of the total population.[1] The County is divided into 220 Census tracts. Population concentrations are assumed when a particular service area census tract has a population concentration greater than the service area average for that population. The demographic review of the service area finds there are 114 Census tracts with concentrations of minority population greater than the County

average of 63.9 percent.

To evaluate whether and to what extent transit service is available to the minority population, the Ride Gwinnett local routes were mapped and overlaid onto the 2023 estimated minority population based on the 2020 Census tracts demographic layer. The mapping of the data indicates that the largest concentrations of minority population are somewhat well served by the local routes. The mapping also indicates those census tracts in which Ride Gwinnett can focus future service expansion efforts to better serve minority populations. Some of these census tracts can be found in the southern corner of the County around the communities of Caleb and Centerville. The Estimated Minority Population overlaid by the Ride Gwinnett fixed transit service and the accompanying race and ethnicity data from the Gwinnett County 2023 Demographic and Housing Estimates table are provided in **Appendix J**.

As part of any future need to conduct an equity analysis or to evaluate the impacts of any future major service changes on low-income populations, Ride Gwinnett will prepare maps and data analysis where the percentage of total low-income population residing in those areas exceeds the average percentage of low-income populations for the service area as a whole, based on current US Census income data available at the time of the analysis.

b) Demographic Ridership and Travel Patterns

The analysis in **Appendix I** provided the demographics data including ethnicity, race, household Income, languages spoken, sex. The data was used to update the Ride Gwinnett Language Assistance Plan for LEP Persons- Appendix F.

4. Monitoring Transit System Performance

This requirement applies to transit providers that operate 50 or more fixed route vehicles in peak service and are located in Urbanized Areas of 200,000 or more in population. The purpose is to monitor the performance of the transit system relative to the established system-wide service standards and service policies.

Generally, transit providers use the Title VI minority transit route definition to implement the monitoring program, and a sample of routes are selected for monitoring to compare minority to non-minority route performance. A minority transit route is a route that has at least 1/3 of its total revenue mileage in a Census block or block group, or traffic analysis zone(s) with a percentage of minority population that exceeds the percentage of minority population in the transit service area. As previously stated, Gwinnett County has a 58.9 percent minority population. Each Ride Gwinnett route can be classified as a minority transit route per Title VI definition, due to fact that over 1/3 of the total revenue

mileage falls within minority areas, and because the Gwinnett County service area is demographically a majority-minority county.

Ride Gwinnett has conducted an assessment of transit system performance as part of this update, including the monitoring of vehicle loads on local routes. Ride Gwinnett makes the following conclusions regarding the system performance assessment: Ride Gwinnett meets most of the service standards and policies to as established by Title VI. While there is a need to improve on-time performance on select transit routes, because each route is classified as a minority route, there is no disparity in the level of service. Ride Gwinnett is actively working to improve on-time performance by considering minor changes to route alignment and placement of bus stops. In addition, short-, mid-, and long-range plans that have been developed in conjunction with the Gwinnett Transit Development Plan will add new routes and new vehicles, increasing coverage in the service area and thereby improving on-time performance in the future.

Documentation of the assessment is provided in **Appendix L**.

5. Evaluation of Service and Fare Changes

This requirement applies to transit providers that operate 50 or more fixed route vehicles in peak service and are located in Urbanized Areas of 200,000 or more in population. The purpose of this requirement is to perform equity evaluations of proposed major service changes and all fare changes based on guidance as promulgated October 1, 2012 by FTA Circular 4702.1B. The Ride Gwinnett policies, thresholds and a summary of procedures are provided below.

Service Equity Analysis for Major Service Changes

Title VI guidance requires that Ride Gwinnett develop a policy for measuring disparate impacts (where minority populations are the protected class) and disproportionate burden impacts (where low-income populations are the protected class). These policies must establish a threshold for determining when adverse effects of a major service change are borne disproportionately by minority and/or low-income populations. Both policies set a statistically significant disparate impact threshold. These statistically significant thresholds are as follows.

Disparate Impact Threshold for Major Service Changes: For a major service change affecting existing service, anytime the expected distribution of adverse impacts to minority and non-minority passengers is plus or minus 15 percentage points different from the Ride Gwinnett-operated services average distribution of minority and non-minority passengers, this is statistically significant and such differences in adverse impacts are considered disparate. Impacts shall be calculated on a cumulative basis over all trips and/or routes affected. The impact on passengers will be measured using

system ridership and census data. For a major service change that results in entirely new service, Census data will be used.

Disproportionate Burden Impact Threshold for Major Service Changes: For a major service change affecting existing service, anytime the expected distribution of adverse impacts to low-income and non-low-income passengers is plus or minus 3 percentage points different from the Ride Gwinnett-operated services average distribution of low-income and non-low-income passengers, this is statistically significant and such differences in adverse impacts pose a disproportionate burden. Impacts shall be calculated on a cumulative basis over all trips and/or routes affected. The impact on passengers will be measured using system ridership. For a major service change that results in entirely new service, Census data will be used.

Equity Analysis for Fare Changes

For fare changes, Ride Gwinnett will determine whether there are disparate impacts on minority riders and/or disproportionate burdens posed on low-income riders by:

- Determining the number and percent of users of each fare media being changed
- Reviewing fares before the change and after the change
- Comparing the differences for each particular fare media between minority users and overall users
- Comparing the differences for each particular fare media between low-income users and overall users
- Determining both the percentage increase or decrease for each fare media being changed and the increase or decrease in cost per trip for each fare media being changed

Data used in the above analysis will come from the most recent ridership tracking and census data. Ride Gwinnett will use the results of the above analysis to avoid, minimize or mitigate the impact of fare media changes on minority and low-income populations. In conducting this analysis, Ride Gwinnett will bear in mind that it is desired to have riders buy fare media in bulk (for example, 10-ride ticket book or monthly pass). Recognizing this, the Ride Gwinnett will seek to maintain an overall cost per trip discount for bulk fare media as compared to single trip fares.

Major Service Change Policy, Fare Change Policy and Adverse Effects

Ride Gwinnett policy is to conduct a Title VI service equity analysis for all fare changes and major service changes. Prior to implementation of a fare or major service change, Ride Gwinnett will evaluate such changes to determine whether they will have a discriminatory impact based on race, color, or national origin. Although low-income populations are not a protected class under Title VI, the Ride Gwinnett will also evaluate

changes to determine whether fare or major service changes create a disproportionate burden on low-income populations.

A major service change is defined as increasing or decreasing service by 10 percent or more of total service provided (revenue hours) or by 25 percent of service hours on any individual route; or as decreasing service to a major employment destination or service area. Temporary changes in service lasting twelve months or less are exempt.

Ride Gwinnett will define and analyze adverse effects related to major service changes. Changes in service that have an adverse effect and may also result in a disparate impact include service reductions (for example, elimination of a route, short lining a route, rerouting an existing route, increase in headways), as well as additions to service especially if the addition is gained from reductions in service on other routes. Ride Gwinnett recognizes that the elimination of a route will generally have a greater adverse impact than a change in headways and will consider the degree of the adverse effects when planning service changes.

If Ride Gwinnett finds that a fare or major service change results in a disparate impact on minorities or a disproportionate burden on low-income individuals, Ride Gwinnett will seek to avoid, minimize or mitigate such impact and reanalyze the impacts of the newly proposed changes. If Ride Gwinnett does not alter the proposed changes, or, after revisions finds that minority and/or low-income populations continue to bear disproportionate adverse effects, Ride Gwinnett will implement the changes only if:

- There is a substantial legitimate justification for the proposed fare or service change, and
- There are no alternatives that would have a less disparate/ disproportionate impact on minority/low-income riders but would still accomplish Ride Gwinnett's legitimate program goals.

Upon completion of a major service and/or fare equity analysis, Ride Gwinnett will brief its Board of Commissioners responsible for policy decisions regarding the proposed major service and/or fare change(s) and the equity impacts of the proposed change(s). The Ride Gwinnett will submit to FTA as a Title VI Program Update the documentation of the public participation, equity analysis, and the Board of Commissioners consideration and action on the analysis and proposed change(s).

Service Change Implementation

Since the last Title VI Program submission in 2022, Ride Gwinnett has implemented three new routes in 2023, including Route 25, 50 and 70. A robust Expansion Service Title VI Equity Analysis was conducted, and public outreach events were held. As result of the analysis, there were no findings of a disparate impact and no findings of a

disproportionate burden. The detailed Title VI Equity Analysis can be found in **Appendix N**- Title VI Equity Analysis for 2023 Ride Gwinnett Service Expansion.

Appendix A- Ride Gwinnett Title VI Public Notice
Appendix B- Ride Gwinnett Title VI Complaint Procedure
Appendix C- Ride Gwinnett Title VI Complaint Form
Appendix D- Ride Gwinnett List of Transit Related Title VI Investigation, Complaints or Lawsuits
Appendix E- Ride Gwinnett Public Participation Plan
Appendix F- Ride Gwinnett Limited English Proficiency Plan
Appendix G- Gwinnett County Transit Advisory Board
Appendix H- Subrecipient Monitoring
Appendix I- Demographic Data of Gwinnett County
Appendix J- Demographic and Ride Gwinnett Service Map
Appendix K- Title VI Equity Analyses for Gwinnett Place Transit Center and Lawrenceville Transit Hub
Appendix L- Ride Gwinnett Transit System Performance
Appendix M- Ride Gwinnett Bus Stop and Amenities Standards and Guidelines
Appendix N- Title VI Equity Analysis for 2023 Ride Gwinnett Service Expansion

APPENDIX A:
Ride Gwinnett Notice to the Public of Rights under Title VI

Ride Gwinnett
Notice to the Public of Rights Under Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (42 U.S.C. Section 2000d).

Ride Gwinnett operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been denied participation in or being denied benefits of the transit services provided by Ride Gwinnett, or otherwise being discriminated against because of race, color, national origin may file a complaint with Gwinnett County, Georgia.

For more information on Ride Gwinnett's civil rights program, and the procedures to file a complaint, please visit the Ride Gwinnett website Title VI Information - Gwinnett | Gwinnett County or contact customer service at (770) 822-5010. If you have trouble using a standard telephone and need TTY/TTD services, dial 7-1-1 to set up Georgia Relay communications; language assistance is available for persons with limited English proficiency.

A person may also file a Title VI complaint directly with the Federal Transit Administration, Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, D.C. 20590. Please visit this webpage: https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta for information on filing and a Federal Transit Administration complaint form.

Translation of Notice to the Public of Rights Under Title VI is provided on the Ride Gwinnett website at Title VI Information - Gwinnett | Gwinnett County for Spanish, Korean, Vietnamese and Chinese. For other language assistance, please call 770.822.5010 to

speak with an interpreter. You have the right to receive language assistance to access GCT services and documents, free of cost.

La traducción del Aviso al Público de Derechos Bajo el título VI se proporciona en el sitio web GCT en www.gctransit.com en Español, Coreano, Vietnamita y Chino. Si se necesita información en otro idioma, por favor llame al 770.822.5010. Usted tiene el derecho a recibir ayuda con el idioma para acceder a servicios y documentos GCT, de forma gratuita.

공중의 권리에서 제목 VI 에 대 한 통지의 제공 GCT 웹사이트 www.gctransit.com 에서 스페인어, 한국어, 베트남어, 중국어. 다른 언어 지원에 대 한 전화 주세요 770.822.5010 통역사와 이야기를 합니다. GCT 서비스와 비용의 무료 문서에 액세스 하려면 언어 지원의 받을 권리가 있습니다.

Bản dịch của thông báo cho các khu vực của quyền dưới tiêu đề VI được cung cấp trên trang web của GCT tại www.gctransit.com cho Tây Ban Nha, Hàn Quốc, Việt Nam và Trung Quốc. Để hỗ trợ ngôn ngữ khác, xin vui lòng gọi 770.822.5010 để nói chuyện với một thông dịch viên. Bạn có quyền nhận được ngôn ngữ hỗ trợ để truy cập vào dịch vụ GCT và các văn bản, miễn phí.

公共權利下標題六的翻譯為西班牙文、 朝鮮語、 越南文和中文提供 GCT 在 www.gctransit.com 網站上。其它語言的協助，請致電 770.822.5010 發言與口譯員。你有權接受語言援助，以便訪問 GCT 服務和文檔，免費的成本。

APPENDIX A: GCT Notice to the Public of Rights under Title VI

Aviso al público de los derechos bajo el título VI

Ride Gwinnett

Ride Gwinnett opera sus programas y servicios sin distinción de raza, color u origen nacional con arreglo al título VI de la ley de derechos civiles. Cualquier persona que cree que él o ella ha sido sometido a cualquier práctica discriminatoria ilegal bajo el título VI puede presentar una queja con el Condado de Gwinnett, Georgia.

Para más información sobre el programa derechos civiles de Ride Gwinnett y los procedimientos para presentar una queja, por favor visite el Ride Gwinnett sitio web Title VI Information - Gwinnett | Gwinnett County o contacte a servicio al cliente al (770) 822-5010. Si tiene problemas al utilizar un teléfono normal y necesitan servicios de TTY/ TTD, marque 7-1-1 para establecer comunicaciones de Georgia Relay; ayuda con el idioma está disponible para las personas con dominio limitado del inglés.

Una persona también puede presentar una queja de título VI directamente con la Administración Federal de tránsito, Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, D.C. 20590. Visite la página: https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta para obtener información sobre la presentación y un formulario de quejas de la Administración Federal de tránsito.

Traducción de aviso para el público derechos de bajo título VI se proporciona en el sitio web de GCT www.gctransit.com para español, Coreano, vietnamita y chino. Para otro ayuda con el idioma, por favor llame al (770) 822-5010 para hablar con un intérprete. Usted tiene el derecho de recibir ayuda con el idioma para acceder a servicios de GCT y documentos, libres de costo.
HYPERLINK "http://www.bing.com/translator" \t "_blank"

APPENDIX A: GCT Notice to the Public of Rights under Title VI

제목 VI 의 권리의 공개 통지

Gwinnett 카운티 교통 (Ride Gwinnett)

Gwinnett 카운티 교통 (Ride Gwinnett)의 프로그램 및 서비스 인종, 색깔, 또는 민권 법의 타이틀 VI 에 따라 국적에 관계 없이 작동합니다. 그녀 또는 그가 제목 VI 에서 어떤 불법 차별적인 연습을 받게 되었습니다 믿는 어떤 사람이 Gwinnett 카운티, 조지아와 불만 제기할 수 있습니다.

자세한 내용은 Ride Gwinnett 의 시민권 프로그램에 불만 제기 하는 절차, Ride Gwinnett 웹사이트 Title VI Information - Gwinnett | Gwinnett County 또는 연락처 고객 서비스 (770) 822-5010 에 방문 하시기 바랍니다. 문제가 표준 전화를 사용 하 여 필요한 경우 TTY/TTD 서비스, 전화 7-1-1 그루지야 릴레이 통신;를 설정 하려면 제한 된 영어 능력을 가진 사람에 대 한 언어 지원을 이용하실 수 있습니다.

사람은 또한 연방 교통 행정, 시민권 사무실, 1200 뉴저지 애비뉴 SE, 워싱턴, D.C. 20590 와 직접 제목 VI 불만 제기할 수 있습니다. 이 웹 페이지를 방문 하시기 바랍니다: Https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta 신청 및 연방 교통 행정 불만 형태에 대 한 정보.

공중의 권리에서 제목 VI 에 대 한 통지의 제공 GCT 웹사이트 https://www.gwinnettcounty.com/web/gwinnett/departments/transportation/gwinnettcountytransit/titlevinotice 에서 스페인어, 한국어, 베트남어, 중국어. 다른 언어 지원에 대 한 전화 주세요 (770) 822-5010 통역사와 이야기를 합니다. Ride Gwinnett 서비스와 비용의 무료 문서에 액세스 하려면 언어 지원의 받을 권리가 있습니다.

APPENDIX A: GCT Notice to the Public of Rights under Title VI

Thông báo cho công chúng về quyền dưới tiêu đề VI

Gwinnett County quá cảnh (Ride Gwinnett)

Gwinnett County quá cảnh (Ride Gwinnett) hoạt động các chương trình và các dịch vụ bất kể chủng tộc, maøu da, hoaëc goác quoác gia phù hợp với tiêu đề VI của đạo luật quyền dân sự. Bất kỳ người nào những người tin rằng cô hoặc anh ta có được phải chịu bất kỳ thực hành phân biệt đối xử bất hợp pháp theo tiêu đề VI có thể nộp đơn khiếu nại với Quận Gwinnett, Georgia.

Để biết thêm chi tiết về chương trình quyền dân sự của GCT, và các thủ tục nộp đơn khiếu nại, xin vui lòng truy cập vào Ride Gwinnett trang web Title VI Information - Gwinnett | Gwinnett County hoặc liên hệ với khách hàng quân tại (770) 822-5010. Nếu bạn gặp khó khăn khi sử dụng một điện thoại tiêu chuẩn và cần dịch vụ TTY/TTD, quay số 7-1-1 để thiết lập truyền thông Georgia Relay; hỗ trợ ngôn ngữ có sẵn cho những người có trình độ Anh ngữ hạn chế.

Một người cũng có thể nộp đơn khiếu nại tiêu đề VI trực tiếp với liên bang quá cảnh hành chính, văn phòng quyền công dân, 1200 New Jersey Avenue SE, Washington, DC 20590. Vui lòng truy cập trang web này: https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta cho thông tin về nộp hồ sơ và một mẫu đơn khiếu nại liên bang quá cảnh hành chính.

Bản dịch của thông báo cho các khu vực của quyền dưới tiêu đề VI được cung cấp trên trang web của GCT tại www.gctransit.com cho Tây Ban Nha, Hàn Quốc, Việt Nam và Trung Quốc. Để hỗ trợ ngôn ngữ khác, xin vui lòng gọi (770) 822-5010 để nói chuyện với một thông dịch viên. Bạn có quyền nhận được ngôn ngữ hỗ trợ để truy cập vào dịch vụ GCT và các văn bản, miễn phí.

APPENDIX A: GCT Notice to the Public of Rights under Title VI

給市民權利第六章規定的通知

格溫萊特縣過境 (Ride Gwinnett)

格溫萊特縣過境 (Ride Gwinnett) 經營其程式和服務不分種族、 **顏色或根據民權法** 》 第六編國家起源。任何人如認**為他或她受到過任何違法的歧視性做法，根據標題六可能提出申訴，格威**內特縣，佐治亞州。

Ride Gwinnett 的公民權利的程式，以及提出申訴的程式的詳細資訊，請訪問 Ride Gwinnett 網站 Title VI Information - Gwinnett | Gwinnett County 或連絡人客戶服務在 (770) 822-5010。如果**您使用標準的電話有困難，需要** TTY/TTD 服務，撥 7-1-1 設置格魯吉亞中繼通信 ；語言援助是**為以有限的英語熟練程度的人士提供**。

一個人可能還投訴標題 VI 直接與聯邦運輸管理、 辦公室的公民權利、 1200 新澤西大道 SE ， 華盛頓， 哥倫比亞特區 20590 。 請訪問此網頁 ： Https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta 關於備案及聯邦過境管理投訴表格的資訊。

通知公共權利下標題六的翻譯**為西班牙文、** 朝鮮語、 越南文和中文提供 GCT 在 www.gctransit.com 網站上。其**它語言的協助，請致電** (770) 822-5010 發言與口譯員。**你有權接受語言援助，以便訪問** GCT 服務和文檔，免費的成本。

APPENDIX B: Ride Gwinnett Title VI Complaint Procedures

Ride Gwinnett
Title VI Complaint Procedures

Ride Gwinnett operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act.

Any person who believes she or he has been denied participation in or being denied benefits of the transit services provided by Ride Gwinnett, or otherwise being discriminated against because of race, color, national origin may file a complaint with Gwinnett County, Georgia.

Translation of Title VI Complaint Procedures is provided on the Ride Gwinnett website at Title VI Information - Gwinnett | Gwinnett County for Spanish, Korean, Vietnamese and Chinese. If this information is needed in another language, please call (770) 822-5010 to speak with an interpreter. You have the right to receive language assistance to access Ride Gwinnett services and documents, free of cost.

Traducción de aviso para el público derechos de bajo título VI se proporciona en el sitio web de Ride Gwinnett Title VI Information - Gwinnett | Gwinnett County para español, Coreano, vietnamita y chino. Para otro ayuda con el idioma, por favor llame al (770) 822-5010 para hablar con un intérprete. Usted tiene el derecho de recibir ayuda con el idioma para acceder a servicios de Ride Gwinnett y documentos, libres de costo.

공중의 권리에서 제목 VI 에 대 한 통지의 제공 Ride Gwinnett 웹사이트 Title VI Information - Gwinnett | Gwinnett County 에서 스페인어, 한국어, 베트남어, 중국어. 다른 언어 지원에 대 한 전화 주세요 (770) 822-5010 통역사와 이야기를 합니다. Ride Gwinnett 서비스와 비용의 무료 문서에 액세스 하려면 언어 지원의 받을 권리가 있습니다.

Bản dịch của thông báo cho các khu vực của quyền dưới tiêu đề VI được cung cấp trên trang web của Ride Gwinnett tại Title VI Information - Gwinnett | Gwinnett County cho Tây Ban Nha, Hàn Quốc, Việt Nam và Trung Quốc. Để hỗ trợ ngôn ngữ khác, xin vui lòng gọi (770) 822-5010 để nói chuyện với một thông dịch viên. Bạn có quyền nhận được ngôn ngữ hỗ trợ để truy cập vào dịch vụ Ride Gwinnett và các văn bản, miễn phí.

公共權利下標題六的翻譯**為西班牙文、** 朝鮮語、 越南文和中文提供 Ride Gwinnett 在 Title VI Information - Gwinnett | Gwinnett County 網站上。其**它語言的協助，請致電** (770) 822-5010 發言與口譯員。**你有權接受語言援助，以便訪問** Ride Gwinnett 服務和文檔， 免費的成本。

The following steps describe the procedures to file a complaint and how Gwinnett County will respond.

1. Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by Ride Gwinnett may file a Title VI complaint by completing and submitting the Ride Gwinnett Title VI Complaint Form. Gwinnett County investigates complaints received no more than 180 days after the alleged incident. Gwinnett County will process complaints that are complete.

2. The Ride Gwinnett Title VI Complaint Form can be obtained by downloading from the Ride Gwinnett website Title VI Information - Gwinnett | Gwinnett County or by contacting customer service at (770) 822-5010. If you have trouble using a standard telephone and need TTY/TTD services, dial 7-1-1 to set up Georgia Relay communications; language assistance is available for persons with limited English proficiency.

3. The complaint shall be sent to the following address:

   Ride Gwinnett Title VI Coordinator
   Qing Lin
   Gwinnett County Department of Transportation
   446 West Crogan Street, Suite 410
   Lawrenceville, GA 30046-6935

4. Once the complaint is received, the Ride Gwinnett Title VI Coordinator will review it to determine if Gwinnett County has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by Gwinnett County.

5. Gwinnett County has 90 days to investigate the complaint. If more information is needed to resolve the case, Gwinnett County may contact the complainant. The complainant has 30 business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 30 business days, Gwinnett County can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue her/his case.

6. After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training, or other action will occur. If the complainant wishes to appeal the decision, she/he has 30 days after the date of the closure letter or the LOF to do so.

A person may also file a Title VI complaint directly with the Federal Transit Administration, Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, D.C. 20590. Please visit this webpage: https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta for information on filing and a Federal Transit Administration complaint form.

APPENDIX B: Ride Gwinnett Title VI Complaint Procedures

Ride Gwinnett
Procedimientos de Quejas del Título VI

Ride Gwinnett opera sus programas y servicios, sin distinción de raza, color u origen nacional, de conformidad con el Título VI de la Ley de Derechos Civiles. Cualquier persona que cree que él o ella han sido sometidos a cualquier práctica discriminatoria ilegal bajo el Título VI, puede presentar una queja con el condado de Gwinnett, Georgia.

Traducción de Procedimientos de Quejas del Título VI se proporciona en el sitio web Ride Gwinnett en www.RideGwinnett.com de Español, Coreano, Vietnamita y Chino. Si se necesita información en otro idioma, por favor llame al 770.822.5010. Usted tiene el derecho a recibir ayuda con el idioma para acceder a servicios y documentos Ride Gwinnett, de forma gratuita.

Los pasos siguientes describen los procedimientos para presentar una queja y cómo el Condado de Gwinnett responderá.

1. Toda persona que se cree o se le ha discriminado por razones de raza, color u origen nacional por Ride Gwinnett, puede presentar una queja del Título VI, completando y enviando el Formulario de Queja Ride Gwinnett Título VI. Condado de Gwinnett investiga las quejas recibidas no más de 180 días después del supuesto incidente. Condado de Gwinnett procesará quejas que son completos.

2. El Formulario de Queja R título VI se puede obtener mediante la descarga desde el sitio web Ride Gwinnett Title VI Information - Gwinnett | Gwinnett County o poniéndose en contacto con el servicio al cliente al (770) 822-5010. Si tiene problemas para usar un teléfono estándar y necesita servicios de TTY / TTD, marque 7-1-1 para establecer comunicaciones de retransmisión de Georgia; ayuda con el idioma está disponible para las personas con conocimientos limitados del Inglés.

3. La denuncia deberá ser enviada a la siguiente dirección :

   Ride Gwinnett Title VI Coordinator
   Qing Lin
   Gwinnett County Department of Transportation
   446 West Crogan Street, Suite 410
   Lawrenceville, GA 30046-6935

4. Una vez recibida la queja, el Coordinador del Título VI Ride Gwinnett la revisará para determinar si el condado de Gwinnett tiene jurisdicción. El demandante recibirá un acuse de recibo de su / informar de él si la queja será investigada por el condado de Gwinnett.

5. Condado de Gwinnett tiene 90 días para investigar la denuncia. Si se necesita más información para resolver el caso, el condado de Gwinnett puede ponerse en contacto con el demandante. El demandante tiene 30 días hábiles a partir de la fecha de la carta para enviar la información solicitada al investigador asignado al caso. Si el investigador no es contactado por el reclamante o no recibe la información adicional dentro de los 30 días hábiles, el condado de Gwinnett puede cerrar administrativamente el caso. Un caso puede ser cerrado administrativamente también si el demandante ya no desea seguir su / su caso.

6. Después revisa el investigador de la queja, él / ella emitirá una de las dos cartas al demandante: una carta cierre o una carta de encontrar (LOF). Una carta de cierre se resumen las acusaciones y afirma que no hubo una violación del Título VI y que el caso se cerrará. Un LOF resume las alegaciones y las entrevistas sobre el supuesto incidente, y explica si posibles medidas disciplinarias, formación adicional u otra acción ocurrirán. Si el demandante desea apelar la decisión, él / ella tiene 30 días después de la fecha de la carta cierre o la LOF para hacerlo.

   Una persona también puede presentar una queja del Título VI directamente con la Administración Federal de Transporte, en la Oficina de Derechos Civiles TLC, 1200 New Jersey Avenue SE, Washington, DC 20590

APPENDIX B: Ride Gwinnett Title VI Complaint Procedures

Ride Gwinnett 카운티 교통
제목 VI 불만 절차

Gwinnett 카운티 교통 (Ride Gwinnett)의 프로그램 및 서비스 인종, 색깔, 또는 민권 법의 타이틀 VI 에 따라 국적에 관계 없이 작동합니다. 그녀 또는 그가 제목 VI 에서 어떤 불법 차별적인 연습을 받게 되었습니다 믿는 어떤 사람이 Gwinnett 카운티, 조지아와 불만 제기할 수 있습니다.

공중의 권리에서 제목 VI 에 대 한 통지의 제공 Ride Gwinnett 웹사이트 www.Ride Gwinnett.com 에서 스페인어, 한국어, 베트남어, 중국어. 다른 언어 지원에 대 한 전화 주세요 (770) 822-5010 통역사와 이야기를 합니다. Ride Gwinnett 서비스와 비용의 무료 문서에 액세스 하려면 언어 지원의 받을 권리가 있습니다.

다음 단계 파일 불만 및 Gwinnett 카운티 어떻게 반응할 것 이다 하는 절차를 설명 합니다.

1. 그녀 또는 그가 인종, 색깔에 근거 하 여에 대 한 차별 되어 있다 또는 국적 Ride Gwinnett 여 작성 Ride Gwinnett 제목 VI 불만 양식을 제출 하 여 제목 VI 불만 파일 수 있습니다 믿는 사람. Gwinnett 카운티 보다는 더 이상 혐의 사건 후 180 일 받은 불만 조사 합니다. Gwinnett 카운티 완료 된 불만 처리 합니다.

2. Ride Gwinnett 제목 VI 불만 양식은 Ride Gwinnett 웹사이트 Title VI Information - Gwinnett | Gwinnett County 에서 다운로드 하 여 또는 (770) 822-5010 에 고객 서비스에 연락 하 여 얻을 수 있습니다. 문제가 표준 전화를 사용 하 여 필요한 경우 TTY/TTD 서비스, 전화 7-1-1 그루지야 릴레이 통신;를 설정 하려면 제한 된 영어 능력을 가진 사람에 대 한 언어 지원을 이용하실 수 있습니다.

3. 불평 다음 주소로 발송 한다:

Ride Gwinnett Title VI Coordinator
Qing Lin
Gwinnett County Department of Transportation
446 West Crogan Street, Suite 410
Lawrenceville, GA 30046-6935

4. 는 신고가 접수 되 면, Ride Gwinnett 제목 VI 코디네이터 Gwinnett 카운티 관할에 있는지 확인을 검토 합니다. 원고 여부 불만 Gwinnett 카운티 조사 될 것 이다 그녀를 알리는 승인 편지를 받게 됩니다.

5. Gwinnett 카운티는 불만 조사 하기 위해 90 일입니다. 자세한 내용은 케이스를 해결 하는 데 필요한, Gwinnett 카운티 원고를 문의 수 있습니다. 원고는 사건에 할당 된 탐정에 게 요청한 정보를 보낼 편지의 날짜에서 30 일. 탐정 원고로 연락 되지 또는 30 일 이내 추가 정보에는 영향을 받지 않습니다, Gwinnett 카운티 행정으로 케이스를 닫을 수 있습니다. 경우 관리상 닫힐 수 있다 또한 원고 더 이상 그녀의 케이스를 추구 하고자 하는 경우.

6. 조사 신청서 검토 후, 그녀 는/그는 원고를 두 글자 중 하나 발행할 것 이다: 폐쇄 편지 또는 편지 (LOF)를 찾는. 폐쇄 편지 의혹을 요약 하 고 제목 VI 위반 아니 었 고 사건 종료 됩니다. LOF 주장과 의혹된 사건에 대 한 인터뷰를 요약 하 고 징계, 추가 훈련, 또는 다른 행동 발생 여부에 대해 설명 합니다. 원고는 결정을 호소 하고자 하는 경우 그녀 는/그는 이렇게 할 폐쇄 문자나는 LOF 의 날짜 후에 30 일

사람은 또한 연방 교통 행정, 시민권 사무실, 1200 뉴저지 애비뉴 SE, 워싱턴, D.C. 20590 와 직접 제목 VI 불만 제기할 수 있습니다. 이 웹 페이지를 방문 하시기 바랍니다: https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta 신청 및 연방 교통 행정 불만 형태에 대 한 정보.

APPENDIX B: Ride Gwinnett Title VI Complaint Procedures

Gwinnett County quá cảnh (Ride Gwinnett)
Thủ tục khiếu nại VI tiêu đề

Gwinnett County Ride Gwinnett quá cảnh hoạt động các chương trình và các dịch vụ bất kể chủng tộc, maøu da, hoaëc goác quoác gia phù hợp với tiêu đề VI của đạo luật quyền dân sự. Bất kỳ người nào những người tin rằng cô hoặc anh ta có được phải chịu bất kỳ thực hành phân biệt đối xử bất hợp pháp theo tiêu đề VI có thể nộp đơn khiếu nại với Quận Gwinnett, Georgia.

Bản dịch của thông báo cho các khu vực của quyền dưới tiêu đề VI được cung cấp trên trang web của Ride Gwinnett tại Title VI Information - Gwinnett | Gwinnett County cho Tây Ban Nha, Hàn Quốc, Việt Nam và Trung Quốc. Để hỗ trợ ngôn ngữ khác, xin vui lòng gọi (770) 822-5010 để nói chuyện với một thông dịch viên. Bạn có quyền nhận được ngôn ngữ hỗ trợ để truy cập vào dịch vụ Ride Gwinnett và các văn bản, miễn phí.

Các bước sau đây mô tả các thủ tục nộp đơn khiếu nại và cách Sân bay Gwinnett County sẽ phản ứng.

1. Bất kỳ người nào những người tin rằng phân biệt cô hoặc anh ta có được đối xử trên cơ sở chủng tộc, màu da, hoặc nguồn gốc quốc gia bởi Ride Gwinnett có thể nộp đơn khiếu nại tiêu đề VI bằng cách điền và nộp mẫu đơn khiếu nại Ride Gwinnett tiêu đề VI. Quận Gwinnett điều tra các khiếu nại nhận được không nhiều hơn 180 ngày sau sự kiện bị cáo buộc. Sân bay Gwinnett County sẽ xử lý khiếu nại được hoàn thành.

2. The Ride Gwinnett tiêu đề VI mẫu đơn khiếu nại có thể được thu được bằng cách tải từ Ride Gwinnett trang web Title VI Information - Gwinnett | Gwinnett County hoặc bằng cách liên lạc với dịch vụ khách hàng tại (770) 822-5010. Nếu bạn gặp khó khăn khi sử dụng một điện thoại tiêu chuẩn và cần dịch vụ TTY/TTD, quay số 7-1-1 để thiết lập truyền thông Georgia Relay; hỗ trợ ngôn ngữ có sẵn cho những người có trình độ Anh ngữ hạn chế.

3. Khiếu nại phải được gửi đến địa chỉ sau:

    Ride Gwinnett Title VI Coordinator
    Qing Lin
    Gwinnett County Department of Transportation

446 West Crogan Street, Suite 410
Lawrenceville, GA 30046-6935

4. Sau khi khiếu nại được nhận, điều phối viên VI tiêu đề Ride Gwinnett sẽ xem xét nó để xác định nếu Gwinnett County có thẩm quyền. Người khiếu nại sẽ nhận được một thư xác nhận thông báo cho her/him việc khiếu nại sẽ được điều tra do Gwinnett County.

5. Sân bay Gwinnett County có 90 ngày để điều tra khiếu nại. Nếu biết thêm thông tin là cần thiết để giải quyết các trường hợp, Gwinnett County có thể liên hệ với người khiếu nại. Người khiếu nại có 30 ngày làm việc kể từ ngày thư để gửi yêu cầu thông tin cho các điều tra viên được chỉ định cho trường hợp. Nếu các điều tra viên không liên lạc của người khiếu nại hoặc không nhận được các thông tin bổ sung trong vòng 30 ngày, Gwinnett County về mặt hành chính có thể đạt các trường hợp. Một trường hợp có thể được về mặt hành chính đóng cũng nếu người khiếu nại không còn mong muốn theo đuổi cô trường hợp.

6. Sau khi các điều tra viên giá khiếu nại, cô sẽ phát hành một trong hai chữ cái để khiếu nại: một bức thư đóng cửa hoặc một lá thư của việc tìm kiếm (LOF). Đóng cửa thư tóm tắt những cáo buộc và nói rằng không phải là một sự vi phạm VI tiêu đề và trường hợp sẽ được đóng cửa. LOF một tóm tắt những cáo buộc và các cuộc phỏng vấn về các sự cố bị cáo buộc, và giải thích cho dù bất kỳ hành động kỷ luật, đào tạo bổ sung hoặc hành động khác sẽ xảy ra. Nếu người khiếu nại muốn kháng cáo quyết định, cô có 30 ngày sau khi ngày đóng cửa thư hoặc LOF để làm như vậy

Một người cũng có thể nộp đơn khiếu nại tiêu đề VI trực tiếp với liên bang quá cảnh hành chính, văn phòng quyền công dân, 1200 New Jersey Avenue SE, Washington, DC 20590. Vui lòng truy cập trang web này: https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta cho thông tin về nộp hồ sơ và một mẫu đơn khiếu nại liên bang quá cảnh hành chính.

APPENDIX B: Ride Gwinnett Title VI Complaint Procedures

格溫萊特縣 Ride Gwinnett
標題六投訴程式

格溫萊特縣 Ride Gwinnett 經營其程式和服務不分種族、 **顏色或根據民權法** 》 第六編國家起源。任何人如認**為他或她受到過任何違法的歧視性做法，根據標題六可能提出申訴，格威**內特縣，佐治亞州。

通知公共權利下標題六的翻譯**為西班牙文、** 朝鮮語、 越南文和中文提供 在 Title VI Information - Gwinnett | Gwinnett County 網站上。其**它語言的協助，請致電** (770) 822-5010 發言與口譯員。**你有權接受語言援助，以便訪問** Ride Gwinnett 服務和文檔，免費的成本。

以下步驟說明文件投訴和格溫萊特縣將如何作出反應的程式。

1. 任何人如認**為他或她受到歧視基於種族、 顏色，或由** Ride Gwinnett 國家起源可投訴第六編的**填寫和提交** Ride Gwinnett 標題六投訴表格。格溫萊特縣調查的投訴不超過所指的事件後 180 天。格溫萊特縣將處理完成的投訴。

2. 通過從 Ride Gwinnett 網站 Title VI Information - Gwinnett | Gwinnett County 下載或聯繫客服在 (770) 822-5010，可以獲得 Ride Gwinnett 標題六投訴表格。如果**您使用標準的電話有困難，需要** TTY/TTD 服務，撥 7-1-1 設置格魯吉亞中繼通信 ；語言援助是**為以有限的英語熟練程度的人士提供**。

3. 投訴應發送至以下位址：

   Ride Gwinnett Title VI Coordinator
   Qing Lin
   Gwinnett County Department of Transportation
   446 West Crogan Street, Suite 410
   Lawrenceville, GA 30046-6935

4. 一旦接獲投訴， Ride Gwinnett 標題 VI 協調員將審查它確定是否格溫萊特縣擁有管轄權。申訴人將收到通知**她/**他是否將由格溫萊特縣調查投訴的確認信。

5. 格溫萊特縣擁有 90 天內對申訴進行調查。如果需要更多的資訊來解析案例，格溫萊特縣可以聯繫申訴人。申訴人有 30 個工作日從這封信的日期分配給案件的調查員向發送請求的資訊。如果調查員不由申訴人聯繫或不接收額外的資訊在 30 個工作日內，格溫萊特縣行政上可以關閉情況。案例可以行政上也結束如果申訴人不再願意追求其案例。

6. 後， 調查人員審閱投訴，她/他會向申訴人發出兩封信之一： 封閉的信或尋找 (LOF) 的一封信。封閉的信總結了這些指控，國家不是違反了第六編和案件將會封閉。LOF 總結了指控和

關於所指的事件，採訪，並說明是否會發生任何紀律行動、更多的培訓或採取任何其他行動。如果投訴人欲決定提出上訴，**她**/他有去，那**麼關閉信或** LOF 的日期後 30 天

一個人可能還投訴標題 VI 直接與聯邦運輸管理、辦公室的公民權利、1200 新澤西大道 SE，華盛頓，哥倫比亞特區 20590。請訪問此網頁： https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta 關於備案及聯邦過境管理投訴表格的資訊。

APPENDIX C: Ride Gwinnett Title VI Complaint Form

File #: _____

Ride Gwinnett
Title VI Complaint Form

Ride Gwinnett operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been denied participation in or being denied benefits of the transit services provided by Ride Gwinnett, or otherwise being discriminated against because of race, color, national origin may file a complaint with Gwinnett County, Georgia.

Translation of Title VI Complaint Procedures is provided on the Ride Gwinnett website at Title VI Information - Gwinnett | Gwinnett County for Spanish, Korean, Vietnamese and Chinese. If this information is needed in another language, please call (770) 822-5010 to speak with an interpreter. You have the right to receive language assistance to access Ride Gwinnett services and documents, free of cost.

Traducción de aviso para el público derechos de bajo título VI se proporciona en el sitio web de Ride Gwinnett Title VI Information - Gwinnett | Gwinnett County para español, Coreano, vietnamita y chino. Para otro ayuda con el idioma, por favor llame al (770) 822-5010 para hablar con un intérprete. Usted tiene el derecho de recibir ayuda con el idioma para acceder a servicios de Ride Gwinnett y documentos, libres de costo.

공중의 권리에서 제목 VI 에 대 한 통지의 제공 Ride Gwinnett 웹사이트 Title VI Information - Gwinnett | Gwinnett County 에서 스페인어, 한국어, 베트남어, 중국어. 다른 언어 지원에 대 한 전화 주세요 (770) 822-5010 통역사와 이야기를 합니다. Ride Gwinnett 서비스와 비용의 무료 문서에 액세스 하려면 언어 지원의 받을 권리가 있습니다.

Bản dịch của thông báo cho các khu vực của quyền dưới tiêu đề VI được cung cấp trên trang web của Ride Gwinnett tại Title VI Information - Gwinnett | Gwinnett County cho Tây Ban Nha, Hàn Quốc, Việt Nam và Trung Quốc. Để hỗ trợ ngôn ngữ khác, xin vui lòng gọi (770) 822-5010 để nói chuyện với một thông dịch viên. Bạn có quyền nhận được ngôn ngữ hỗ trợ để truy cập vào dịch vụ Ride Gwinnett và các văn bản, miễn phí.

公共權利下標題六的翻譯**為西班牙文、** 朝鮮語、 越南文和中文提供 Ride Gwinnett 在 Title VI Information - Gwinnett | Gwinnett County 網站上。其**它語言的協助，請致電** (770) 822-5010 發言與口譯員。**你有權接受語言援助，以便訪問** Ride Gwinnett 服務和文檔， 免費的成本。

In order to process your complaint, please complete this form and send to the Gwinnett County address at the end of this form.

Section I:				
Name:				
Address:				
Telephone (Home):		Telephone (Work):		
Electronic Email Address:				
Accessible Format Requirements?	Large Print		Audio Tap	
	TTY/TTD		Other	
Section I:				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered “Yes” to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party:				
Please confirm that you have obtained the permission of the discriminated party if you are filing on behalf of a third party.			Yes	No
Section III:				
I believe the discrimination I experienced was based on (check all that apply): [ ] Race [ ] Color [ ] National Origin Date of Alleged Discrimination (Month, Day, Year):				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.				
Section IV:				
Have you previously filed a Title VI complaint with this agency?			Yes	No

Section V:
Have you filed this complaint with any other Federal, State or local agency, or with any Federal or State Court? [ ] Yes [ ] No If yes, check all that apply: [ ] Federal Agency: [ ] Federal Court [ ] State Agency [ ] State Court [ ] Local Agency
Please provide information about a contact person at the agency/court where the complaint was filed:
Name:
Address:
Title:
Agency:
Address:
Telephone:
Section VI:
Name of agency complaint is against:
Contact person:
Title:
Telephone Number:

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

_____ _____

Signature Date

This complaint shall be sent to the following address:

Ride Gwinnett Title VI Coordinator
Qing Lin
Gwinnett County Department of Transportation
446 West Crogan Street, Suite 410
Lawrenceville, GA 30046-6935

APPENDIX C: Ride Gwinnett Title VI Complaint Form

File#:_____

Ride Gwinnett
Formulario de Quejas del Título VI

Ride Gwinnett opera sus programas y servicios, sin distinción de raza, color u origen nacional, de conformidad con el Título VI de la Ley de Derechos Civiles. Cualquier persona que cree que él o ella han sido sometidos a cualquier práctica discriminatoria ilegal bajo el Título VI, puede presentar una queja con el condado de Gwinnett, Georgia.

Traducción de Procedimientos de Quejas del Título VI se proporciona en el sitio web Ride Gwinnett en Title VI Information - Gwinnett | Gwinnett County de español, coreano, vietnamita y chino. Si se necesita información en otro idioma, por favor llame al 770.822.5010. Usted tiene el derecho a recibir ayuda con el idioma para acceder a servicios y documentos Ride Gwinnett, de forma gratuita.

Para procesar su queja, por favor completar este formulario y enviarlo a la dirección del Condado de Gwinnett al final de este formulario.

<table>
<tr><td colspan="6">Section I:</td></tr>
<tr><td colspan="6">Nombre:</td></tr>
<tr><td colspan="6">Dirección:</td></tr>
<tr><td colspan="3">Teléfono (Casa):</td><td colspan="3">Teléfono (Trabajo):</td></tr>
<tr><td colspan="6">Dirección Electrónica de Correo:</td></tr>
<tr><td rowspan="2">Requisitos de Formato Accesible?</td><td>Grande Print</td><td></td><td>Audio Tap</td><td></td></tr>
<tr><td>TTY/TTD</td><td></td><td>Otro</td><td></td></tr>
<tr><td colspan="6">Section I:</td></tr>
<tr><td colspan="4">Está presentando su propia demanda?</td><td>Si*</td><td>No</td></tr>
<tr><td colspan="6">*Si su respuesta es " Sí " a esta pregunta, vaya a la Sección III.</td></tr>
<tr><td colspan="3">Si no es así , por favor proporcione el nombre y la relación de la persona a la que usted se queja</td><td colspan="3"></td></tr>
</table>

Por favor, explique porqué se ha presentado para un tercer partido:		
Por favor, confirma que ha obtenido la autorización de la parte discriminada si está presentando en nombre de un tercer partido.	Si	No
Section III:		
Creo que la discriminación que experimenté se basó en(marque todo lo que corresponda): [ ] Raza [ ] Color [ ] Origen Nacional Fecha de la discriminación alegada (Mes, Día, Año):		
Explicar lo más claro posible lo que pasó y por qué cree que fue discriminado. Describir todas las personas que estuvieron involucradas. Incluir el nombre y la información de contacto de la persona (s) que lo discriminó (si se conoce), así como los nombres y la información de contacto con los testigos. Si se necesita más espacio, por favor use el reverso de esta forma.		
Section IV:		
Ha presentado previamente una queja del Título VI con esta agencia?	Si	No
Section V:		
Ha presentado esta queja con cualquier otra agencia Federal, Estatal o Local, o con cualquier corte Federal o Estatal? [ ] Si [ ] No En caso afirmativo, marque lo que corresponda : [ ] Agencia Federal [ ] Corte Federal [ ] Agencia del Estado [ ] Corte del Estado [ ] Agencia Local		
Por favor de dar información sobre una persona de contacto en la agencia / tribunal donde se presentó la queja :		
Nombre:		
Dirección:		
Titulo:		
Agencia:		
Dirección:		
Teléfono:		

Section VI:
Nombre de la agencia de queja es en contra:
Persona de contacto::
Titulo:
Numero de Teléfono:

Puede adjuntar cualquier material escrito o cualquier otra información que usted piensa que es relevante para su queja.

Firma y fecha requerida a continuación

Firma Fecha

Esta queja se enviará a la siguiente dirección:

Ride Gwinnett Title VI Coordinator
Qing Lin
Gwinnett County Department of Transportation
446 West Crogan Street, Suite 410
Lawrenceville, GA 30046-6935

APPENDIX C: Ride Gwinnett Title VI Complaint Form

Gwinnett 카운티 교통 (Ride Gwinnett)
제목 VI 불만 양식

Gwinnett 카운티 교통 (Ride Gwinnett)의 프로그램 및 서비스 인종, 색깔, 또는 민권 법의 타이틀 VI 에 따라 국적에 관계 없이 작동합니다. 그녀 또는 그가 제목 VI 에서 어떤 불법 차별적인 연습을 받게 되었습니다 믿는 어떤 사람이 Gwinnett 카운티, 조지아와 불만 제기할 수 있습니다.

공중의 권리에서 제목 VI 에 대 한 통지의 제공 Ride Gwinnett 웹사이트 Title VI Information - Gwinnett | Gwinnett County 에서 스페인어, 한국어, 베트남어, 중국어. 다른 언어 지원에 대 한 전화 주세요 (770) 822-5010 통역사와 이야기를 합니다. Ride Gwinnett 서비스와 비용의 무료 문서에 액세스 하려면 언어 지원의 받을 권리가 있습니다.

귀하의 불만 처리 하기 위해이 양식을 작성 하 고이 양식의 끝 Gwinnett 카운티 주소로 보내.

섹션 i:				
이름:				
주소:				
전화 (집):		전화 (직장):		
전자 메일 주소:				
액세스할 수 있는 형식 요구 사항?	대형 인쇄		오디오 탭	
	TTY/TTD		다른	
섹션 i:				
당신은 당신의 자신의 대신에이 불만 제기는?			예 *	없음
*이 질문에 "예"를 대답 하는 경우 섹션 III 에로 이동 합니다.				
만약에 아닙니다, 이름과 누구를 위해 당신이 불평을 하는 사람의 관계를 공급 하십시오.				
왜 제 3 자에 대 한 제기 해야 하는 것을 설명 하십시오.				

제 3 자가 대신 신청 하는 경우 당신이 차별된 파티의 허가 받은 확인 하시기 바랍니다.	예	없음
섹션 III:		
믿습니다 내가 경험 하는 차별 (적용 되는 모든 수 표)에 근거 했다: 경주 색상] 국적 (일, 월, 년) 추정 된 차별의 날짜:_____ 무슨 일이 있었는지 그리고 왜 당신 생각에 대하여 감 별 했다 가능한 명확 하 게 설명 한다. 포함 된 모든 사람을 설명 합니다. 이름을 포함 하 고 당신에 대 한 차별 (알려진 경우) 이름 뿐만 아니라 사람 (들)의 정보 및 목격자의 연락처 정보에 게 연락. 공간이 더 필요한 경우이 양식 다시를 사용 하시기 바랍니다.		
섹션 4:		
이전이 기관과 제목 VI 불만 제기한 적이?	예	없음
섹션 v:		
다른 연방, 주 또는 지방 기관, 또는 어떤 연방 또는 주 법원으로이 불평을 제기 했습니다? 예 아니오 그렇다면, 모든 적용 확인: 연방 기구: 연방 법원 국가 기관 국가 법원 현지 기관		
불만 제기 했다 기관/법원에서 연락 담당자에 대 한 정보를 제공 해 주십시오.		
이름:		
주소:		
제목:		
기관:		
주소:		
전화 번호:		
섹션 6:		
기관 불평의 이름은 대 한:		

연락 담당자:
제목:
전화 번호:

어떤 서 면된 자료 또는 당신이 생각 하는 귀하의 불만에 관련 된 기타 정보를 첨부할 수 있습니다.

서명 및 날짜 아래 필수 사항

_____ _____

서명 날짜

이 불평 다음 주소로 전송 한다.

Ride Gwinnett Title VI Coordinator
Qing Lin
Gwinnett County Department of Transportation
446 West Crogan Street, Suite 410
Lawrenceville, GA 30046-6935

APPENDIX C: Ride Gwinnett Title VI Complaint Form

Gwinnett County quá cảnh (Ride Gwinnett)
Mẫu đơn khiếu nại VI tiêu đề

Gwinnett County quá cảnh (Ride Gwinnett) hoạt động các chương trình và các dịch vụ bất kể chủng tộc, maøu da, hoaëc goác quoác gia phù hợp với tiêu đề VI của đạo luật quyền dân sự. Bất kỳ người nào những người tin rằng cô hoặc anh ta có được phải chịu bất kỳ thực hành phân biệt đối xử bất hợp pháp theo tiêu đề VI có thể nộp đơn khiếu nại với Quận Gwinnett, Georgia.

Bản dịch của thông báo cho các khu vực của quyền dưới tiêu đề VI được cung cấp trên trang web của Ride Gwinnett tại www.gctransit.com cho Tây Ban Nha, Hàn Quốc, Việt Nam và Trung Quốc. Để hỗ trợ ngôn ngữ khác, xin vui lòng gọi (770) 822-5010 để nói chuyện với một thông dịch viên. Bạn có quyền nhận được ngôn ngữ hỗ trợ để truy cập vào dịch vụ Ride Gwinnett và các văn bản, miễn phí.

Để xử lý khiếu nại của bạn, xin vui lòng hoàn tất mẫu đơn này và gửi đến địa chỉ Gwinnett County ở phần cuối của mẫu đơn này.

Phần I:				
Tên:				
Địa chỉ:				
Điện thoại (Trang chủ):		Điện thoại (làm việc):		
Địa chỉ thư điện tử điện tử:				
Yêu cầu định dạng có thể truy cập?	In lớn		Âm thanh Tap	
	TTY/TTD		Khác	
Phần I:				
Bạn nộp đơn khiếu nại này trên danh nghĩa của riêng bạn?		Có *		Không
* Nếu bạn trả lời "Có" cho câu hỏi này, hãy vào phần III.				
Nếu không, xin vui lòng cung cấp tên và mối quan hệ của người mà bạn đang phàn nàn:				

Xin vui lòng giải thích tại sao quý vị đã nộp cho một bên thứ ba:		
Xin vui lòng xác nhận rằng bạn đã thu được sự cho phép của Đảng discriminated nếu bạn nộp thay mặt cho một bên thứ ba.	Có	Không
Phần III:		
Tôi tin rằng phân biệt đối xử tôi có kinh nghiệm được dựa trên (kiểm tra tất cả mà áp dụng): [ ] Chủng tộc [ ] Màu [ ] Nguồn gốc quốc gia Ngày của phân biệt đối xử bị cáo buộc (tháng, ngày, năm):		
Giải thích rõ ràng có thể phân biệt những gì đã xảy ra và lý do tại sao bạn tin rằng bạn đã được đối xử. Mô tả tất cả những người có liên quan. Bao gồm tên và liên hệ với thông tin của người ai phân biệt đối xử bạn (nếu biết) cũng như tên và thông tin liên lạc của các nhân chứng bất kỳ. Nếu không gian hơn cần thiết, xin vui lòng sử dụng sau này.		
Phần IV:		
Bạn đã từng nộp đơn khiếu nại tiêu đề VI với cơ quan này?	Có	Không
Phần V:		
Quý vị nộp khiếu nại này với bất kỳ liên bang, tiểu bang hoặc địa phương cơ quan khác này, hoặc với bất kỳ liên bang hay tiểu bang Court? [ ] Có [ ] No Nếu có, hãy kiểm tra tất cả những gì áp dụng: Các cơ quan liên bang []: [ ] Tòa án liên bang [ ] Cơ quan nhà nước [ ] Nhà nước tòa án [ ] Cơ quan địa phương		
Xin vui lòng cung cấp thông tin về một người liên lạc tại cơ quan/tòa án nơi mà khiếu nại đã được đệ trình:		
Tên:		
Địa chỉ:		
Tiêu đề:		
Cơ quan:		
Địa chỉ:		

Điện thoại:
Phần VI:
Tên của cơ quan khiếu nại là chống lại:
Người liên hệ:
Tiêu đề:
Số điện thoại:

Bạn có thể đính kèm các tài liệu viết bất kỳ hoặc các thông tin khác mà bạn nghĩ là có liên quan đến khiếu nại của bạn.

Chữ ký và ngày yêu cầu dưới đây

_____ _____

Chữ ký ngày

Khiếu nại này sẽ được gửi đến địa chỉ sau đây:

Ride Gwinnett Title VI Coordinator
Qing Lin
Gwinnett County Department of Transportation
446 West Crogan Street, Suite 410
Lawrenceville, GA 30046-6935

APPENDIX C: Ride Gwinnett Title VI Complaint Form

格溫萊特縣 (Ride Gwinnett)
標題六投訴表格

格溫萊特縣 (Ride Gwinnett) 經營其程式和服務不分種族、 **顏色或根據民權法** 》 第六編國家起源。任何人如認**為他或她受到過任何違法的歧視性做法**，**根據標題六可能提出申訴**，**格威**內特縣，佐治亞州。

通知公共權利下標題六的翻譯**為西班牙文、** 朝鮮語、 越南文和中文提供 Ride Gwinnett 在 Title VI Information - Gwinnett | Gwinnett County 網站上。其**它語言的協助**，**請致電** (770) 822-5010 發言與口譯員。**你有權接受語言援助**，**以便訪問** Ride Gwinnett 服務和文檔，免費的成本。

為了處理您的投訴，**請填寫此表格併發送到格**溫萊特縣位址末尾的此表單。

第一節：				
名稱：				
位址：				
(家庭) 電話：		電話 (工作):		
電子郵件地址:				
易於訪問的格式要求**嗎**？	大列印		音訊水龍頭	
	TTY/TTD		其他	
第一節：				
您正在以自己的名義申請此投訴嗎？			Yes *	無
* 如果**您對這個問題回答"Yes"**，轉到第三節。				
如果不是，請提供的名稱和**為誰你抱怨的人的關係**：				
請解釋**為什麼你已經申請協力廠商**：				

請確認**您已獲得受歧視方的許可權，是否你正在申請協力廠商**。	是	無

第三節：

我相信我經歷過的歧視基於 （請選中所有適用項）：

[] 種族 **[顏色]** [] 國家起源

指稱的歧視 （月、 日、 年） 的日期：_____

解釋發生了什**麼和為什麼你相信你被歧視的盡可能明確**。描述人所涉及的所有人。包括名稱和聯繫資訊 （如果已知） 的名稱以及歧視**你的人和任何證人的聯繫資訊**。如果需要更多的空間，則請使用此表單的背面。

第四節：

你以前提出標題六申訴與這一機構嗎？	是	無

第五節：

你有提出此申訴與聯邦、 州或地方機構，或與任何聯邦或州法院**嗎**？

[] 是 [] 沒有

如果是的話，請檢查所有適用：

[] 聯邦機構：

[] 聯邦法院 [] 國家機構

[] 國家法院 [] 本地機構

請提供有關申訴是國際法院機構連絡人的資訊：

名稱：

位址：

標題：

機構:

位址：

電話：

第六節：

名稱機構投訴是針對：

聯絡人：

標題：

電話號碼：

您可以附加任何書面的材料或您認為是您的投訴與有關的其他資訊。

簽名和日期以下需

簽名日期

此投訴應發送至以下位址：

Ride Gwinnett Title VI Coordinator
Qing Lin
Gwinnett County Department of Transportation
446 West Crogan Street, Suite 410
Lawrenceville, GA 30046-6935

APPENDIX D: List of Transit-Related Title VI Investigations, Complaints, or Lawsuits

Ride Gwinnett
List of Transit-Related Title VI Investigations, Complaints, or Lawsuits

There were no transit-related Title VI investigations, complaints, or lawsuits alleging discrimination by Gwinnett County filed with Gwinnett County, FTA, or entities other than FTA since the previous Gwinnett County Title VI Program 2022 submission.

Transit-Related Investigations, Complaints, or Lawsuits

	Date (Month, Day, Year)	Summary (include basis of complaint: race, color, or national origin)	Status	Action(s) Taken
Investigations				
1.	02/28/2025	Customer complained that MARTA Half Fare Breeze Card was not being accepted	Invalid	N/A
2				
Complaints				
1.	10/23/2023	Customer complained of bus driver harassment	Administratively Closed	N/A
2.	03/20/2024	Customer complained of bus driver being late	Invalid (no responses for further information)	N/A
3				N/A
Lawsuits				
1.				
2.				

APPENDIX E: Ride Gwinnett Public Participation Plan

Ride Gwinnett
Public Participation Plan

Introduction

Ride Gwinnett is strongly committed to seeking and encouraging public participation in the overall regional transportation planning process and in the planning process for its individual projects. Public meetings, newsletters, fact sheets, email messages, and websites are just a few examples of the types of strategies Ride Gwinnett implements in its effort to solicit participation from the public.

A. Purpose of the Public Participation Plan

The purpose of the Public Participation Plan is to provide guidance when seeking public participation related to projects and service changes and to identify techniques and methodologies for soliciting and considering public input. The program is updated at least every three years, as appropriate.

B. Service Area

The service area in which Ride Gwinnett is authorized to provide service to the public is Gwinnett County, Georgia, as the commuter routes originate in the County and the local routes operate within or originate in the County.

Goals and Guiding Principles

The Ride Gwinnett is committed to a thorough and robust public participation process that employs best practices; respects and follows federal, State and local regulation, and guidance on public participation; utilizes resources effectively; and results in a belief in the communities it serves that Ride Gwinnett values the input of the community in its decision-making process. The Ride Gwinnett engages in public outreach and executes various public involvement plans to ensure that its stakeholders -- federal, State, and local officials, residential and business owners, citizens and other interested parties, and neighborhood and interest groups -- receive information regarding the status of the relevant project or service change and participate in the decision making and planning process.

The goals and objectives for each project or service change vary and are determined by

Ride Gwinnett staff during the development of the public participation/involvement plan in accordance with Gwinnett County's mission, vision, and values as presented on the County webpage: Ride Gwinnett - Gwinnett | Gwinnett County
Members of Limited English Proficiency (LEP) populations in particular are served through the use of translated documents, translation services through the Ride Gwinnett website, through interpreters available by visiting the Ride Gwinnett Customer Service Center or calling Ride Gwinnett at (770) 822-5010, and by the availability of interpreters at public meetings when requested.

Definitions

A. From FTA Circular FTA C 4702.1B:

Discrimination refers to any action or inaction, whether intentional or unintentional, in any program or activity of a Federal aid recipient, subrecipient, or contractor that results in disparate treatment, disparate impact, or perpetuating the effects of prior discrimination based on race, color, or national origin.

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.

Disparate treatment refers to actions that result in circumstances where similarly situated persons are intentionally treated differently (i.e., less favorably) than others because of their race, color, or national origin.

Disproportionate burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable.

Limited English Proficient (LEP) persons refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all.

Low-income person means a person whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. Recipients are encouraged to use a locally developed threshold, such as the definition found in 49 U.S.C. 5302 as amended by MAP 21: "refers to an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in Section 673(2) of the Community Services Block Grant Act (42 U.S.C 9902(2)), including any revision required

by that section) for a family of the size involved" or another threshold, provided that the threshold is at least as inclusive as the HHS poverty guidelines.

Low-income population refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FTA program, policy or activity.

Metropolitan planning organization (MPO) means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Metropolitan transportation plan (MTP) means the official multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation planning process.

Minority persons include the following:

American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.

Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

Black or African American, which refers to people having origins in any of the Black racial groups of Africa.

Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.

Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Minority population means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient populations (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.

Minority transit route means a route that has at least 1/3 of its total revenue mileage in a Census block or block group, or traffic analysis zone(s) with a percentage of minority population that exceeds the percentage of minority population in the transit service area. A recipient may supplement this service area data with route-specific ridership data in

cases where ridership does not reflect the characteristics of the census block, block group, or traffic analysis zone.

National origin means the particular nation in which a person was born, or where the person's parents or ancestors were born.

Predominantly minority area means a geographic area, such as a neighborhood, Census tract, block or block group, or traffic analysis zone, where the proportion of minority persons residing in that area exceeds the average proportion of minority persons in the recipient's service area.

Public transportation means regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and does not include Amtrak, intercity bus service, charter bus service, school bus service, sightseeing service, courtesy shuttle service for patrons of one or more specific establishments, or intra-terminal or intra-facility shuttle services. Public transportation includes buses, subways, light rail, commuter rail, monorail, passenger ferry boats, trolleys, inclined railways, people movers, and vans. Public transportation can be either fixed route or demand response service.

Service area refers either to the geographic area in which a transit agency is authorized by its charter to provide service to the public, or to the planning area of a State Department of Transportation or Metropolitan Planning Organization.

Service standard/policy means an established service performance measure or policy used by a transit provider or other recipient as a means to plan or distribute services and benefits within its service area.

Statewide transportation improvement program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Title VI Program refers to a document developed by an FTA recipient to demonstrate how the recipient is complying with Title VI requirements. Direct and primary recipients must submit their Title VI Programs to FTA every three years. The Title VI Program must be approved by the recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to FTA. For State DOTs, the appropriate governing entity is the State's Secretary of Transportation or equivalent.

Transportation improvement program (TIP) means a prioritized listing of transportation projects covering a short-term period developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan

transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Transportation management area (TMA) means an urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation.

B. As created by Ride Gwinnett:

Comment Period refers to a specifically designated public comment period of not less than 15 days during which formal comment is accepted on a proposed policy or action.

Major Service Change is defined as increasing or decreasing service by 10 percent or more of total service provided (revenue hours) or by 25 percent of service hours on any individual route; or as decreasing service to a major employment destination or service area.

Public Hearing is the specific, formal public meeting held when Ride Gwinnett is considering a Major Service Change or Fare Change. Public hearings are recorded and formal transcripts of the meeting made available. Additionally, a court reporter is present at all public hearings to record the comments and suggestions of persons who prefer not to make their comments in writing. Typically only one public hearing is held in relation to a single issue, however a series of public meetings may also be held to gather additional information of value in assessing the issue under consideration.

Public Meeting is the opportunity for members of the public to meet with and discuss policy, plan, project, and service issues that do not reach the level of impact of a Fare Change or Major Service Change. Public meetings may be held in support of an issue that requires a public hearing as well as being a part of an effort to gather public opinion on other issues of concern to the community.

Process to Develop the Public Participation Plan

A. Federal Laws and Regulations

The administrative policies on public involvement provide clear guidance that there must be early and continual involvement of elected officials, agency representatives, citizens and other interested parties throughout the transportation planning and programming process per 450.212 and 450.322 in 23 CFR 450. The administrative policies on public involvement also guide the Ride Gwinnett's public involvement efforts and efforts to improve access to the Ride Gwinnett's transportation decision-making process by low-income, minority and Limited English Proficiency (LEP) populations as required by Title VI of the Civil Rights Act of 1964, US Department of Transportation (DOT) guidance "Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons" (70 FR 74087, December 14, 2005), the Federal Transportation Administration (FTA) Circular 4702.1B, and related authority.

All public involvement plans developed for current projects adhere to these federal requirements.

NOTE: Gwinnett County and Ride Gwinnett, through a cooperative agreement, relies on the Metropolitan Planning Organization (MPO) to satisfy public participation requirements for its Transportation Public Involvement Plan (TPIP) as specified in of 23 CFR 450.214(k) and 23 CFR 450.316(a).

B. State and Local Laws and Regulations

The Ride Gwinnett relies on multiple strategies to encourage participation by stakeholders, individuals, groups and organizations that comprise the public by developing its public involvement plans consistent with the public involvement strategies employed by the state and local governments.

The State of Georgia, in accordance with federal requirements, produces a State Transportation Improvement Program (STIP), which lists all federally funded projects for the next three years. The STIP is updated and approved annually.

Public involvement is a key component of the transportation planning process and is the responsibility of the local metropolitan planning organizations (MPOs) in developing local Transportation Improvement Programs (TIP). Gwinnett county and Ride Gwinnett cooperates with the MPO in providing for public input and participation in the transportation planning process which is outlined in the Transportation Public Involvement Plan (TPIP) in accordance with the federal requirements described in 450.316 and 450.214 of 23 CFR 450.

The Georgia Planning Act was adopted by the General Assembly in 1989 as a means to encourage better management of growth and balanced economic development opportunities throughout the State. The Act established a "bottom-up" comprehensive planning approach initially to be conducted at the local government level, then at the regional and state levels. This requires regional commissions to actively involve local governments, private sector interests, other special interest groups, and the general public throughout the region prior to the adoption of transportation plans and throughout the phases of the regional planning process.

C. Limited English Proficiency

The Ride Gwinnett has developed its Language Assistance Plan for Limited English Proficiency (LEP) Persons to be consistent with Title VI of the Civil Rights Act of 1964 and DOT's implementing regulations. In developing the plan, the Ride Gwinnett has taken reasonable steps to ensure individuals who are limited-English proficient have meaningful access to benefits, services, information, and other important portions of its programs and activities.

The Ride Gwinnett Language Assistance Plan for LEP Persons consists of two main components. The first component is the Four Factor Analysis which Ride Gwinnett has used to determine its key affected LEP communities. The second component is the Language Assistance Plan itself which addresses how Ride Gwinnett is to provide services to LEP individuals, train employees, and monitor and update the Plan.

After conducting the Four Factor Analysis, the specific languages other than English with which Ride Gwinnett can potentially come in contact with the highest likelihood for LEP persons are Spanish, Korean, Vietnamese and Chinese. While the majority of LEP interactions are likely to be with Spanish speakers, there are a variety of languages spoken by LEP persons using Ride Gwinnett bus services and customer services. Coincidently, the LEP language groups encountered in the MPO, or Atlanta Regional Commission (ARC), regional analysis were the same top four languages.

The focus of the Ride Gwinnett Language Assistance Plan has been placed upon the points of potential contact and interactions with LEP individuals and communities. In order to address DOT adopted US Department of Justice Safe Harbor Provisions regarding translation of written materials for LEP populations, the Ride Gwinnett will translate in advance, and have available, vital written documents including the Ride Gwinnett Title VI Notice of Rights to the Public, Complaint Procedures, and Complaint Form and Ride Gwinnett ADA complementary paratransit eligibility procedures and application for the four primary languages identified. The vital written documents will be translated to Spanish, Korean, Vietnamese, and Chinese, which together comprise more than 80 percent of the LEP population in the Ride Gwinnett service area. The remaining 20 percent is spread over many specific languages and language groups. For the other

languages comprising over 1,000 LEP persons, or emerging to that level, Ride Gwinnett will provide the same vital written documents as requested. Based on limited encounters with other languages besides Spanish, the Language Line Services will be used to initiate communication with any LEP population group as needed and provide interpretation and translation services as requested by LEP customers. Gwinnett County Transit will communicate with the LEP person any written notices of rights and notices of denials, losses, or decreases in benefits or services related to vital documents in the LEP person's language. In addition, Ride Gwinnett will provide oral or written notice in the LEP person's language of the right to receive language assistance to access Ride Gwinnett services and documents, free of cost. The points of interaction identified are the Ride Gwinnett vehicle, by telephone, in person, or via the Ride Gwinnett website. The interaction point determines the most appropriate response. The execution of the plan is focused around training staff to utilize the resources available to them, such as "I speak" cards, Language Line assistance, and translated materials via Google Translate. In addition to these steps, a system is in place to monitor the Plan and to assist in the evaluation of the Plan for future update needs.

D. Update of the Public Participation Plan

The Ride Gwinnett staff will use the following process for updating and revising the Public Participation Plan as needed due to changing requirements and regulations:

Hold a formal, public comment period of not less than 15 days, during which formal comment on Ride Gwinnett's public participation plan and any revisions to that plan will be accepted;

Advertise and distribute, both electronically and physically, copies of the proposed public participation plan updates and revisions to members of the communities listed above, the media, and other parties determined by the Ride Gwinnett staff, following State and federal guidance, particularly in regard to Title VI, Limited English Proficiency, and Low Income populations. Advertisements in newspapers in the Ride Gwinnett service area will be placed no fewer than seven and no more than 21 days in advance of the start of the formal comment period; and

Provide a summary of the public comment, appended by copies and/or transcripts of the public comments received, to Gwinnett County Transit System Advisory Board no fewer than seven days prior to their consideration and advisory recommendations, and then to Gwinnett County Board of Commissioners no fewer than 21 days prior to their consideration of the approval of the Ride Gwinnett Public Participation Plan update or a larger Title VI or other Program that encompasses the Ride Gwinnett Public Participation Plan, or the overall Policies and Procedures of the Ride Gwinnett which would include the Ride Gwinnett Public Participation Plan.

Program/ Activity Specific Public Participation Program Planning Overview

A. Overview

Using the regulations and guidance provided in federal and State law, the Ride Gwinnett staff will use the principles and guidance set out in this document to guide its efforts to create public involvement plans that will ensure thorough public participation in the decision-making process.

The Ride Gwinnett staff will use, as appropriate, the following methods, principles, and policies when constructing the public involvement plan for specific projects and activities. Principles and policies for conducting Gwinnett County Transit System Advisory Board meetings as well as the Gwinnett County Board of Commissioners meetings; and receiving public comment at those meetings, setting the major service change policy, the disparate impact policy and other aspects of the Ride Gwinnett public transit services, and other topics are discussed specifically in this section with the goal of ensuring clarity of the decision-making process related to the operations of the Ride Gwinnett system.

B. Methodology

The Ride Gwinnett staff will evaluate the policy, program, study, or other activity for which public involvement is either required or desirable to determine the most appropriate methods for involving the public in the decision-making process. The Ride Gwinnett staff is not limited to only those specific activities, and is encouraged to employ, within the resource limits of Ride Gwinnett, best practices for engaging the public.

C. Menu of Public Participation Tools

<u>Education Outreach</u>
Newsletter
Project Specific Newsletter (as needed)
Fact Sheets
Website
Transportation publications (i.e. APTA, ASHTO, MassTransit)
Editorials (i.e. AJC, Business Chronicle, Gwinnett Daily Post)
Multi-lingual publications
Proactive marketing strategy

<u>Formal and Informal meetings</u>
Public Hearings
Public Information Meetings
Community, Civic, and Neighborhood Association meetings (formal or informal)
Speakers Bureau

Charities and focus groups (formal or informal)
Stakeholders meetings (formal or informal)
Business Coalition meetings
Transportation partner meetings (formal or informal)
Transportation related fairs/events (formal or informal)
Board meetings (formal)
Universities, colleges and schools meetings

Legislative Briefing
Federal, State and local
One-on-one meetings and Committee briefings

Chamber of Commerce/Business Organization Partnership
Membership with active participation

Special events and community fairs
Speaking engagements / Keynote
On-going dialogue these groups
Integrated alliances

Website
Web pages
Web casting
Email announcements
Available machine translation feature
Coordinate website information with other transportation partners (links)

Media Outreach
Methodology for incorporating public comments
Preliminary data collection (as required)
Surveys
Special research
Public comment hearings and meetings
Stakeholders meetings

Database
Elected Officials
Community Organizations
Special “transportation” interest group(s)
Project “specific” organizations
Stakeholders
Transportation partners
Media
Neighborhood Associations
Educational Community

Business Organizations
Non-traditional and Minority organizations

Notification
Legal Notice
Web announcements
Meeting notification (database)
Radio/TV announcements
Telephone Device for Deaf (TTY/TTD)
Translation/Interpretation

D. Ongoing Public Participation Methods

Educational Outreach

The Ride Gwinnett educational outreach consists of the development of various public activities and informational materials regarding projects and initiatives to enhance public awareness and communicate Ride Gwinnett's overall goals and objectives. Translated materials will be provided o translation will be made available to members of LEP populations.

Formal and Information Meetings

Public hearings and informational meetings will be scheduled prior to and during planning and implementing of projects to provide an opportunity for the public to comment on current and future projects and initiatives. Public hearings will be conducted in accordance with federal and state requirements including the provision of translated materials and/or interpretation services for members of LEP populations as appropriate.

Legislative Briefings

The Ride Gwinnett engages in ongoing updates, through one-on-one meetings and informational materials, with federal, State, and local levels of government to ensure the opportunity for input from elected officials regarding Ride Gwinnett projects and initiatives that may impact their constituents.

Disadvantaged Populations/Equity Advisory Committees

The Ride Gwinnett requires, as a part of project-specific public involvement plans, that representatives of disadvantaged populations and underrepresented populations are identified to serve in an advisory capacity at meetings and/or committees as appropriate; identifying key issues of concern from minority populations, youth and elderly, and disabled organizations relating to environmental justice issues and policies, ADA regulations, LEP services, and community concerns.

Interagency Partnering and Planning

The Ride Gwinnett fosters and maintains an ongoing relationship with its planning partners to enhance its public outreach efforts and coordinate planning activities between the public agencies involved in project implementation. These partnerships are inclusive of governmental and planning entities, business organizations and neighborhood and civic associations; and are promoted by Ride Gwinnett - through membership with active participation, special events and community affairs, speakers' bureau, ongoing dialogue, focus groups, memoranda of understanding as appropriate. In order to keep open lines of communication and keep the public and other Ride Gwinnett partners informed throughout the project process, Technical Review Teams, or advisory committees are established as appropriate. These teams are representative of such agencies as: the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Regional Transportation Authority (GRTA), local governments, community improvement districts, transportation management associations, and citizen and business organizations.

Information Technology

The Ride Gwinnett engages in various technology-based outreaches to promote and enhance public participation. These methods include access through the Gwinnett County website to the Gwinnett County Board of Commissioners meetings via webcast, agendas and minutes, project-specific web links and information, news releases, and public activities calendar. Machine translation to Spanish, Korean, Vietnamese and Chinese will be provided on the Ride Gwinnett webpages. The available languages for translation will be periodically reviewed and updated to reflect the current LEP needs in the Ride Gwinnett service areas.

External Affairs and Communications

Through press releases, meetings, brochures, mailings, fact sheets and other written and interpersonal communications, Ride Gwinnett provides updates to the public and its planning partners regarding important initiatives and project updates to enhance awareness. These efforts also include the developing and planning of community activities and events to promote public involvement, and work in conjunction to Ride Gwinnett's public involvement program. Translated materials and/or interpretation services will be provided for members of LEP populations as appropriate.

E. Minor Service Changes

The following approval process is required for service changes that do not exceed the Major Service Change threshold. Minor service changes include operational changes (e.g., changes to time points or temporary route deviations) and other minor changes (e.g., additional trips, deleted trips, changes in routing) which do not exceed the Major Service Change threshold. As these are defined as minor service changes, no formal public comment outreach effort is required for these changes; however, the use of informal information meetings shall be considered for these changes. Any solicited or unsolicited comment shall be considered in the decision-making process.

F. Public Participation Process for Ride Gwinnett Fare Changes, Major Service Changes, and Amendments to the Disparate Impact/Disproportionate Burden Impact Policy or Major Service Change Policy

The Ride Gwinnett provides opportunity for public input regarding projects, studies, fare changes, major service changes and in an amendment of the disparate impact policy/disproportionate burden policy or major service change policy by conducting public hearings or informational meetings as appropriate. Both are designed to ascertain public sentiment regarding any service changes or fare increases relating to transit operations and planning provided by Ride Gwinnett.

For all fare changes, major services changes, or when the major service change or disparate impact/disproportionate burden impact policy is amended, a public comment period of not less than 15 days and at least one public meeting must be held.

As deemed appropriate by Ride Gwinnett staff, during the planning phase for major service changes to transit services or fares, Ride Gwinnett will:

1. Consult with municipal and county government staffs directly and through the MPO;

2. Consult with staff of the local transit systems in the region;

3. Solicit input through meetings with interested parties (e.g., major employers and institutions, neighborhood organizations); and

4. Use other techniques (such as on-board surveys) to involve customers in the planning process.

Following the planning efforts, the Ride Gwinnett staff will make recommendations for service changes.

<u>Ride Gwinnett Public Comment Process</u>

For major service changes, fare changes, and amendments of the disparate impact/disproportionate burden policy or major service change policy, a public comment period will be opened by Gwinnett County. Following that action, Ride Gwinnett staff will:

1. Post notices to inform the public of major service changes, proposed fare changes, and amendments of the disparate impact/ disproportionate burden or major service change policy on buses serving the affected routes and on the Ride Gwinnett website. The notices will also announce the public comment period and public meeting date and solicit rider comments.

2. Advertise the comment period and public meeting in a newspaper(s) of general circulation and via other print, video, or electronic media as deemed appropriate by Gwinnett County. Advertisements will appear no fewer than seven days and no more than 21 days prior to the date of the public hearing.

3. The formal public comment period shall end no later than 21 days before the Gwinnett County Transit System Advisory Board is scheduled to consider and make advisory recommendations on the issue. All Gwinnett County Transit System Advisory Board meetings are open to the public. Comment received outside of the formal public comment period may be considered in the decision-making process, or may be reserved for consideration in future revisions of the policy addressed by the comment.

4. Following completion of the public comment period, the Ride Gwinnett staff shall submit to the Gwinnett County Transit System Advisory Board a recommendation(s). As part of those recommendations, a summary of the public comment received will be provided, and copies of or transcripts of the actual comments will be made available upon request to the Gwinnett County Transit System Advisory Board. Once considered and advisory recommendation(s) are made by the Gwinnett County Transit System Advisory Board, the Ride Gwinnett staff prepares an Agenda Item for the Gwinnett County Board of Commissioners (BOC). All BOC meetings are scheduled in advance and open to the public. After consideration of the comments, Ride Gwinnett staff and advisory board recommendations, the proposed fare or major service changes may be abandoned, modified, or implemented as proposed at a time designated by the BOC.

Public Meetings and Hearings

The methodology for planning and conducting public meetings and hearings is described below. These meetings are typically held within the formal public comment period, but may begin before the period formally starts and extend after the period; so long as the last meeting is held no fewer than 21 calendar days before the Gwinnett County Transit System Advisory Board is scheduled to consider and advise on the issues under review.

Meeting Locations and Logistics

When the Ride Gwinnett policy requires or staff determines that public meetings or a public hearing is necessary and appropriate, Ride Gwinnett will determine the geographical areas in which meetings will be held by reviewing the information gathered in the Four Factor Analysis and in the mapping and demographic research conducted in support of that effort and other Title VI and traditionally underserved population efforts. Using that knowledge, Ride Gwinnett will identify and contact Community Based Organizations located in the identified areas to determine their interest in assisting Ride Gwinnett with reaching out to their clients and residents of the selected areas. The Ride Gwinnett will reach out to a broad range of community interests including: civic groups; business organizations; service providers for children, youth, families and persons with disabilities; schools providing English as a Second Language programs; churches and faith-based organizations; senior centers; community centers; and many others.

Notification Methods

Community members shall be notified of opportunities to participate in meetings or otherwise share their opinions and ideas with Ride Gwinnett using an appropriate combination of:

CBO Newsletters
CBO Mailing Lists
Direct Mail
Radio Announcements
Ethnic Media
Paid Advertisement
Flyer Distribution at Park and Ride Lots and Transit (transfer) Centers
Flyer Distribution on Ride Gwinnett buses
Social Media
Ride Gwinnett website

Translation Services

Translated materials and interpretive services will be available upon request or when Ride Gwinnett staff determines necessary (using current federal and State regulations and guidance). In response to community or individual requests for additional languages, additional translated materials and interpretation services shall also be provided.

Documentation

Maps
Notification ads and flyers
A summary and analysis of public participation survey responses
A summary and analysis of meeting evaluation responses

A database of all public comments submitted
Letters of public comments received during the process
A summary and analysis of draft evaluations

Public Hearing

When Ride Gwinnett policy, or Ride Gwinnett staff, following federal or State guidance, determines that a formal public hearing is to be held, the public hearing will consist of the following:

1. Information period to allow the Ride Gwinnett project team to explain the nature of the changes in fares or services, detailing the reasoning behind the proposal to the public;

2. Public commenting period that allows members of the general public an opportunity to express their views on the topic at the hearing. The Ride Gwinnett may either set limits on the length of time each person can speak to ensure all parties have ample time to share their views or, when the number of participants allows, conduct individual interviews with members of the general public who wish to express their views. If the latter option is exercised, notes of the comments of the participants will be included in the transcript of the meeting;

3. Written comments regarding the service and/or fare changes being proposed will also be considered;

4. A court reporter will be available at all public hearings to record comments from members of the public who prefer to provide their direct comment orally but not necessarily before a group; and

5. Public hearings will be of public record and open to all members of the public. All public hearings must be recorded, either by a court reporter or electronically, and transcripts are to be made available to the public in a timely fashion.

Public Hearing Information Dissemination and Public Notification

The Ride Gwinnett will provide written and oral explanation of the proposed changes to Ride Gwinnett policy, operational practice or other activity. The proposed changes will be available for public review and comment during the formal public comment period at Gwinnett County offices, Ride Gwinnett website, or other designated locations. Public notice of the public hearing will be circulated to the area's media outlets within 21 days, and no less than seven days prior to the actual hearing date; and must include the correct date, time location, and purpose of the hearing.

Hearing Officer

The Hearing Officer shall be the Gwinnett County Transit System Advisory Board Chairman or the assigned staff. The project manager may assign the responsibility of Hearing Officer to any Ride Gwinnett staff personnel as deemed appropriate. The Hearing officer is responsible for presiding over the public hearing and public activities associated with ensuring the opportunity for public input. These responsibilities include, but are not limited to, the following:

1. The securing of an ADA accessible venue for the public hearing;

2. The notification of media outlets to publicize the hearing;

3. The recording of the hearing and the availability of the minutes of the hearing to the general public; and

4. Pre-hearing materials, including meeting announcements, agendas, displays that detail items that are to be discussed at the hearing, and any mailings or publicity materials that are necessary for the hearing will be furnished by the Presiding Hearing Officer.

Special Needs

The hearing will be held in an ADA accessible facility and in areas having public transit; hearings will be accessible by means of public transportation. The Hearing Officer will provide hearing materials, publications, explanations in alternative formats, if required, such as a signer for the hearing impaired, Braille publications for the visually impaired upon sufficient notice of two weeks. The Hearing Officer will provide materials in other languages if the area affected is home to a LEP designated area. All requests for alternative formats for hearing materials and publications should be submitted to Gwinnett County Department of Transportation, Transit Division, Ride Gwinnett Public Hearing, 75 Langley Drive, Lawrenceville, GA 30046-6935, in writing at least two weeks prior to the hearing date.

Use of Public Comments

The Ride Gwinnett project manager will take the views expressed by the citizens during the public hearing and formal public comment period into consideration and make staff recommendations to the Gwinnett County Transit System Advisory Board and the Gwinnett County Board of Commissioners as outlined above for a proper discussion and vote on the proposed changes or policies. Additional hearings may be convened as appropriate. All comments received during the designated formal comment period will be considered as a part of the final recommendations and decision-making.

G. Statutory Requirement for Policy

This policy meets the requirements of 49 US Chapter 53, Section 5307 (c)(1)(I) and FTA Circular 9030.1E.

Performance Measures and Objectives

A. Public Participation Outcomes

Given Ride Gwinnett's limited staff and financial resources, public participation outreach must focus primarily on obtaining high quality public input rather than merely large quantities of public input. Accordingly, Ride Gwinnett will work to provide the public and other interested parties with the information and perspective necessary to provide thoughtful and considered comments that will assist Ride Gwinnett in setting policies and procedures that will ensure that it delivers high quality services to its customers and constituents.

The Ride Gwinnett will measure and report on its efforts to provide opportunities to the public to participate in its decision-making processes, will keep logs of contact with the public, particularly the Title VI, LEP, and low-income communities, and on the content and amount of the public comment received. Additionally, Ride Gwinnett will examine the results of its efforts, compare them with best practices, and modify future efforts to better reflect the desires of and enhance the ability of the public to participate in the Ride Gwinnett decision-making process.

Any questions or comments regarding this plan should be directed to the Ride Gwinnett Title VI Coordinator.

Attachment One shows a list of events with dates, times, and locations where the Gwinnett County Public Participation Plan was used, along with meeting the Title VI goals.

Ride Gwinnett Title VI Coordinator
Qing Lin
Gwinnett County Department of Transportation
466 West Crogan Street, Suite 410
Lawrenceville, GA 30046-6935

Attachment One:

List of Public Participation Samples

Attachment Two:

Public Participation Report for 2023 Ride Gwinnett Service Expansion

Gwinnett

NOTICE OF MEETING

NOTIFYING THE PUBLIC OF AND REQUESTING COMMENT ON PROPOSED RIDE GWINNETT SERVICE EXPANSION

In compliant with requirements, guidelines, and service standards outlined in its Title VI program, Ride Gwinnett (formally known as Gwinnett County Transit) is proposing to expand transit services in 2023. Comment is requested on the proposed expansion services of Local Fixed Route 25, 50, 70, and two microtransit zones in Lawrenceville and Snellville. The formal public comment period begins on February 1, 2023 and concludes on March 9, 2023.

Ride Gwinnett will hold public meetings in person and online to accept public comments on the proposed expansion services. The events dates include:

- **Wednesday, February 1, 2023, 9:30am to 11:00am, Virtually**
  Online meeting at:
  https://gwinnettgov.webex.com/gwinnettgov/j.php?MTID=med50d474b092083d71592ea9e2aa4b53
  Join by the webinar number:
  - Webinar number (access code): 2344 635 9039
  - Webinar password: G4kyJtJca74 (44595852 from phones)

  Join by phone:
  - +1-408-418-9388 United States Toll

- **Saturday, February 4, 2023, 10:00am to 12:00pm**
  OneStop Centerville Community Room
  3025 Bethany Church Road
  Centerville, GA 30039

- **Tuesday, February 7, 2023, 6:00pm to 8:00pm**
  OneStop Buford, Room D
  2755 Sawnee Avenue
  Buford, GA 30518

- **Thursday, February 9, 2023, 6:00pm to 8:00pm**
  Lilburn Activity Building
  788 Hillcrest Road
  Lilburn, GA 30047

- **Saturday, February 11, 2023, 2:00pm to 4:00pm**
  Mountain Park Activity Building
  1063 Rockbridge Road
  Stone Mountain, GA 30087

- **Thursday, February 16, 2023, 6:00pm to 8:00pm**
  Rhodes Jordan Park Community Recreation Room
  100 E Crogan Street
  Lawrenceville, GA 30046

- **Thursday, February 23, 2023, 1:30pm to 3:00pm, Virtually**
  Online meeting at:
  https://gwinnettgov.webex.com/gwinnettgov/j.php?MTID=m376e1c6133fa7bb631f744284fd31ad3
  Join by the webinar number:
  - Webinar number (access code): 2346 278 9322
  - Webinar password: pRf3vAYBM28 (77338292 from phones)

  Join by phone:
  - +1-408-418-9388 United States Toll

- **Tuesday, March 7, 2023, 5:30pm to 7:00pm, Virtually**
  Online meeting at:
  https://gwinnettgov.webex.com/gwinnettgov/j.php?MTID=m0492cc21da0cc5ab045599d8636cc0b6
  Join by the webinar number:
  - Webinar number (access code): 2345 305 9690
  - Webinar password: gMS7cEMQn28 (46772367 from phones)

  Join by phone:
  - +1-408-418-9388 United States Toll

Comments on the proposed service expansion may be submitted:

- By email to: Transit@gwinnettcounty.com

- In-writing to:
  Gwinnett County Department of Transportation
  446 West Crogan Street, Suite 406A
  Lawrenceville, GA 30046

- By telephone: 770.822.8361

For the detailed proposed expansion services, please visit RideGwinnett.com.

Persons wishing to comment orally may also email the applicable address above to schedule a call back from Ride Gwinnett to submit comments.

For special accommodations or translation services, residents may call 770.822.8361 at least one (1) week in advance of the public meeting. Gwinnett County assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act.

As set forth in the Americans with Disabilities Act of 1990, Gwinnett County Government does not discriminate on the basis of disabilities in the admission or access to, or treatment or employment in its programs or activities. Susan Canon, 75 Langley Drive, Lawrenceville, Georgia, 30046 has been designated to coordinate compliance with the non-discrimination requirements contained in section 34.107 of the Department of Justice regulations, information concerning the provisions of the Americans with Disabilities Act, and the rights provided thereunder, are available from the ADA coordinator.

Gwinnett

NOTICE OF MEETING

Notice of Public Comment Request

Gwinnett County Department of Transportation is requesting public comment on the Gwinnett Place Transit Center site selection. The formal public comment period begins on November 6, 2023 and concludes on November 20, 2023.

In compliance with requirements, guidelines, and service standards outlined in Ride Gwinnett's Title VI program, a Title VI Equity Analysis for the proposed location of the Gwinnett Place Transit Center was conducted to ensure that the location is selected without regard to race, color, or national origin. The result of the equity analysis suggests no changes to the existing site, which is located at 3486 Satellite Boulevard, Duluth, GA 30096. The Gwinnett Place Transit Center is proposed to remain at its current location.

Ride Gwinnett will hold public meetings in person and online to accept public comments on the proposed site selection and inform the public about the site evaluation process and Title VI Equity Analysis. The event dates are:

1. **Monday, November 6 from 10:00am to 11:00am**

   Join from the meeting link:
   https://gwinnettgov.webex.com/gwinnettgov/j.php?MTID=md615d1a3201f1d70b2f2d3768390a905

   Join by the webinar number:
   - Webinar number (access code): 2338 602 0337
   - Webinar password: TWxm4EcR3g8

   Join by phone:
   - +1-408-418-9388 United States Toll

2. **Thursday, November 9 from 5:00pm to 6:30pm**

   Shorty Howell Park Activity Building
   2750 Pleasant Hill Road
   Duluth, GA 30096

3. **Friday, November 17 from 2:00pm to 3:00pm**

   Join from the meeting link:

As set forth in the Americans with Disabilities Act of 1990, Gwinnett County Government does not discriminate on the basis of disabilities in the admission or access to, or treatment or employment in its programs or activities. Susan Canon, 75 Langley Drive, Lawrenceville, Georgia, 30046 has been designated to coordinate compliance with the non-discrimination requirements contained in section 34.107 of the Department of Justice regulations, information concerning the provisions of the Americans with Disabilities Act, and the rights provided thereunder, are available from the ADA coordinator.

Gwinnett County Government will assist citizens with special needs given proper notice (seven working days). Any request for reasonable accommodations required by individuals to fully participate in any open meeting, program or activity of Gwinnett County Government should be direct to Susan Canon, 75 Langley Drive, Lawrenceville, GA 30046, telephone number 770.822.8165.

https://gwinnettgov.webex.com/gwinnettgov/j.php?MTID=m85ef2f468c35dca76b54d72b6a2192c7

Join by the webinar number:
- Webinar number (access code): 2331 456 3819
- Webinar password: 4pEuQVi2dF3

Join by phone:
- +1-408-418-9388 United States Toll

Comments on the proposed site selection may be submitted:

- By email to **Transit@GwinnettCounty.com**
- In-writing to:
  Gwinnett County Department of Transportation
  446 West Crogan Street, Suite 410
  Lawrenceville, GA 30046
- By telephone at **770.822.8361**

For the detailed proposed site selection, please visit RideGwinnett.com.

Persons wishing to comment orally may also email the email address above to schedule a call back from Ride Gwinnett to submit comments.

For special accommodations or translation services, residents may call 770.822.8361 at least one week in advance of the public meeting. Gwinnett County assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act.

As set forth in the Americans with Disabilities Act of 1990, Gwinnett County Government does not discriminate on the basis of disabilities in the admission or access to, or treatment or employment in its programs or activities. Susan Canon, 75 Langley Drive, Lawrenceville, Georgia, 30046 has been designated to coordinate compliance with the non-discrimination requirements contained in section 34.107 of the Department of Justice regulations, information concerning the provisions of the Americans with Disabilities Act, and the rights provided thereunder, are available from the ADA coordinator.

Gwinnett County Government will assist citizens with special needs given proper notice (seven working days). Any request for reasonable accommodations required by individuals to fully participate in any open meeting, program or activity of Gwinnett County Government should be direct to Susan Canon, 75 Langley Drive, Lawrenceville, GA 30046, telephone number 770.822.8165.

Ride Gwinnett

Title VI Public Participation Report for Proposed Expansion Service in 2023

March 2023

1. Introduction

As part of the approved 2023 budget, Ride Gwinnett plans to add service to new areas of Gwinnett County. Transit will expand in Snellville, Stone Mountain, Buford, and Suwanee with extended service in Lawrenceville, Lilburn, and Duluth. The proposed expansion services will be launched through a phased approach in 2023 to citizens with three new local fixed routes and two microtransit zones. Route 25 will run from Gwinnett Place Transit Center to Stone Mountain and Route 50 will connect Gwinnett Place Transit Center to Buford, while Route 70 will serve Snellville to Indian Creek MARTA station. Two microtransit zones will be officially deployed in Lawrenceville and Snellville.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in federally aided programs and activities. As a recipient of Federal Transit Administration (FTA), Ride Gwinnett established a Title VI Plan, as a county policy, to comply with the Title VI federal requirements, set forth in FTA Circular 4702 that ensures FTA assisted benefits and services are made available and equitably distributed without regard to race, color, and national origin.

Per the Ride Gwinnett Title VI Plan, when Ride Gwinnett proposes a fare change or major service change, it is required to complete an equity analysis to determine whether the fare or service change will result in a Disparate Impact (DI) on minority riders or a Disproportionate Burden (DB) on low-income riders. According to this policy, the County staff finalized a Title VI Equity Analysis Report for the proposed service changes. The report analyzes the Disparate Impacts and Disproportionate Burden, summarizes findings, and makes recommendations. Based on the analysis, there was not a DI finding on minority populations, and no findings on a DB impact on low-income communities as well.

Public Participation Plan (PPP), as Appendix E of the County Title VI Plan, requires public participation related to projects and service changes as the County is committed to a thorough and robust public participation in the overall regional transportation planning process.

Ride Gwinnett engaged in public outreach and executed various public involvement meetings and a public hearing to ensure that stakeholders received information regarding the proposed service changes and participated in the decision making and planning process. Stakeholders included federal, regional and local officials, residential and business owners, citizens and other interested parties, including minority and low-income communities. This report details the efforts and process of Title VI public outreach for the proposed service expansion.

2. Public Participation Principle

The Ride Gwinnett Public Participation Plan (PPP) sets forth standards and procedures to determine when and how to conduct public participation and collect public comments.

2.1 Ride Gwinnett Public Comment Process

For major service changes, fare changes, and amendments of the disparate impact/disproportionate burden policy or major service change policy, a public comment period will be opened by Gwinnett County. Following that action, Gwinnett County staff will:

1. Post notices to inform the public of major service changes, proposed fare changes, and amendments of the disparate impact/ disproportionate burden or major service change policy on buses serving the affected routes and on the GCT website. The notices will also announce the public comment period and public meeting date and solicit rider comments.

2. Advertise the comment period and public meeting in a newspaper(s) of general circulation and via other print, video, or electronic media as deemed appropriate by Gwinnett County. Advertisements will appear no fewer than seven days and no more than 21 days prior to the date of the public hearing.

3. The formal public comment period shall end no later than 21 days before the Gwinnett County Transit Advisory Board (GTAB) is scheduled to consider and make advisory recommendations on the issue. All Gwinnett County Transit Advisory Board meetings are open to the public. Comment received outside of the formal public comment period may be considered in the decision-making process, or may be reserved for consideration in future revisions of the policy addressed by the comment.

4. Following completion of the public comment period, the Gwinnett County staff shall submit to the Gwinnett County Transit Advisory Board (GTAB) a recommendation(s). As part of those recommendations, a summary of the public comment received will be provided, and copies of or transcripts of the actual comments will be made available upon request to the Gwinnett County Transit Advisory Board (GTAB). Once considered and advisory recommendation(s) are made by the Gwinnett County Transit Advisory Board, the Gwinnett County staff prepares an Agenda Item for the Gwinnett County Board of Commissioners (BOC). All BOC meetings are scheduled in advance and open to the public. After consideration of the comments and the Advisory Board recommendations; the proposed fare or major service changes may be abandoned, modified, or implemented as proposed at a time designated by the BOC.

2.2 Public Meetings and Hearings

The methodology for planning and conducting public meetings and hearings is described in the Public Participation Plan (PPP).

These meetings are typically held within the formal public comment period but may begin before the period formally starts and extend after the period; so long as the last meeting is held no fewer than 21 calendar days before the Gwinnett County Transit Advisory Board (GTAB) is scheduled to consider and advise on the issues under review.

3. Expansion Service Public Participation Timeline

3.1. Planning

With more than 20 years of experience of transit service, Ride Gwinnett staff explores the potential to improve our service. In the recent four years, Gwinnett County conducted two comprehensive transit plans, including Connect Gwinnett in 2018, and Transit Development Plan in 2022 as well as conducted a microtransit pilot in Snellville in 2018. The plans evaluate our current service needs and demands, and project future transit. All these planning efforts included robust public outreach and activities.

Through the planning efforts, it was identified local routes 25, 50, 70 and microtransit zones in Lawrenceville and Snellville would be implemented in 2023.

In December 2022, the County staff conducted Title VI Equity Analysis by considering various alternative routes to avoid Disparate Impact on minority populations and Disproportionate Burden on low-income communities.

In January 2023, Gwinnett County approved three new transit local routes and two microtransit zones through its 2023 County Budget.

3.2. Public Participation

Shortly following the budget approval, Ride Gwinnett posted public notices on Gwinnett Daily Post and other media outlets to formally kick off the Title VI public participation and comment period for the proposed service, in accordance with the Ride Gwinnett Public Participation Plan.

Between Feb 1, 2023 and March 9, 2023, the County staff conducted extensive public outreach to solicit input from the public, including minority, low-income and limited English proficient populations. The public participation included eight public meetings, eight stakeholder meetings, four regional partner meetings, and one public hearing. The

outreach provided Gwinnett County Citizens with information regarding the service expansion and created a platform for citizens to give feedback and comments.

Detailed information on public participation and public hearing are represented in Section 4 of this report.

3.3. Request Approval from the County Board of Commissioners

During the public participation and public hearing period, the county staff received abundant input and comments. In March 2023, based on feedback, Ride Gwinnett refined the proposed routes and zones in an effort to make our service reach as many communities as possible, avoid a Disparate Impact (DI) on minority communities and a Disproportionate Burden (DB) on low-income population.

In April 2023, Ride Gwinnett provided the service expansion summary to the Gwinnett Transit Advisory Board (GTAB) for recommendation to the Board of Commissioners for final approval.

The following **Figure 1** is a virtual demonstration of the timeline and process for proposed expansion Title VI public participation.

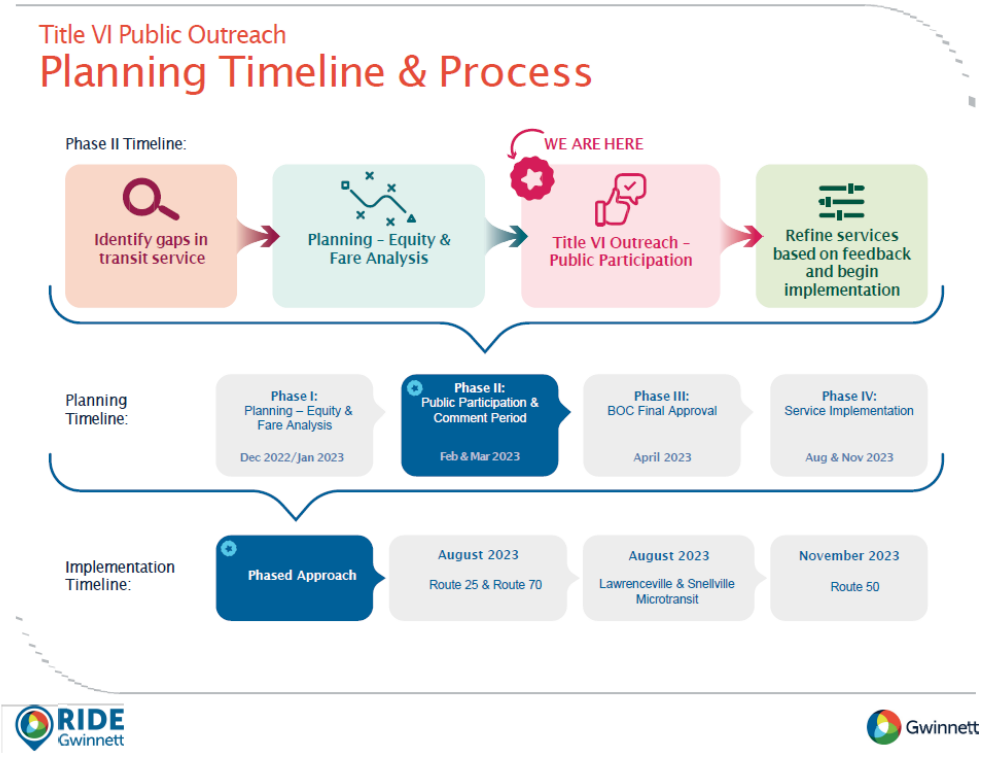


Figure 1 Expansion Service Title VI Public Participation Timeline

4. Public Participation

4.1. Public Notices

Through a collective effort with the County Communications Office, on January 23, 2023, Ride Gwinnett posted public notices to notify County residents of the proposed expansion service and request comments. The notice was posted on Gwinnett Daily Post (GDP), Ride Gwinnett website, and social media.

GDP published the notice on the following dates for six weeks:

1) Sunday, 1/29/2023
2) Wednesday, 2/1/2023, and Sunday, 2/5/2023
3) Wednesday, 2/8/2023, and Sunday, 2/12/2023
4) Wednesday, 2/15/2023, and Sunday, 2/19/2023
5) Wednesday, 2/22/2023, and Sunday, 2/26/2023
6) Wednesday, 3/1/2023, and Sunday, 3/5/2023

The notice listed meeting times and address for the eight public meetings, which included three virtual meetings and five in-person meetings. The notice specifies methods on how to submit comments via phone, written mail and email. **Attachment 1** shows details of public notice of the public meetings.

Additionally, on February 15, 2023, Ride Gwinnett posted a public notice of public hearing for proposed expansion. The notice was posted on Gwinnett Daily Post (GDP), Ride Gwinnett website, and social media.

The notice was published on GDP for three weeks on the following dates:

1) Wednesday, 2/15/2023
2) Sunday, 2/19/2023, Wednesday, 2/22/2023
3) Sunday, 2/16/2023, Wednesday 3/1/2023
4) Sunday, 3/5/2023, Wednesday 3/8/2023

The notice indicated the time and address of public hearing, and the method of submitting comments through phone, written mail and email. The public hearing notice is attached to this report as **Attachment 2.**

4.2. Other Advertisements

Ride Gwinnett worked collaboratively with the County's Communications team preparing various advertisement materials to increase public awareness and encourage feedback on the proposed service.

- A webpage for Transit Expansion was created to inform customers about the proposed service and how they can provide feedback.
- The public was able to check out the public meeting details, and learn more about the expansion service through Frequently Asked Questions (FAQs)
- The maps of new service routes were posted online and displayed during the in-person public meetings and public hearing. **Figure 2** shows maps and displays at the public meetings and hearing.
- Throughout the public comment period, the survey (English and Spanish) was available online and delivered during the in-person public meetings.
- The Feedback Form was available and accessible online and delivered during the in-person public meetings.
- Social media (Facebook and Twitter) were used to post information about the proposed service and collect public comments.

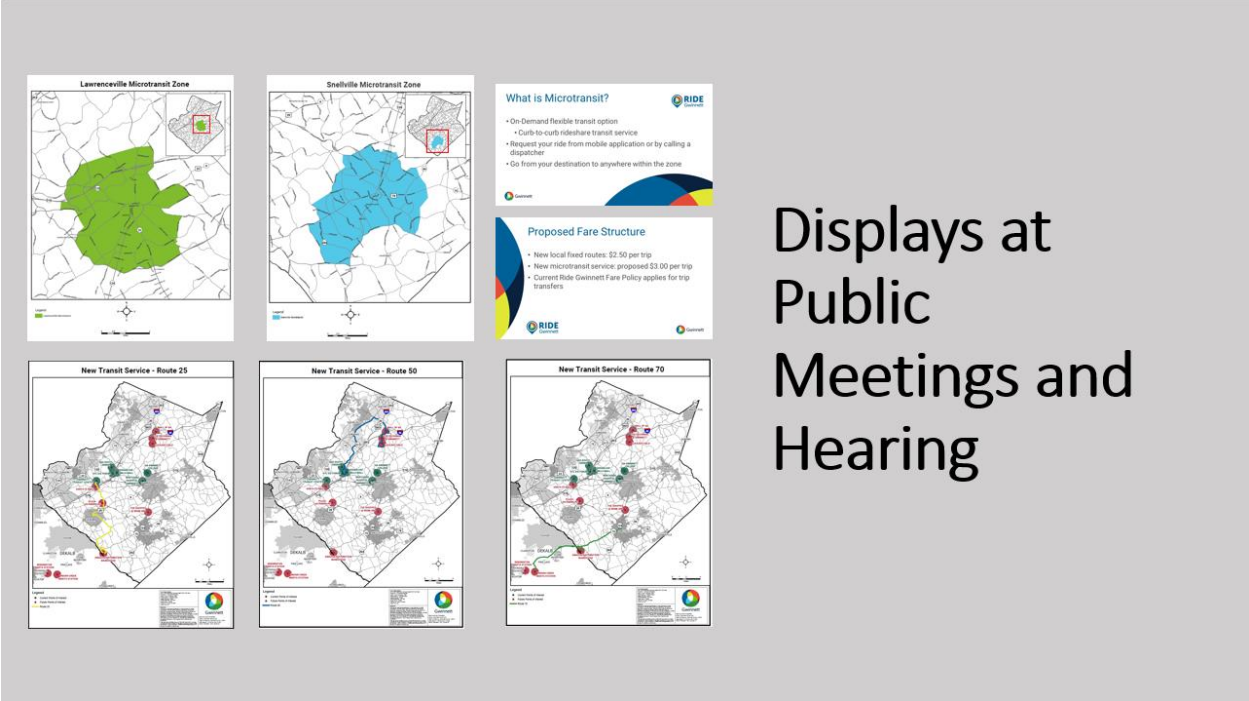


Figure 2. Displays at Public Meetings and Hearing

4.3. Public Meetings

Ride Gwinnett held eight public meetings, including three virtual meetings. **Table 1** shows the dates and address of the meetings.

Table 1. Public Meeting Dates and Address

# Of Meetings	Date and Time	Address
1	Wednesday, February 1, 2023, 9:30am to 11:00am	Virtual
2	Saturday, February 4, 2023, 10:00am to 12:00pm	OneStop Centerville Community Room 3025 Bethany Church Road Centerville, GA 30039
3	Tuesday, February 7, 2023, 6:00pm to 8:00pm	OneStop Buford, Room D 2755 Sawnee Avenue Buford, GA 30518
4	Thursday, February 9, 2023, 6:00pm to 8:00pm	Lilburn Activity Building 788 Hillcrest Road Lilburn, GA 30047
5	Saturday, February 11, 2023, 2:00pm to 4:00pm	Mountain Park Activity Building 1063 Rockbridge Road Stone Mountain, GA 30087
6	Thursday, February 16, 2023, 6:00pm to 8:00pm	Rhodes Jordan Park Community Recreation Room 100 E Crogan Street Lawrenceville, GA 30046
7	Thursday, February 23, 2023, 1:30pm to 3:00pm	Virtual
8	Tuesday, March 7, 2023, 5:30pm to 7:00pm	Virtual

The purpose of the public meeting was to inform the public about the proposed expansion service and seek input and feedback from Gwinnett County residents, so the meeting format is standardized by a short presentation followed by a Q&A session. The public participants were well informed of the proposals and offered opportunities to ask questions and make comments.

The PowerPoint presentation and displays at the meetings educated the public about the new proposed service, history of Ride Gwinnett, planning efforts, Title VI requirements, and benefits of proposed expansion. The flyers of Frequently Asked

Questions (FAQ) and surveys were distributed and available at the meetings. The participants learned about information on the fare structure and implementation phases, in addition to filling out surveys and dropping off a written comment. The presentation is attached to this report as **Attachment 3,** along with **Attachment 4 – FAQ** and **Attachment 5 – Survey**. The sign-in sheets for the meetings are filed and accessible upon request. The following **Figure 3** shows how Ride Gwinnet staff conducted these public meetings.



Figure 3. Ride Gwinnett Expansion Service Public Meetings

4.4. Public Hearing

Immediately following the conclusion of public meetings, the public hearing was held on Thursday, March 9, 2023, 6pm to 8pm at the Gwinnett County Justice and Administration Building, Auditorium.

A court recorder was present along with Ride Gwinnett staff. The presentation and displays were available. The County citizens were allowed to go through the presentation and displays at their own pace, with an attentive County staff for explanation and discussion. A microphone was available if anyone desired to make a public comment. Or they could speak to the court recorder privately. The **Figure 4** shows how the public hearing was conducted.

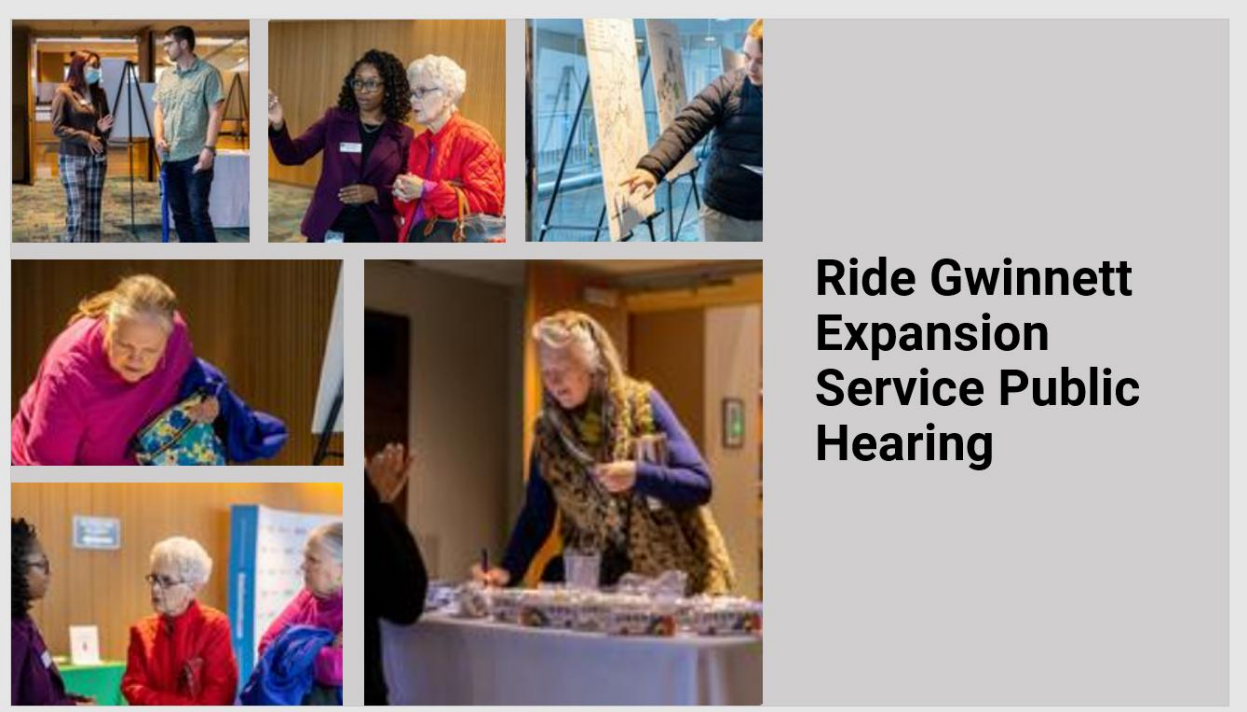


Figure 4. Ride Gwinnett Expansion Service Public Hearing

4.5. Other Stakeholder and Partnership Meetings

Federal, Local and Regional stakeholders and partners were engaged by Ride Gwinnett staff, and helped spread the word and encourage feedback.
These stakeholders and partners included:

- Federal Transit Administration (FTA),
- State/Regional Partners (Atlanta Region Transit Link Authority; Atlanta Regional Commission; MARTA; GDOT),
- Community Improvement Districts (CID), and
- Local cities.

5. Public Comment Results

Ride Gwinnett staff engaged and collected public comments through surveys, written comments (online or directly sent to Ride Gwinnett), oral comments from the public meetings and oral testimony from the public hearing.

After engagement over 1,000 community responses were collected. More than 86 percent of the input received came from the survey tool, either online or paper. The remainder of the comments received were written or verbal.

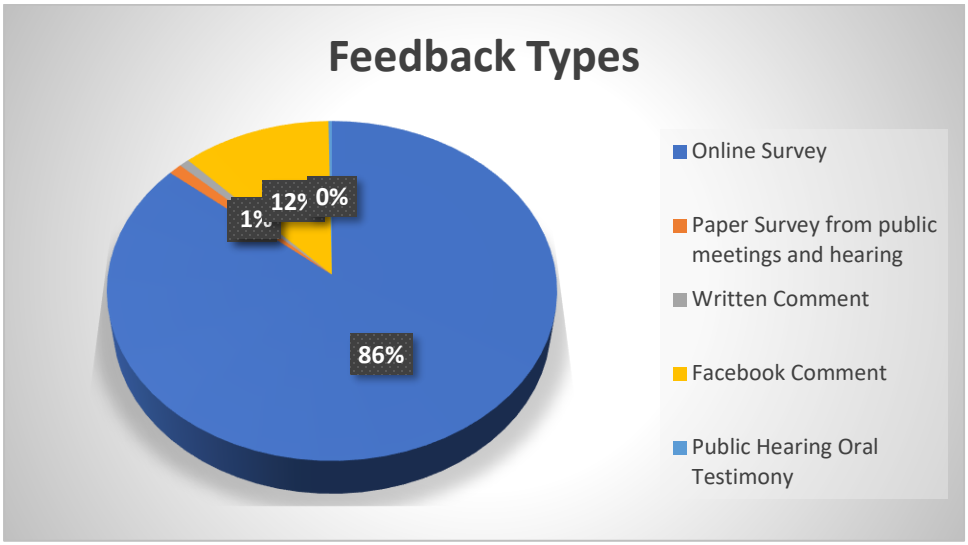
5.1. Public Comment Sources

The following **Table 2** and **Chart 1** show the sources of public comments received.

Table 2. Sources of Public Comment

Feedback Type	**QTY**	**Percentage %**
Online Survey (English and Spanish)	650	86.09%
Paper Survey from public meetings and hearing	8	1.06%
Written Comment (email and paper)	6	0.79%
Facebook Comment	89	11.79%
Public Hearing Testimony	2	0.26%
Total	**755**	**100%**

Chart 1 Public Feedback Sources



5.2. Who We Heard

Ride Gwinnett strategized to collect feedback in multiple ways, in-person and online, to ensure adequate participation from members of low-income and minority populations, as well as Limited English and Non-English proficient citizens. Evidenced by the **Table 3** below, our approach to outreach influenced the rate of participation from these groups.

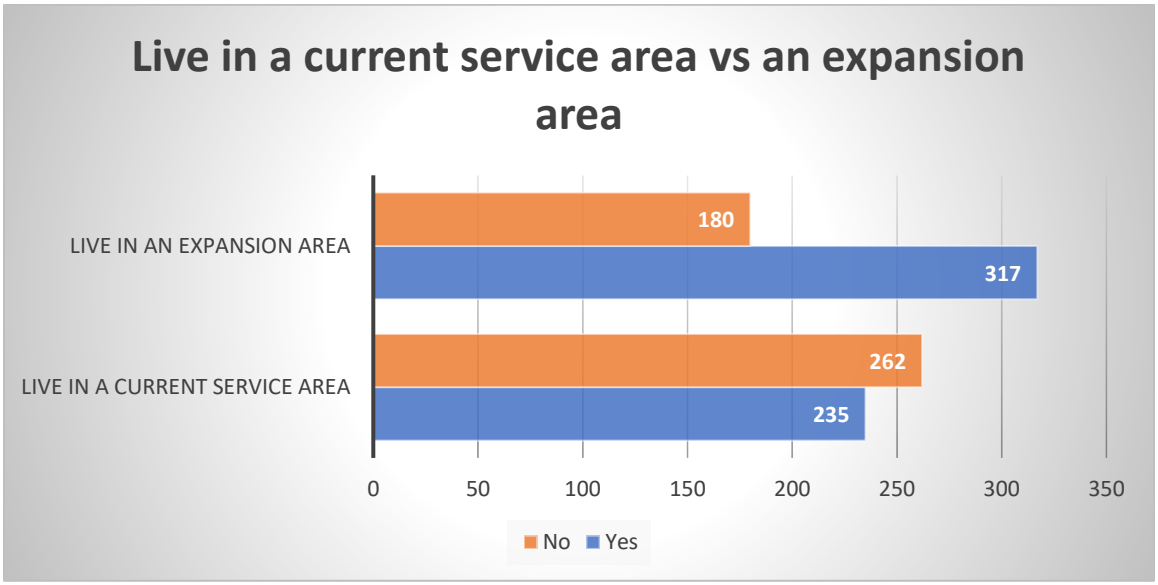
Table 3 Demographic Breakdown of Survey Respondents

Category	Community Groups	Overall %
Household Income	Low-income	24.9%
	Income > $36,000	48.9%
	Prefer not to answer	24.2%
	Other	2.0%
Race	Black	14.0%
	American Indian/Alaska Native	0.6%
	Asian	3.7%
	Hispanic /Latino	28.2%
	White	34.2%
	Prefer not to answer	2.8%
	Other	2.8%

5.3 What We Heard

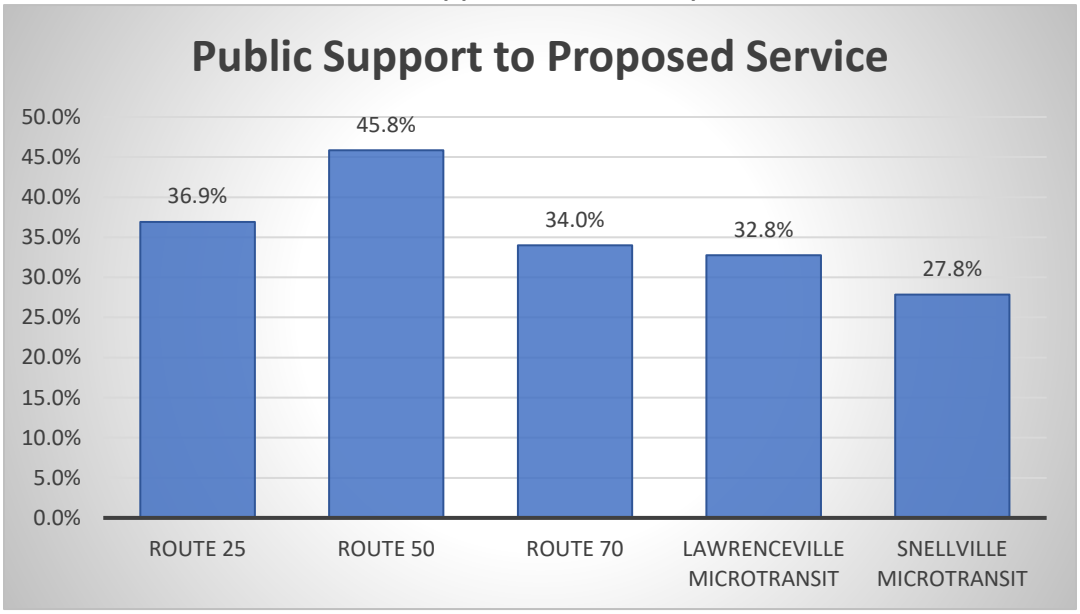
Chart 2 Illustrates respondents who live in areas being impacted by expansion of service as more residents will be covered by the expansion.

Chart 2 Survey Respondents' Live Areas Impacted



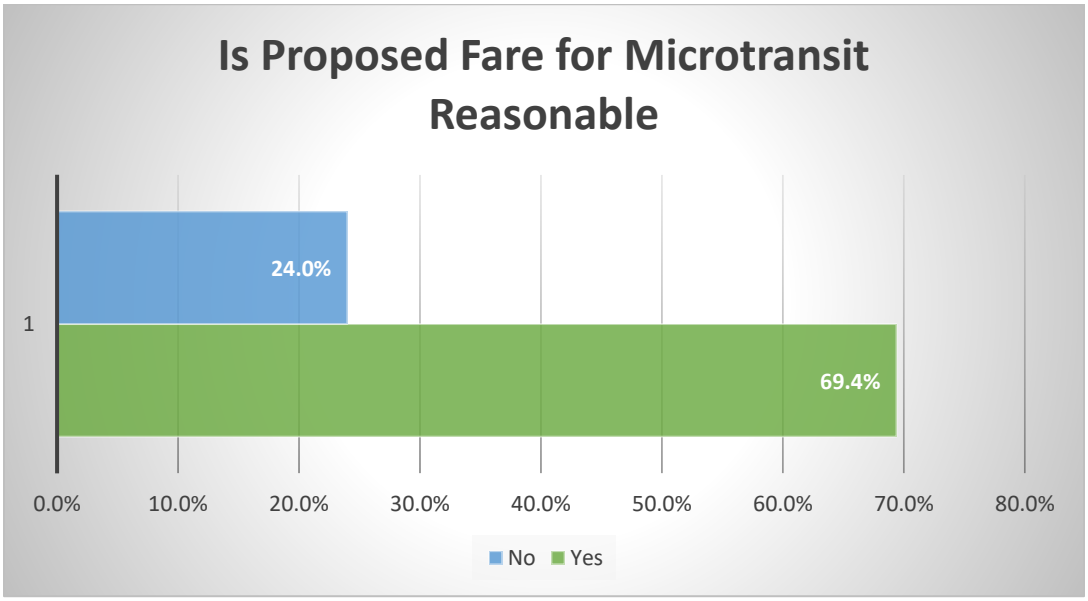
Gwinnett County residents had an option to react to the proposed service through the survey tool, oral and written comments. **Chart 3** shows public reaction on each proposed service.

Chart 3. Public Support to Each Proposed Service



Citizens also had an opportunity to comment on whether they believed the $3 proposed fare for microtransit is reasonable. **Chart 4** indicates that most of respondents think the proposed fare is reasonable.

Chart 4. Is Proposed Fare for Microtransit Reasonable



Gwinnett County citizens provided or shared comments in support or opposition on the service expansion in general. **Table 4** summarizes public comments.

Table 4. General Comment Summary

Category	Comments
Supportive Comments	Thank you for expanding transit! We need more services
	It's about the time for more transit services
	Expanding more microtransit zones to the county. High schooler can take it to work!
	Need service from Gwinnett County to Hartfield-Jackson Airport
	More Downtown Atlanta service
	Would like Grayson to be added to the expansion

	Please also add Sunday service, that is most needed.
	Transit is much needed for people with disability or don't own cars
	Thank you for making this great service affordable! I love it!
	Thank you so much for thinking of the people who don't drive.
Opposing Comments	Transit increases crime and traffic
	It's a waste of tax dollars
	Need more road improvement, no need for buses
	Public transportation is a harm to our society
	We don't need transit since we can drive our own cars
	Low-income people couldn't afford for $6 a day trip
	We have voted down transit multiple times, why transit again?

These comments, regardless of supportive or opposing, were greatly appreciated as Ride Gwinnett staff express gratitude to the public for advocating the community's concerns.

6. Refinement of Expansion and Recommendations

Based on comments received from public participation, Ride Gwinnett staff reevaluated the proposed service and made adjustments to better meet Gwinnett residents' needs.

The refinement includes:

- Adding bike racks to microtransit vehicles.
- Adjusting Snellville microtransit zone to minimize Disproportionate Burdens (DB) on low-income population.
- Taking more time for advertising and training for the new services to ensure a smoother transition for the public.

- The expansion service is proposed to be launched through two phases:
    - Phase 1, August 2023, Route 25 and 70, microtransit in Lawrenceville and Snellville
    - Phase 2, November 2023, Route 50

Therefore, Ride Gwinnett staff recommend advancing the planned expansion in 2023 and request consideration and recommendation from Gwinnett Transit Advisory Board (GTAB) to the Gwinnett County Board of Commissioners (BOC).

Upon approval from BOC, Ride Gwinnett will begin additional advertising and training for the service expansion. Ride Gwinnett staff is excited for the proposed changes that will provide increased mobility options, connecting people to places they want to go.

7. Attachments

Attachment 1: Public Notice of Public Meetings
Attachment 2: Public Notice of Public Hearing
Attachment 3: Public Meeting Presentation
Attachment 4: Ride Gwinnett Expansion FAQs
Attachment 5: Ride Gwinnett Expansion Survey
Attachment 6: Ride Gwinnett Public Hearing Report from Count Reporter

APPENDIX F: Ride Gwinnett Limited English Proficiency Plan

Ride Gwinnett
Language Assistance Plan for Limited English Proficiency Persons

Introduction

Ride Gwinnett has developed its Language Assistance Plan for Limited English Proficiency (LEP) Persons to be consistent with Title VI of the Civil Rights Act of 1964 and US Department of Transportation (DOT) guidance "Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons" (70 FR 74087, December 14, 2005). In developing the plan, Ride Gwinnett has taken reasonable steps to ensure individuals who are limited English proficient (LEP) have meaningful access to benefits, services, information, and other important portions of its programs and activities.

A Limited English Proficiency (LEP) person is one who does not speak English as their primary language and who has a limited ability to read, speak, write or understand English. This plan document consists of two main components. The first component is the Four Factor Analysis which Ride Gwinnett has used to determine its key affected LEP communities. The second component is the Language Assistance Plan itself which addresses how Ride Gwinnett is to provide services to LEP individuals, train employees, monitor and update the Plan.

Methodology for Assessing Needs and Reasonable Steps for an Effective LEP Policy

A recipient shall use information obtained in the Four Factor Analysis methodology outlined in the DOT LEP guidance to determine the specific language services that are appropriate to provide. The Four Factor Analysis is an individualized assessment that balances the following four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or recipient.
2. The frequency with which LEP persons come in contact with the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people's lives.
4. The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach.

The greater the number or proportion of eligible LEP persons; the greater the frequency with which they have contact with a program, activity, or service; and the greater the importance of that program, activity, or service, the more likely enhanced language services will be needed. The intent of DOT LEP guidance is to suggest a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on service providers and local governments.

The Four Factor Analysis

This section documents the Four Factor Analysis where each factor is examined to determine the level and extent of language assistance measures required to sufficiently ensure meaningful access to public transit services within the Ride Gwinnett service area. Recommendations are then based on the results of the analysis.

Factor 1: The Proportion, Numbers, and Distribution of LEP Persons

Limited English Proficient persons interact with Ride Gwinnett local, ADA paratransit, and microtransit bus services in the county-wide service area. Typically, LEP persons interact through one of four means -- the transit vehicle, via telephone with customer service, in-person, and through the website.

The US Census Bureau defines Linguistically Isolated household as one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English "very well". In other words, all members of the household 14 years old and over have at least some difficulties with English. Gwinnett County Transit examined this statistic in the 2019-2023 American Community Survey (ACS) 5-Year Estimates and found Gwinnett County to have a higher overall concentration of Limited English Proficiency households as compared to the Metro Atlanta area.[1] As indicated in Table 1, of all households in Gwinnett County, about 8.7 percent are linguistically isolated, including 28.1 percent of Spanish-speaking households and 35.7 percent of households speaking Asian and Pacific Island languages.

Table 1: Limited English-Speaking Households

LEP Household Characteristic	Gwinnett County	Metro Atlanta
Total LEP Households	10.0%	3.7%
LEP Household Language:		
Spanish	28.1%	22.2%
Other Indo-European Languages	10.6%	9.1%
Asian & Pacific Islander Languages	35.7%	24.4%
Other Languages	5.1%	8.8%

Source: U.S. Census Bureau, 2023 American Community Survey 1-Year Estimates, Table S1602: Limited English-Speaking Households, Gwinnett County

[1] Atlanta-Sandy Springs-Roswell, Georgia Metropolitan Statistical Area (MSA), as designated by the US Census Bureau

FTA Circular 4702.1B references USDOT LEP Guidance (70 FR 74087) to define Limited English Proficiency (LEP) persons as individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English. The 2023 ACS 1-Year Estimates identifies LEP population for individuals aged 5 and over. As shown in Table 2, Ride Gwinnett Transit examined the population statistics in the 2023 ACS. Overall, there are 907,201 people aged 5 and over in the county, 339,468, or 37.4%, reported to speak a language other than English at home. In addition, 150,853, or 44.4%, reported to speak another language and speak English less than "very well."

Table 2: Population Age 5 Years and Over - Language Spoken at Home (Gwinnett County)

Subject	TOTAL		SPECIFIED LANGUAGE SPEAKERS			
			Speak English "very well"		Speak English less than "very well"	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	907,201	(X)	83.4%	+/-0.5	16.6%	+/-0.5
Speak only English	556,733	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	339,468	+/-0.6	55.6%	+/-1.2	44.4%	+/-1.2
Spanish	181,746	+/-0.3	51.2%	+/-1.8	48.8%	+/-1.8
Other Indo-European languages	53,999	+/-0.3	71.5%	+/-2.0	28.5%	+/-2.0
Asian and Pacific Island languages	75,263	+/-0.3	45.9%	+/-5.8	54.1%	+/-2.0
Other languages	28,460	+/-0.3	78.7%	+/-3.3	21.3%	+/-3.3

Source: U.S. Census Bureau, 2023 American Community Survey 1-Year Estimates, Table S1601: Language Spoken at Home, Gwinnett County

Gwinnett County Transit then examined LEP across the four language groups as highlighted in Table 3. From this, it is important to note that more than one-half of the population of persons who speak Asian and Pacific Islander languages speak English less than "very well." It is also equally important to note that almost one-half of the population of persons who speak Spanish speak English less than "very well."

Table 3: Population Age 5 Years and Over - Speak Language Other Than English by English Proficiency (Gwinnett County)

Language	Total	Speak English "Very Well"	Precent-Speak English "Very Well"	Speak English Less Than "Very Well"	Precent-Speak English Less Than "Very Well"
Spanish	181,746	93,093	51.20%	88,653	48.80%
Other Indo-European languages	53,999	38,617	71.50%	15,382	28.50%
Asian and Pacific Island languages	75,263	34,517	45.90%	40,746	54.10%
Other languages	28,460	22,388	78.70%	6,072	21.30%
Total	339,468	188,615	55.56%	150,853	44.44%

Source: U.S. Census Bureau, 2023 American Community Survey 1-Year Estimates, Table S1601: Language Spoken at Home, Gwinnett County

The specific languages other than English with which Ride Gwinnett could potentially come in contact with were then reviewed. As shown in Table 3, the highest likelihood for contact with LEP persons comes from those who speak Spanish (88,653 persons) representing 9.7 percent of the County's population five years and older (907,201 persons) or 58.8 percent of the LEP population (150,853 persons). LEP persons who speak Asian and Pacific Islander languages (40,746 persons) represent 4.5 percent of the County's population five years and older or 27.02 percent of the LEP population.

The analysis of literacy skills of LEP populations in their native languages in order to determine whether translation of documents will be an effective practice was reviewed in terms of the recent history of interactions with LEP persons. The interactions have been rare, with requested language assistance primarily for oral translation through Ride Gwinnett Spanish-speaking staff or Language Line for other languages. General Information has been available in Spanish since the 2016 Title VI Program Update. There have been no requests for written translations of other documents. This could indicate that LEP persons do have some literacy issues that Ride Gwinnett needs to be aware of and address. As Ride Gwinnett prepares this Language Assistance Plan, each point of contact (vehicle, in-person, call center, website) will direct the type of interaction Ride Gwinnett staff should seek in order to adequately address the needs of LEP persons. Ride Gwinnett currently provides translation in four different languages.

Table 4: Population 5 Years and Over - Languages Spoken at Home Other Than English by English Proficiency (Gwinnett County)

Language Spoken at Home	Estimate	Margin of Error
Total:	924,961	±152
Speak only English	564,041	±12,572
Spanish:	185,701	±5,601
Speak English less than "very well"	92,095	±5,277
French (incl. Cajun):	8,330	±2,694
Speak English less than "very well"	1,899	±987
Haitian:	4,632	±2,518
Speak English less than "very well"	1,385	±1,269
Italian:	296	±295
Speak English less than "very well"	0	±226
Portuguese:	2,240	±1,828
Speak English less than "very well"	469	±354
German:	1,624	±762
Speak English less than "very well"	300	±336
Yiddish, Pennsylvania Dutch or other West Germanic languages:	236	±274
Speak English less than "very well"	0	±226
Greek:	451	±441
Speak English less than "very well"	0	±226
Russian:	2,346	±1,236
Speak English less than "very well"	1,136	±951
Polish:	1,542	±1,620
Speak English less than "very well"	506	±546
Serbo-Croatian:	4,106	±2,505
Speak English less than "very well"	991	±601

Ukrainian or other Slavic languages:	656	±441
Speak English less than "very well"	228	±300
Armenian:	0	±226
Speak English less than "very well"	0	±226
Persian (incl. Farsi, Dari):	2,508	±1,259
Speak English less than "very well"	1,010	±701
Gujarati:	7,154	±2,610
Speak English less than "very well"	2,318	±1,093
Hindi:	6,131	±2,540
Speak English less than "very well"	1,239	±788
Urdu:	6,982	±2,242
Speak English less than "very well"	2,417	±981
Punjabi:	1,096	±864
Speak English less than "very well"	497	±491
Bengali:	4,991	±2,203
Speak English less than "very well"	1,573	±712
Nepali, Marathi, or other Indic languages:	1,786	±1,113
Speak English less than "very well"	626	±546
Other Indo-European languages:	6,869	±2,749
Speak English less than "very well"	2,161	±1,088
Telugu:	1,303	±726
Speak English less than "very well"	570	±485
Tamil:	345	±317
Speak English less than "very well"	0	±226
Malayalam, Kannada, or other Dravidian languages:	2,316	±1,551

Speak English less than "very well"	830	±770
Chinese (incl. Mandarin, Cantonese):	19,215	±4,022
Speak English less than "very well"	11,691	±2,390
Japanese:	979	±467
Speak English less than "very well"	612	±397
Korean:	22,749	±3,187
Speak English less than "very well"	13,617	±2,079
Hmong:	391	±569
Speak English less than "very well"	248	±419
Vietnamese:	22,083	±3,966
Speak English less than "very well"	14,109	±2,927
Khmer:	653	±800
Speak English less than "very well"	181	±212
Thai, Lao, or other Tai-Kadai languages:	2,082	±1,492
Speak English less than "very well"	776	±505
Other languages of Asia:	5,062	±2,598
Speak English less than "very well"	2,921	±1,464
Tagalog (incl. Filipino):	1,432	±770
Speak English less than "very well"	574	±525
Ilocano, Samoan, Hawaiian, or other Austronesian languages:	273	±309
Speak English less than "very well"	76	±122
Arabic:	6,605	±3,865
Speak English less than "very well"	1,033	±658
Hebrew:	1,081	±1,405
Speak English less than "very well"	0	±226

Amharic, Somali, or other Afro-Asiatic languages:	12,953	±5,426
Speak English less than "very well"	4,326	±2,709
Yoruba, Twi, Igbo, or other languages of Western Africa:	8,538	±2,522
Speak English less than "very well"	1,124	±661
Swahili or other languages of Central, Eastern, and Southern Africa:	1,730	±1,212
Speak English less than "very well"	216	±333
Navajo:	0	±226
Speak English less than "very well"	0	±226
Other Native languages of North America:	0	±226
Speak English less than "very well"	0	±226
Other and unspecified languages:	1,453	±806
Speak English less than "very well"	76	±140

Source: U.S. Census Bureau, 2023 American Community Survey 1-Year Estimates, Table B16001: Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over.

Based on the 2023 ACS 1-Year Estimates shown in Table 4[2], the specific Asian and Pacific Island languages with a high likelihood for contact with LEP persons comes from those who speak Vietnamese (14,109 persons), Korean (13,617 persons), and Chinese (11,691 persons). Other languages/groups with more than 1,000 LEP persons (indicating emerging LEP groups), include Haitian (1,385), Persian (1,010), Gujarati (2,318), Hindi (1,239),Urdu (2,417), Bengali (1,573), Other Indo-European languages (2,161), Other Languages of Asia (2,921), Amharic, Somali, or other Afro-Asiatic languages(4,326), Yoruba, Twi, Igbo, or other languages of Western Africa (1,124), Arabic (1,033), , , and Russian (1,136).

[2] For this analysis, ACS 1-Year Estimates were used because 5-year estimates were not available for 2023 in Gwinnett County.

Out of the estimated 339,468 people in Gwinnett County who both speak English and a language other than English, 188,615 speak English “very well” while 150,853 people speak English less than “very well.”

Linguistic isolation is a term used by the US Census Bureau to describe limited English-speaking households and those households who speak English less than “very well.” Figures 1 and 2 show the percentage of the population who speak English less than “very well” in the service area of Gwinnett County and the 10-county Atlanta region, respectively.

There are several Census tracts, concentrated in western Gwinnett County near I-85, where 17 percent or greater of residents speak English less than “very well.” On a regional scale, Gwinnett County (the service area) includes the most Census tracts among all counties where 10 percent or greater of residents speak English less than “very well.”

As a part of this portion of the four-factor analysis, FTA Title VI guidance requires that Ride Gwinnett determine whether LEP persons are underserved due to language barriers. Ride Gwinnett staff does not believe that LEP populations are underserved by the Ride Gwinnett local, ADA paratransit and microtransit bus services due to language barriers. This conclusion is the result of the analysis done in Factor 2.

In fact, only 30 callers requested LEP language assistance during the 2022 calendar year; 27 callers requested assistance in Spanish, 2 callers requested assistance Vietnamese, and one caller requested assistance in Mandarin.

Of the 70 callers who requested LEP language assistance from January 1, 2023 through December 31, 2023, 66 requested assistance in Spanish, one in Vietnamese, one in Burmese, one in Haitian Creole, and one in Mandarin.

Of the 170 callers who requested LEP language assistance from January 1, 2024 through December 31, 2024, 166 requested assistance in Spanish, 2 in French, one in Haitian Creole,and one in Mandarin.

Of the 47 callers who requested LEP language assistance from January 1, 2025 through July 31, 2025, 43 requested assistance in Spanish, two in Korean, one in Arabic and one in Vietnamese.

From this, Ride Gwinnett’s focus as outlined in the Language Access Plan of this document is considered sufficient to provide LEP persons meaningful access to the Ride Gwinnett transit services.

Factor 2: Frequency of Contact with LEP Individuals

The Census does not include widespread data to the extent to which LEP individuals utilize transit. The analysis performed in Factor 1 provides insight into where LEP

individuals might be located. Ride Gwinnett would most likely come into contact with these individuals on routes which operate in areas with higher concentrations of LEP persons.

Factor 3: The Nature and Importance of the Program, Activity, or Service to LEP Community

The major points of contact for LEP persons will be with bus operators and field supervisors in the use of Ride Gwinnett bus services, as well as communications with customer service representatives for routing and schedule information and for fare passes/ticket information and purchasing. From the Factor 1 and Factor 2 analysis, the LEP persons using Ride Gwinnett local fixed route and ADA complementary paratransit services will have the highest number of interactions. The importance of Ride Gwinnett bus services cannot be overstated for community mobility and access. Knowledge of the Ride Gwinnett bus services could be critical within the LEP population as well as the general population, should Ride Gwinnett vehicles be deployed for emergency evacuation.

As the agency responsible for coordinating the delivery of Ride Gwinnett service, Gwinnett County must ensure that all segments of the population, including LEP persons, have been involved, or have had the opportunity to be involved, with the transit planning process.

Gwinnett County recognizes the importance of early and continuing public involvement and addresses transit planning activities and programs in two ways. First, through continuing and coordinated participation in the Atlanta Regional Commission (ARC) metropolitan planning organization, including regional transit planning and development of the Regional Transportation Plan, Transportation Improvement Program, and Transit Program of Projects, access by all segments of the County population will be guided by ARC's adopted LEP Plan and Community Engagement Plan. Second, when addressing local transit planning issues, Gwinnett County planning activities will be guided by the Ride Gwinnett Public Involvement/Public Participation Plan which includes provisions for LEP persons. It is also important to acknowledge that current demographic trends indicate the number of LEP persons may increase within the Ride Gwinnett service area; monitoring of these trends and how to be responsive to the needs of LEP persons is essential.

Factor 4: The Resources Available to Gwinnett County for LEP Outreach and Associated Costs

Gwinnett County contracts with a transit service provider for the operation of Ride Gwinnett. Providing customer service is an integral function of the Contract, including operating a call center. Gwinnett County determines that the funding levels available to the County could support the language assistance needs that will be identified in June 2026.

As an example, the current FY 2024 Contractor budget for the customer service program was approximately 2.0 percent of the total Contract. The customer service budget consists of personnel costs including bi-lingual staffers, call center other directs, material and supplies, ongoing training, Language Line Services' interpreter and translation services as needed for LEP persons, and translation for 'News You Can Use,' web site documents, social media feeds, route pocket schedules, system maps, and any other outreach materials. Gwinnett County has invested approximately $5,000 in LEP-related expenditures, including translation of route maps, route schedules, marketing, and other outreach materials into different languages. Ride Gwinnett also conducts multilingual travel training events for bus riders. At these events, which are free of charge to attendees, transit staff along with representatives from community organizations that represent different LEP groups communicate information on the process of riding a bus and how to pay a fare, interpret a schedule, navigate the website, and use the Ride Gwinnett mobile app.

Conclusion

The language other than English with which Ride Gwinnett has the highest likelihood of potentially coming in contact with the LEP persons is Spanish (88,653 persons), representing 9.8 percent of the County's population five years and older, or 58.8.8 percent of the LEP population (150,853 persons). LEP persons who speak Asian and Pacific Islander languages (40,746 persons) represent 4.5 percent of the County's population five years and older, or 27.0 percent of the LEP population. Based on the 2019-2023 ACS 5-Year Estimates shown in Table 4, the specific Asian and Pacific Island languages with a high likelihood for contact with LEP persons comes from those who speak Vietnamese (14,109 persons), Korean (13,617 persons), and Chinese (11,691 persons).

Other languages/groups with more than 1,000 LEP persons (indicating emerging LEP groups), include Haitian (1,385), Persian (1,010), Gujarati (2,318), Hindi (1,239),Urdu (2,417), Bengali (1,573), Other Indo-European languages (2,161), Other Languages of Asia (2,921), Amharic, Somali, or other Afro-Asiatic languages(4,326), Yoruba, Twi, Igbo, or other languages of Western Africa (1,124), Arabic (1,033), and Russian (1,136).

While the majority of LEP interactions are likely to be with Spanish speakers, there are a variety of languages spoken by LEP persons using Ride Gwinnett bus services and customer services. Coincidently, the LEP language groups encountered in the ARC regional analysis were the same top four languages, and many of the emerging languages listed above have been designated by ARC as secondary LEP languages for language assistance. Further, ARC found that Gwinnett County was the most diverse county in the Southeast, and it is estimated that more than 70 countries are represented within the County.

Mapping of the Ride Gwinnett service area shows that the local fixed route and ADA complementary paratransit services, cover all Gwinnett County Census tracts where 10 percent or greater of residents are linguistically isolated, or speak English less than "very well."

As part of the recently completed Transit Development Plan, Ride Gwinnett facilitated focus groups for minority and low-income individuals in order to gather input for plan recommendations. The input that was received will serve as a road map for future language assistance services.

Given the Four Factor Analysis based on the 2019-2023 5-year and 1-year American Community Survey estimates, Ride Gwinnett is committed to maintain the language assistance services of the current Plan to ensure meaningful access to all LEP persons likely to be encountered. This will also include actively partnering with ARC and other outreach organizations who work with LEP populations to foster early and continuing public involvement and access to transit planning programs and activities.

Language Assistance Plan

The Plan outlines how Ride Gwinnett will provide language assistance services, notify LEP persons about the availability of language assistance services, train employees to provide appropriate language assistance services, and provide for the monitoring of the County's efforts and updating of the Language Assistance Plan. To prepare the Plan, Ride Gwinnett has focused upon the points of potential contact and interactions with LEP individuals and communities. The points of interaction that have been identified include on-board the Ride Gwinnett vehicles, by telephone (call center), in-person (customer service center or public meetings/hearings), and via the Ride Gwinnett website and social media. The interaction points and variation in likely LEP languages encountered by service type and route determine the appropriate type of LEP assistance.

From the Factor 2 analysis, the predominate interactions with LEP persons are those with Spanish speakers for all Ride Gwinnett staff. Emphasis will be placed on continuing to provide oral and translated written information to Spanish speakers. In addition, the Language Line Services will continue to be used for LEP persons speaking any LEP language group to open up communication and access Ride Gwinnett information as requested by either oral interpretation, written translation, or oral interpretation of written materials.

Together, individuals who speak Spanish, Korean, Vietnamese, and Chinese less than "very well" comprise more than 69 percent of the LEP population in the study area. The remaining 31 percent is spread over many specific languages and language groups. Given the diversity of the service area, in order to address DOT-adopted US Department of Justice Safe Harbor Provisions regarding translation of written materials for LEP populations, the Ride Gwinnett has established tiers indicating the relative need for

translation services countywide. Tier 1 languages, including Spanish, Korean, Vietnamese, and Chinese, are those that represent the majority of the LEP population; Ride Gwinnett will translate in advance, and have available, vital written documents, including the Ride Gwinnett Title VI Notice of Rights to the Public, Complaint Procedures, and Complaint Form and Ride Gwinnett ADA complementary paratransit eligibility procedures and application for the four primary Tier 1 languages identified. Tier 2 languages represent LEP groups comprising over 1,000 LEP persons each, including Gujarati; Other Indo-European languages; Hindi; Urdu; Yoruba, Twi, Igbo, or other languages of Western Africa; Arabic; Nepali, Marathi, and other Indo-European languages; Other languages of Asia; Russian; and Amharic, Somali, or other Afro-Asiatic languages. For Tier 2 languages, Ride Gwinnett will provide the same vital written documents as requested.

Table 5: LEP Language Tiers

Tier 1	Tier 2
Spanish	Gujarati
Korean	Haitian
Vietnamese	Hindi
Chinese	Urdu
	Yoruba, Twi, Igbo, or other languages of Western Africa
	Arabic
	Persian
	Other languages of Asia
	Russian
	Amharic, Somali, or other Afro-Asiatic languages
	Bengali
	Other languages of Western Africa

Based on limited encounters with other languages besides Spanish, the Language Line Services will be used to initiate communication with any LEP population group as needed and provide interpretation and translation services as requested by LEP customers. Ride Gwinnett will communicate with the LEP person any written notices of rights and notices of denials, losses, or decreases in benefits or services related to vital documents in the LEP person's language. In addition, Ride Gwinnett will provide oral or written notice in the LEP person's language of the right to receive language assistance to access Ride Gwinnett services and documents, free of cost.

Background: Language Line Services provides language interpretation and translation services worldwide for law enforcement, healthcare organizations, the courts, public transit and other government services, and businesses in over 200 languages. The company provides 24-hour a day, 7 days a week, telephone interpreter service as well as document translation, training, and other language assistance services.

Both walk-up and call center customers can take advantage of this service. The LEP customer contacts a Ride Gwinnett customer service representative, and the agent then calls the language line and engages an interpreter. The agency requires approximately fifteen seconds to conference an interpreter, and a three-way call is setup. Walk-up customers can use a Language "I Speak" poster and point to the language of choice. The message underneath each language reads, in the requested language, "Point to your language. An interpreter will be called. The interpreter is provided at no cost to you". Language "I Speak" cards are also available from Language Line Services to assist LEP persons in initiating communication with Ride Gwinnett bus operators, field supervisors, and meeting staff.

To date, Ride Gwinnett has not received any requests to have any written Ride Gwinnett documents translated to another language besides Spanish. The requested Spanish documents have been translated by the in-house Contractor staff. In the event that Ride Gwinnett receives requests for written documents to be translated into other languages, Ride Gwinnett will utilize Language Line Services' Document Translation service.

How Ride Gwinnett provides language assistance services by language:

- Ride Gwinnett Vehicles: Ride Gwinnett buses and paratransit vehicles utilize language "I Speak" cards and bi-lingual automated announcements and route schedules with general rider information, including:
    - Ride Gwinnett will provide "I Speak" rack cards onboard every vehicle in service. These will be used by bus operators to communicate with LEP persons and connect them with the customer service center for interpretation services. The bus operators will be provided with translation cards that include common phrases in Spanish, Korean, Vietnamese and Mandarin Chinese to help LEP persons who need minimal assistance.
    - All Ride Gwinnett buses have GPS- and time-activated, automated ADA stop announcements, general messages, and public safety messages in both English and Spanish. The messages announce over the bus PA system with simultaneous scrolling of the message on interior LED signs.
    - All Ride Gwinnett route schedules and general rider information are published in English and Spanish and are available on the buses.

- Telephone: The Ride Gwinnett call center provides multiple ways in which to communicate with LEP individuals, including:
    - The use of an automated system with choices of English or Spanish assistance, as Spanish is the alternative language with which there is the most frequent interaction.
    - The Ride Gwinnett call center recognizes the importance of bilingual operators and has a designated Spanish-speaking customer service

representative on staff from 8:00 am to 5:30 pm. On most days, a Spanish-speaking representative is available from 8:00 am to 8:00 pm.
    - Upon contacting the call center, operators have been trained to assist LEP individuals by connecting them with a Spanish-speaking representative or with the Language Line interpretation service. Ride Gwinnett will continue to fund the Language Line service, as it is a primary means to ensure LEP language assistance. The customer service center staff also will have access to the Spanish-translated General Information section of the Ride Gwinnett website.

- In-Person: There are several types of in-person interactions; these are through face-to-face encounters at the Customer Service Center, with field supervisors at the Gwinnett Transit Center, park-ride lots, select high-activity bus stops and MARTA rail stations, and public meetings/hearings. Regardless of the specific location, there are several ways in which Ride Gwinnett seeks to communicate with LEP individuals. These include:

    - The use of "I Speak" cards, which are available at the Customer Service Center and are present with field supervisors and staff when at a public meeting. These cards direct the staff member to allow the LEP individual to identify their spoken language. The next step is to contact the Language Line interpretation service for assistance, which would also be the appropriate step if the individual is unable to identify their spoken language in writing.
    - The customer service center staff and field supervisors also will have access to the Spanish-translated General Information section of the Ride Gwinnett website, as well as the Ride Gwinnett route schedules, including general rider information published in English and Spanish for additional assistance in person.
    - Staffing of public meetings/hearings will include Spanish speakers and printed translated materials will be made available for the four primary languages or other languages as requested by LEP persons. Communication and requests will be initiated using the "I Speak" card process.

- Website: To address DOT adopted US Department of Justice Safe Harbor Provisions, Ride Gwinnett will provide language assistance for LEP persons on the Ride Gwinnett website by providing Spanish, Korean, Vietnamese and Mandarin Chinese translations of vital documents and General Information webpages. For the other languages comprising over 1,000 LEP persons, or emerging to that level, Ride Gwinnett will provide the same vital written documents as requested.

How Ride Gwinnett provides notice of the availability of language assistance to LEP persons:

- Ride Gwinnett Vehicles: On Ride Gwinnett buses and paratransit vehicles, the placement of “I Speak” card will provide LEP persons with access to a means of communicating their language assistance needs to the vehicle operator and in turn to the Ride Gwinnett customer service center.

- Telephone: The Ride Gwinnett call center utilizes the Spanish-speaking representatives or the Language Line service to provide notice of available language assistance when the initial communication is established with a LEP person and will follow-up with oral or written notice in the LEP person’s language of the right to receive language assistance to access Ride Gwinnett services and documents, free of cost.

- In-Person: Gwinnett County Transit posts a placard notice of available language assistance including Language “I Speak” poster or cards at public meetings/hearings, the Ride Gwinnett customer service center, Ride Gwinnett park-ride lot passenger waiting areas, the Gwinnett Transit Center, and the Doraville MARTA Station, which is the Ride Gwinnett/MARTA transfer point for local fixed route and ADA complementary paratransit riders.

- Website: Gwinnett County Transit includes notice of available language assistance for the four primary LEP languages provided in the General Information section of the Ride Gwinnett website. Text on the website which is viewable via Google Translate directs LEP individuals to the Ride Gwinnett customer service center contact information so that additional assistance may be provided through Language Line Services. The website also provides notice in the LEP person’s language of the right to receive language assistance to access Ride Gwinnett services and documents, free of cost.

How Ride Gwinnett monitors, evaluates and updates the language access plan:

Below are the means by which Ride Gwinnett monitors the plan. Through the acquisition of this information as well as the additional information developed through the Four Factor Analysis, Ride Gwinnett evaluates the effectiveness of the plan and looks for additional ways to improve the accessibility of the services provided for inclusion in future updates. The means of monitoring the plan include:

- The automated telephone assistance line is monitored for the number of calls received, number of requests for Spanish assistance, and the number of Spanish assistance requests that result in a transfer to a live operator.

- The Language Line interpretation service reports the number of calls directed to it by Ride Gwinnett. Additionally, this information specifically identifies the language requested by the caller.

- The Ride Gwinnett customer service center employees are verbally surveyed to determine their level of interaction with LEP individuals. Additionally, customer service staff maintains a telephone log of their contact with individuals and notes their interaction with LEP persons.

- The Ride Gwinnett staff involved in marketing/outreach efforts and planning meetings/hearings keep a log of the type of language assistance requested.

- Ride Gwinnett IT staff track the frequency with which Google Translate is used, the language selected, and the type of information translated.

The above monitoring activities and subsequent Four Factor Analysis form the base data to evaluate the current Plan and to identify additional steps which may improve internal efficiencies while positively affecting the accessibility for LEP persons. This evaluation and subsequent update of the Language Assistance Plan will occur coincident with required Title VI Program updates.

How Ride Gwinnett trains employees to provide timely and reasonable language assistance to LEP populations:

As noted above, under how Ride Gwinnett provides language assistance services, the County has attempted to simplify the interaction process for all of its employees by focusing on the way in which Ride Gwinnett staff members come into contact with LEP persons. This process provides a convenient and responsive program which is capable of maintaining a high level of access for our Ride Gwinnett customers. To ensure the process works properly, it is imperative that staff members be trained to respond appropriately to their intended interaction point. As such, the following training techniques apply:

- All applicable Ride Gwinnett staff (for example, management staff, customer service representatives, public meeting/hearing representatives, etc.) are provided with the LEP Plan and trained on procedures to follow.
- Training topics for Ride Gwinnett staff include:

    - Understanding the Title VI Program and LEP responsibilities;
    - Explanation of the language assistance services Ride Gwinnett offers, with a focus upon likely interaction types for each staff member;
    - How to use the LEP “I Speak” cards;
    - How to use the common phrases listed on the translation cards;

    - How to use the Language Line interpretation service;
    - How to access the Ride Gwinnett website;
    - Documenting language assistance requests; and
    - How to handle a Title VI and/or LEP complaint.

Any questions or comments regarding this plan should be directed to the Ride Gwinnett Title VI Coordinator.

Ride Gwinnett Title VI Coordinator
Qing Lin
Gwinnett County Department of Transportation
446 West Crogan Street, Suite 410
Lawrenceville, GA 30046-6935
Phone: 770-822-7422
Fax: 770-822-7478
Email: qing.lin@gwinnettcounty.com

APPENDIX G: Gwinnett County Transit System Advisory Board (GTAB)

Gwinnett County Transit (Ride Gwinnett)
System Advisory Board

The Gwinnett County Transit System Advisory Board (GTAB) was established June 6, 2000 by resolution (revised 12/4/2001). The Board consists of five (5) members. A quorum is three (3) members and a majority vote shall be necessary for action.

Structure of Board:

- (4) One each appointed from the four commission districts
- One appointed by the Chairman of the Board of Commissioners

Terms:

Members serve 4-year terms that run concurrent with the term of their appointing Commissioner. Immediately after their initial appointment, the five GTAB appointment members shall meet, organize, and elect one of the members as Chairman and such other officers as they may deem necessary. Thereafter, all officers shall be elected at the first meeting in each calendar year. If a vacancy in membership shall occur for any reason, a new member shall be elected and shall be nominated using the same nomination and election process employed for original appointments.

Responsibilities:

The Board shall recommend for adoption by the Gwinnett Commissioners such Bylaws, Rules and Regulations, or Amendments thereto, as it deems necessary for the enhancement of public transport for Gwinnett County.

Powers:

The powers and duties of the Board shall be those reasonably necessary to advise the Commissioners in enhancing public transportation for Gwinnett County, and shall include, but not be limited to the following:

- To recommend to the Commissioners plans and actions to acquire, develop, construct, complete, own, operate and maintain a public transit system for the purpose of transporting persons inside and outside of Gwinnett County, including funding, purchasing, leasing and contracting regarding vehicles, support equipment, facilities,

services, tools, supplies, maintenance, staff, labor, operators, consultants, fuel, parts, accessories, and marketing; and to recommend such other activities reasonably necessary for such purpose;

- To recommend to the Commissioners the routes, hours, and frequency of operation, and fares, rates, fees, tolls or charges of the transit system;
- To recommend to the Commissioners entering into contracts and agreements with any public or private corporation, or other person or with the United States, the State of Georgia, any municipalities, or any other governmental units, authorities, or political subdivisions in order to exercise and carry out its powers and purposes, including contracts or leases for the acquisition, operation, maintenance, management of or supervision of all or any portion of the transit system;
- To recommend the financial arrangements reasonably necessary to accomplish the purposes of this Resolution not expressly prohibited by law, consistent with the budget approved by the Commissioners;
- To recommend to the Commissioners acquisitions by grant, purchase, gift, device or lease; and the holding, use, selling, lease or disposition of real and personal property of every kind and nature whatsoever as may be necessary for the full exercise of, or convenient or useful for the carrying on of the enhancement of public transportation for Gwinnett County;
- To take such actions as may be specifically authorized by the Commissioners respecting the enhancement of public transportation for Gwinnett County;
- The Board shall submit a budget at least annually to the Commissioners for its approval;
- The board shall present, at least annually, a written report on the status of the transit system to the Commissioners and shall make such other reports upon request of the Commissioners;
- The Board has no power to incur bonded indebtedness or to levy taxes, or to incur indebtedness or to contractually bind Gwinnett County, unless such action is hereafter specifically authorized by Resolution of the Gwinnett County Board of Commissioners.

<u>Compensation:</u>

Members shall be entitled to reimbursement for any actual, reasonable and necessary expenses incurred on Board business and approved by the Commissioners.

<u>Qualifications/Training:</u>

- Members shall be Gwinnett County residents;
- No member shall have any relationship with any firm involved in the transit program.

APPENDIX H: Reserved for Subrecipient -- Compliance Monitoring Documents and Title VI Program Submissions

APPENDIX K: Demographic Patterns of Gwinnett County

Ride Gwinnett
Demographic Patterns of Gwinnett County

Gwinnett County's demographic information as sourced from the U.S. Census's 2023 American Community Survey (ACS) 5-Year Estimates and depicted in Table 1 below highlights that 66.8% percent of the County's population identifies as a minority.[1]

Table 1: Race/Ethnicity Profile (Gwinnett County)

Race/Ethnicity	% of Population in Gwinnett County
White alone	29.8%
Some other race alone	11.8%
Two or more races	12.5%
Minority Population	66.8%
Black or African American alone	28.9%
American Indian and Alaska Native alone	0.4%
Asian alone	13.6%
Native Hawaiian and Other Pacific Islander alone	0.1%
Hispanic or Latino (of any race)	23.8%

Demographic Information of Gwinnett County Based on US Census 2023 ACS data analysis, is depicted in Figures 1 through 5.

[1] According to FTA Circular 4702.1B, minority persons include the following: American Indian and Alaska Native; Asian; Black or African American; Native Hawaiian or Other Pacific Islander; and Hispanic or Latino, regardless of race.

Figure 1: Age

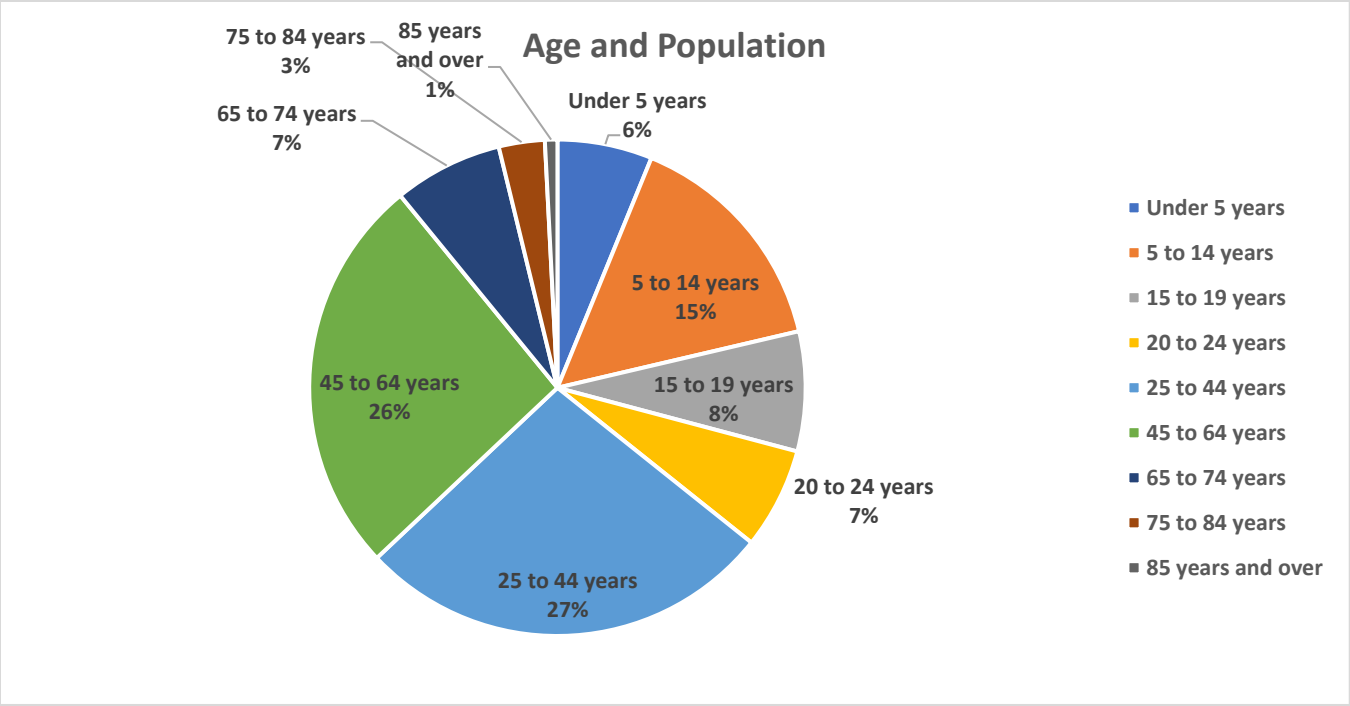


Figure 2: Household Income

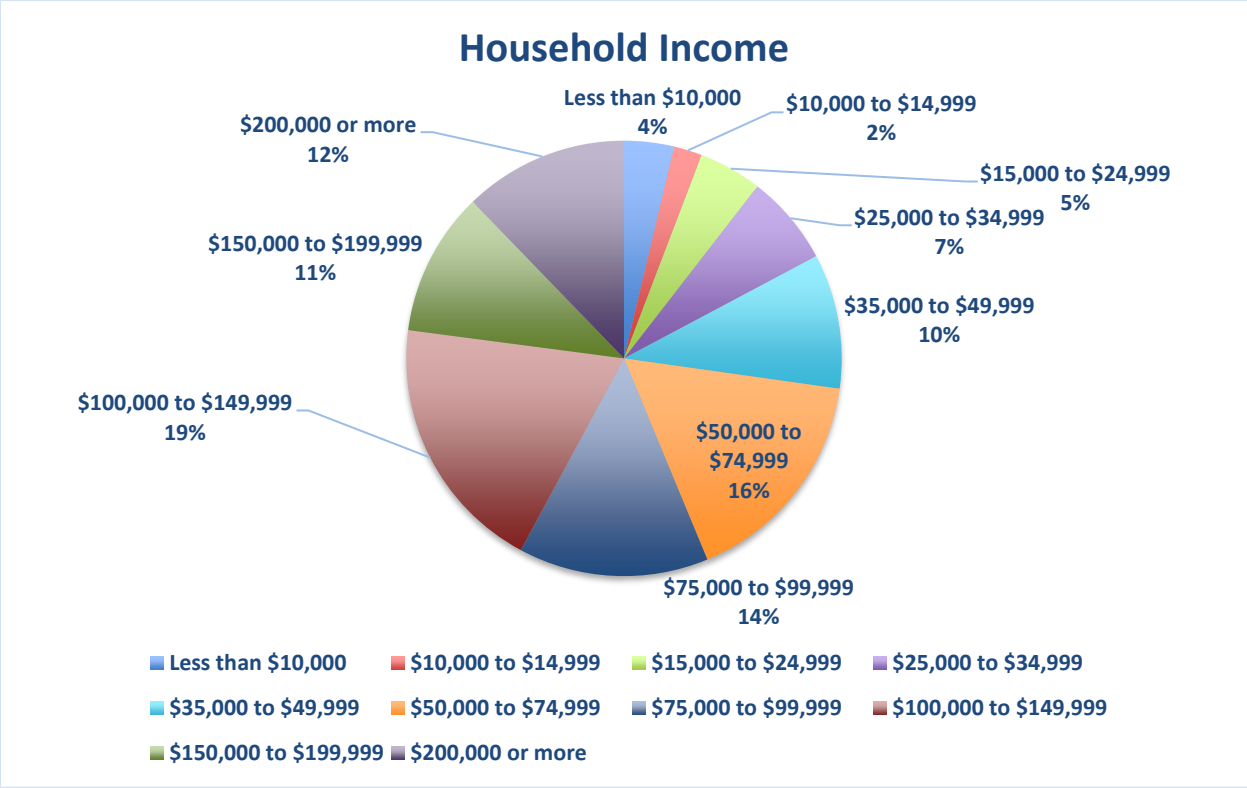


Figure 3: Languages Spoken

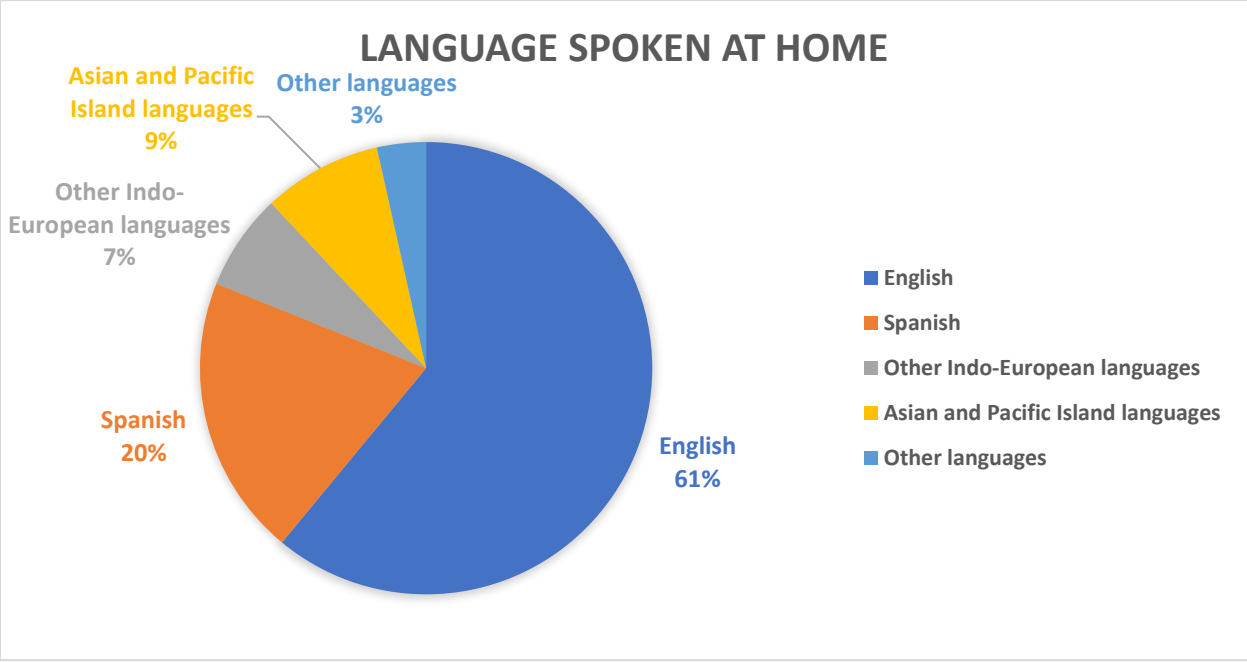


Figure 4: Sex

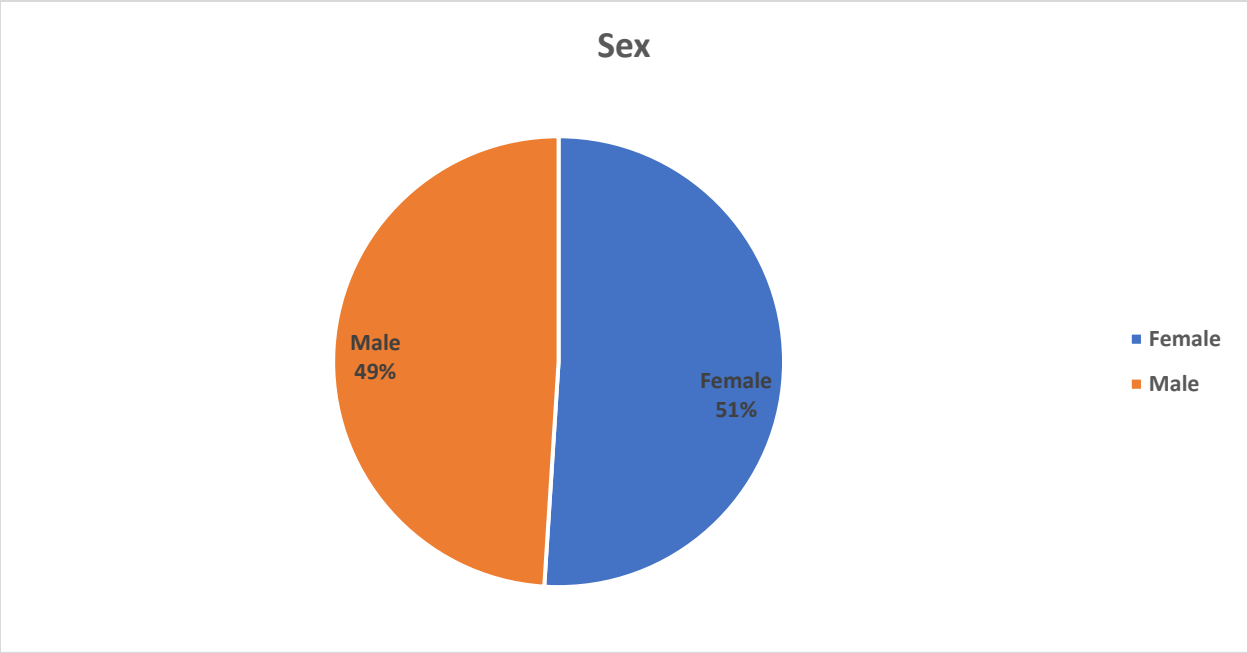
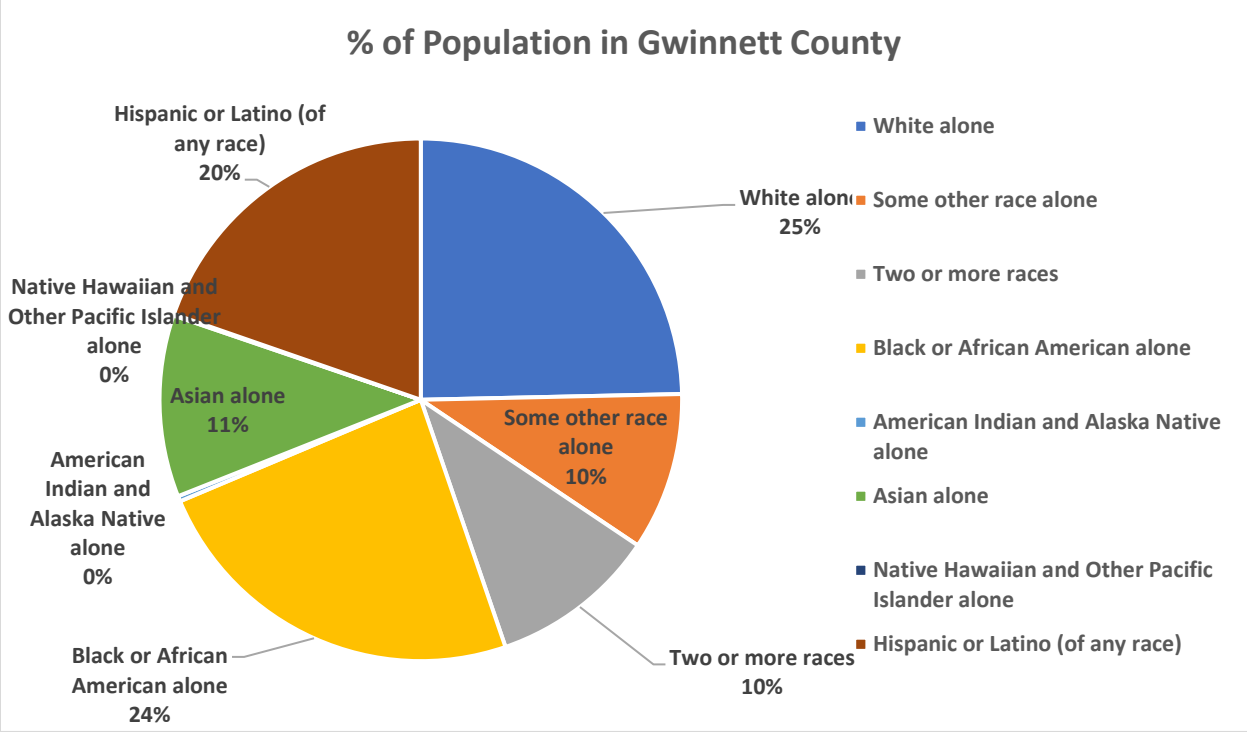
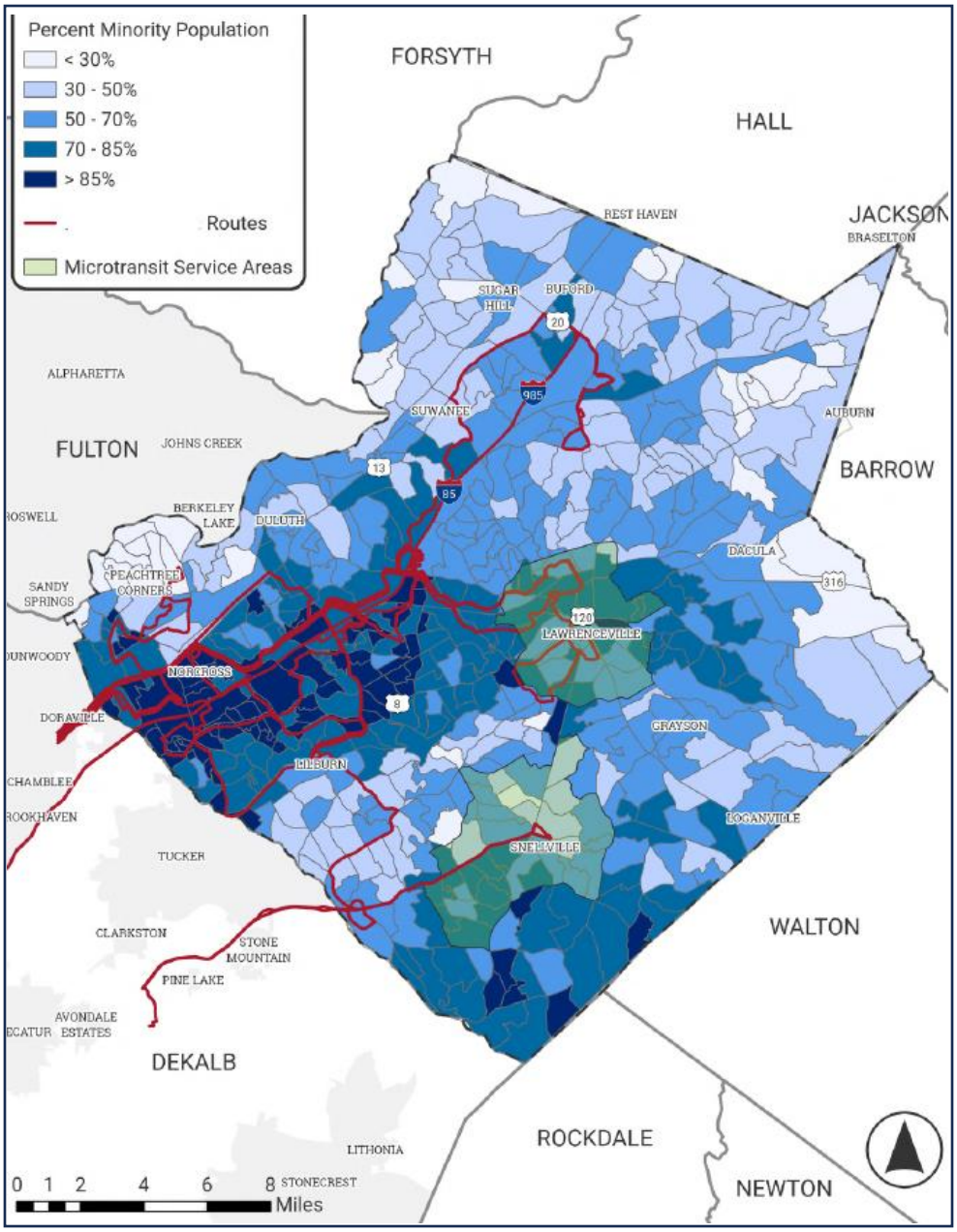


Figure 5: Ethnicity



APPENDIX J: Demographic and Service Profile Map

Ride Gwinnett
Demographic and Service Profile Map



APPENDIX K: Title VI Equity Analyses for

Gwinnett Place Transit Center

And

Lawrenceville Transit Hub

Ride Gwinnett

Title VI Equity Analyses for Gwinnett Place Transit Center

and Lawrenceville Transit Hub



Gwinnett

GWINNETT TRANSIT CENTER

Title VI Site Evaluation and Equity Analysis

Project Background



- The existing Gwinnett Place Transit Center was built decades ago and has reached its capacity to accommodate the current and future expansion of County transit services.
- Gwinnett County is in the process of building a new modern transit center that can meet the increasing multimodal transportation needs of County residents and visitors.

Gwinnett

Title VI Equity Analysis

- Federal Transit Administration requirement when planning new operations facilities
- Ensures non-discriminatory site selection based on race, color, or national origin
- Equity Analysis was conducted on top six scoring sites using nearby census data

Race

Income and poverty

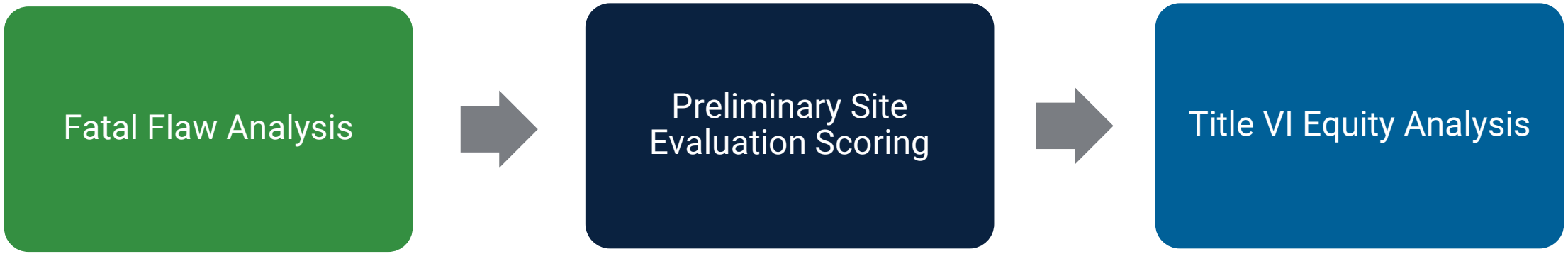
Limited English-speaking

Displaced residences

Displaced businesses

Site Evaluation Process

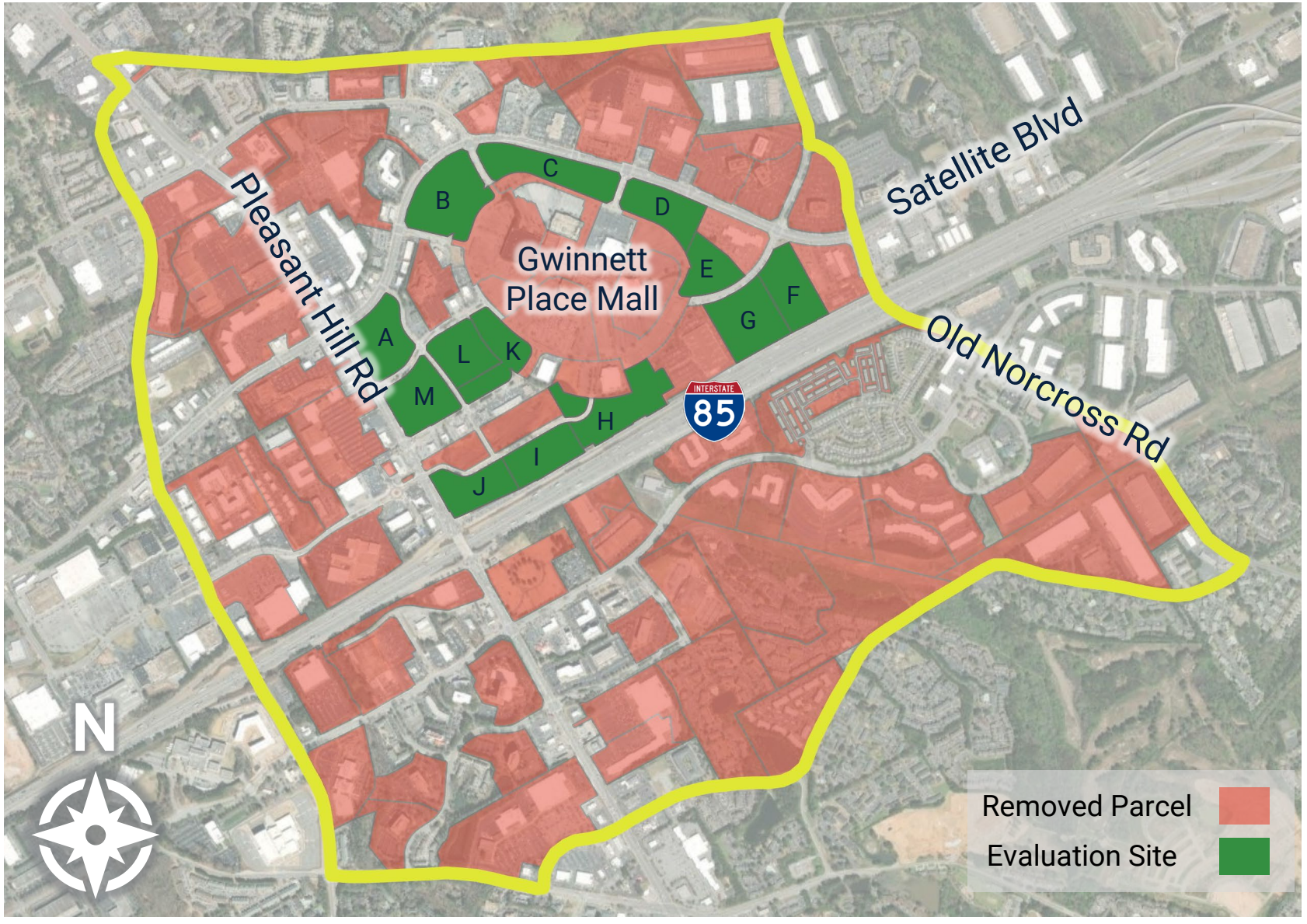
- **Purpose:** Determine the best location for a future transit hub near Gwinnett Place Mall.



Fatal Flaw Analysis

- First, candidate parcels in the study area were eliminated based on these fatal flaws:
  - **Feasibility** – Can the land needed for a transfer center be acquired?
  - **Size** – Is at least 6.5 acres of land available to build the transfer center on?
  - **Land Use** – Can parcels be combined into a site large enough for a transfer center?
  - **Safety** – Can riders get to Gwinnett Place by crossing five or fewer lanes of traffic?
- This led to the combination of key parcels to form 13 total evaluation sites.

Fatal Flaw Analysis Results



Site Evaluation Scoring

The 13 candidate sites were evaluated on the following factors

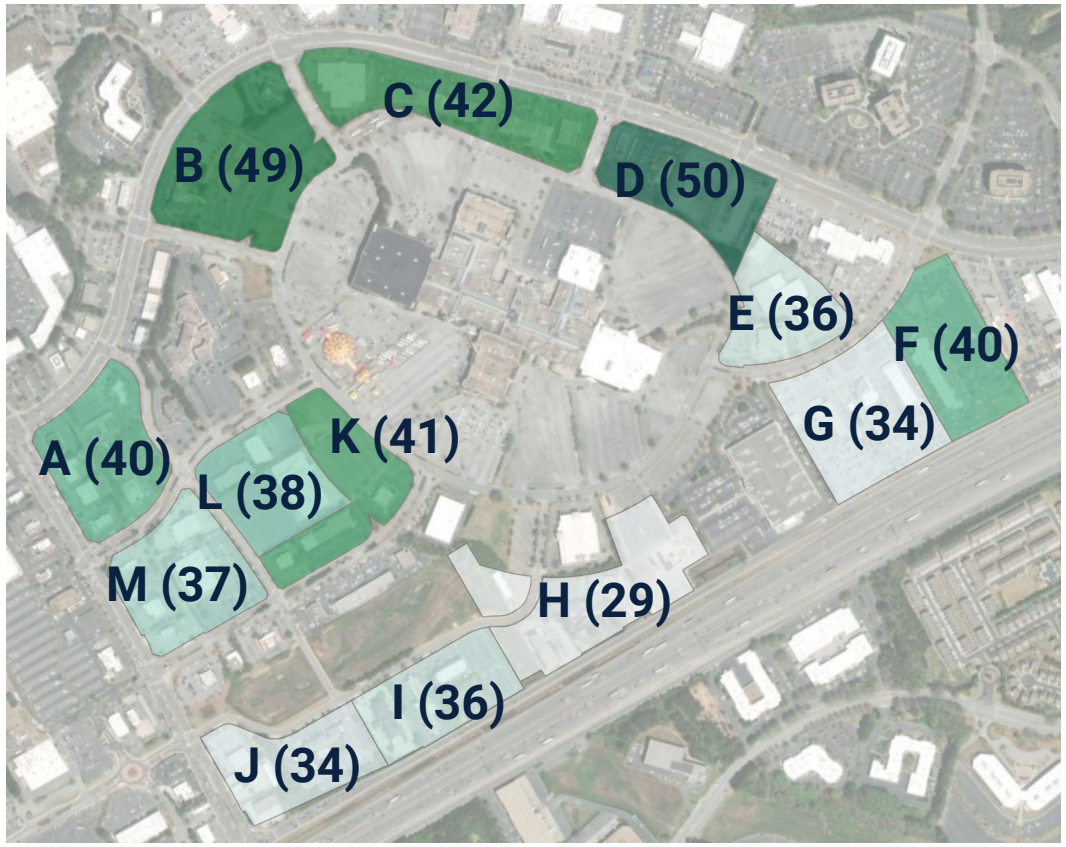
- Size and shape
- Multimodal access
- Environmental
- Land use and development
- Visibility
- Safety
- Property value and ownership

Gwinnett

Site Evaluation Scoring

Low Score

High Score



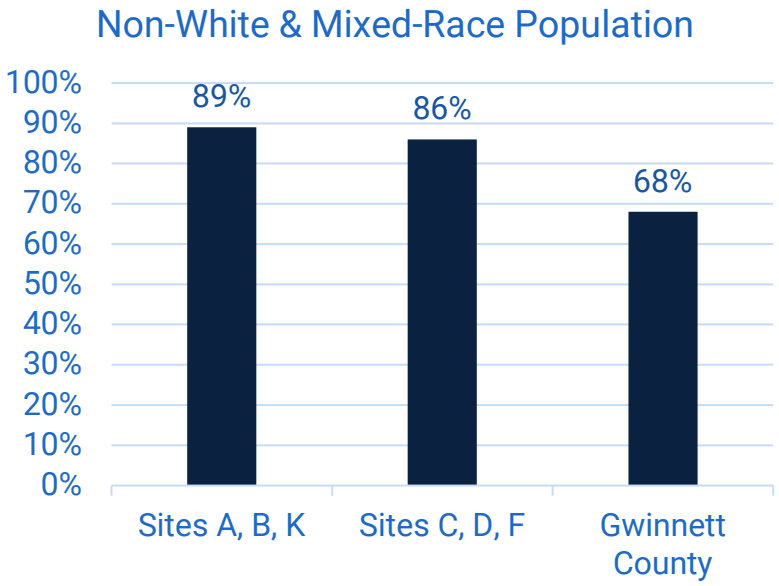
- The top six scoring sites are A, B, C, D, F, and K.
- **Site B** offers the best combination of advantages and limited disadvantages including:
  - Access
  - No acquisition cost
  - No impact to bus operations
  - Safety

Gwinnett

Title VI Equity Analysis

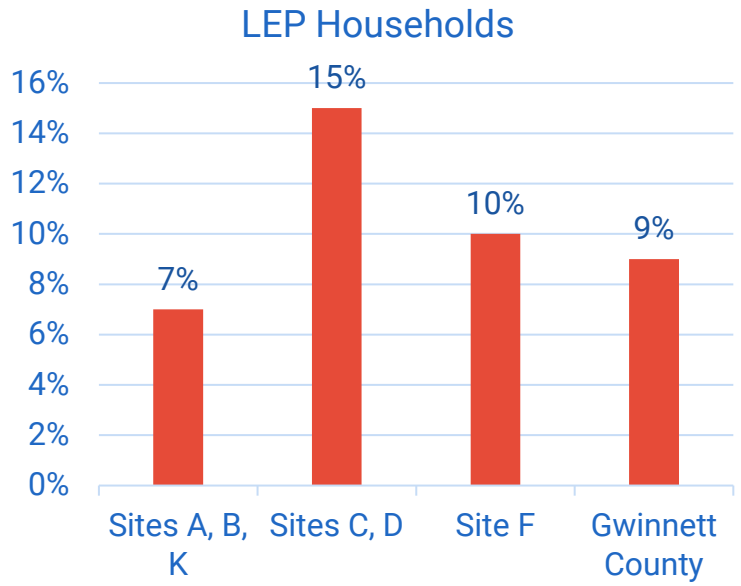
Race

All sites had a higher non-white population than Gwinnett County overall, with sites A, B, and K having the highest.



Limited English-speaking

All sites ranged between 7 to 15 percent limited English-speaking households. Sites C and D had the highest percentage.

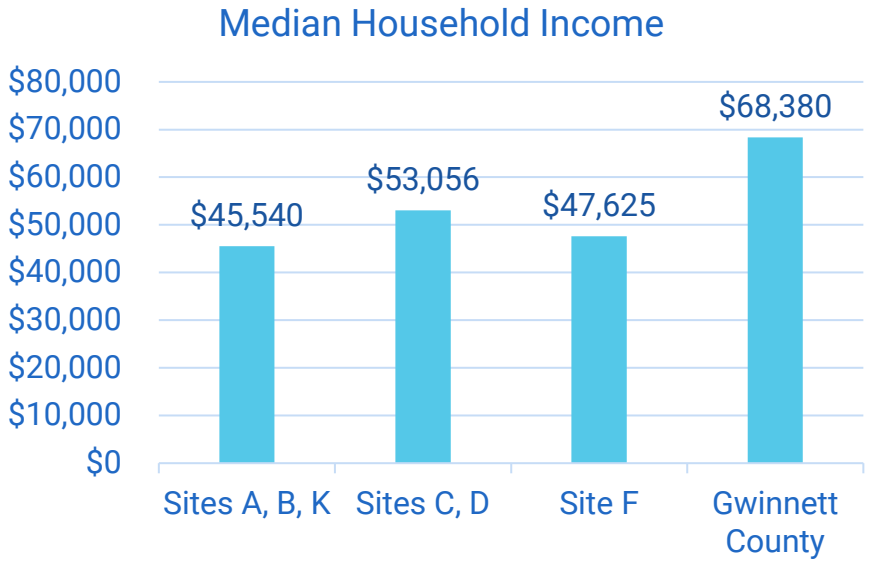


Gwinnett

Title VI Equity Analysis

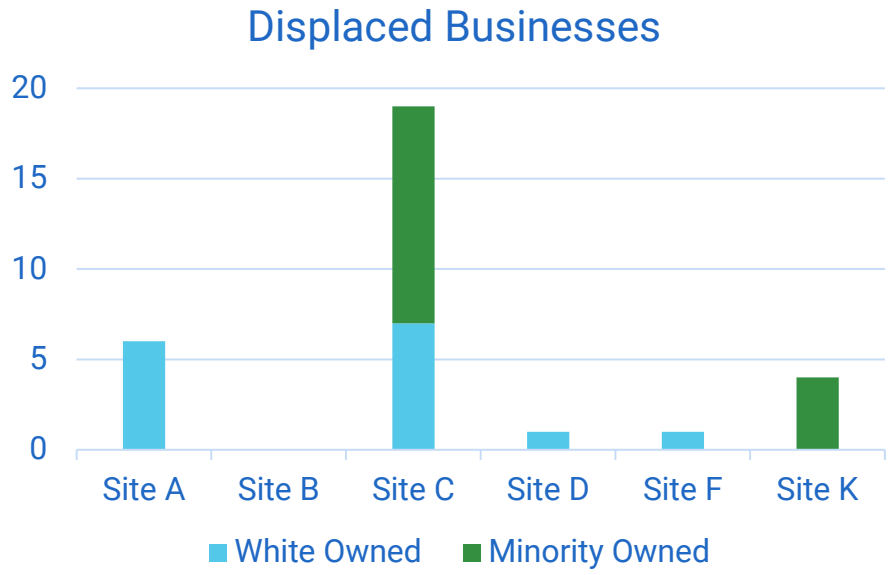
Income & Poverty

All six sites had a median income lower than the county overall, with sites C and D having the greatest median household income.



Displacements

No sites displaced residents. Site C displaced 19 businesses. Sites C and K displaced minority-owned businesses (12 and 4, respectively). Sites D and F displaced one business each. Only Site B does not displace any businesses.



Gwinnett

Title VI Equity Analysis Summary

- All sites had a higher non-white population and lower median household income than Gwinnett County overall.
- The sites did not greatly differ based on race, income, and limited English-speaking populations.
- No sites would displace residents.
- Site B was the only site that would not displace businesses.
- **Site B provided the greatest number of benefits and no burdens.**

Recommended Site



Questions?

Gwinnett

Stay in Touch!

Please send any questions regarding this project to

Transit@GwinnettCounty.com

Lawrenceville Transit Transfer Center

Site Selection, Fatal Flaw and Title VI Equity Analysis

Gwinnett

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Executive Summary

This Lawrenceville Transit Transfer Site Selection Report aims to identify an optimal location for a new transit center that meets community needs, enhances transit efficiency, and supports future growth. Gwinnett County Department of Transportation (GCDOT), in collaboration with Ride Gwinnett, engaged HNTB to conduct a comprehensive site selection study within the Greater Lawrenceville area.

The proposed transit transfer facility will serve as a multimodal hub, providing equitable mobility solutions for Gwinnett County residents. The site selection process considers existing fixed route services and future expansions outlined in the Transit Development Plan.

HNTB in coordination with Ride Gwinnett conducted the following key tasks to ensure a robust site selection process:

1. **Fatal Flaw Analysis**: Focusing on Lawrenceville's Downtown area with a 3-mile buffer, candidate parcels underwent initial screening based on land use, size, and safety. Additional factors, such as flood vulnerability, slope suitability, and proximity to the specified terminal point in the Transit Development Plan (TDP), were considered.
2. **Travel Market Analysis**: This analysis explored travel patterns and demand within the study area. Key corridors, proximity to educational institutions, activity centers, senior facilities, recreational areas, and zoning regulations were assessed. Population and employment data informed the selection of a site that meets current and future transportation needs.
3. **Connectivity Study**: Evaluating potential sites, HNTB assessed connectivity to major transportation routes, bike and pedestrian infrastructure, trails, park-and-ride facilities, and user safety. The goal was seamless integration with existing transit networks.
4. **Title VI Analysis**: To ensure compliance with the Civil Rights Act, the impact of each site on minority and low-income populations was assessed. Measures included households with limited car access, single-parent households, Limited English Proficiency (LEP) populations, and disability considerations.

As the project progressed, sites were narrowed down based on the initial analyses, followed by a detailed examination using Title VI criteria. Of the four candidate sites (see Figure 15), Site 1 ultimately emerged as the recommended location for the new transit center in the City of Lawrenceville.

1. Introduction

1.1 Purpose

Ride Gwinnett, formerly known as Gwinnett County Transit, has recently ratified a comprehensive Transit Development Plan (TDP). This forward-looking plan encompasses a sophisticated transit system that integrates various modes of transportation. These modes include shared rides, county rides, quick rides, rapid ride services, airport ride services, transit transfer facilities (TTF), and technology enhancements. As part of the TDP implementation, Ride Gwinnett is tasked with constructing a transfer facility within the city limits of Lawrenceville. The envisioned transfer center aims to serve as a centralized hub, seamlessly connecting pedestrians, cyclists, fixed-route buses, Microtransit, and potentially airport shuttles and future Bus Rapid Transit (BRT) services.

The purpose of this report is to thoroughly explore and analyze potential sites for the new Lawrenceville Transit Facility and outline the site selection process conducted collaboratively by HNTB and Ride Gwinnett for the Lawrenceville Transit Transfer Center. In addition, this report documents that the site selection process to identify the preferred/recommended location for the Lawrenceville Transit Transfer Facility was conducted without regard to race, color, or natural origin. In the subsequent chapters, we delve into detailed analyses:

- Fatal Flaws Analysis (Chapter 2): A thorough examination of potential major issues related to the selected site.
- Travel Market Analysis (Chapter 3): An exploration of the local travel patterns, demand, and user needs.
- Connectivity Study (Chapter 4): An evaluation of how well the chosen site facilitates seamless connections among different transportation modes.
- Title VI Analysis (Chapter 6): A consideration of equity and nondiscrimination aspects related to the site selection.

Each analysis provides valuable insights, ultimately supporting the decision to designate Site 1 as the recommended location for the transfer facility. By strategically addressing connectivity, accessibility, and community impact, Ride Gwinnett aims to enhance the overall transit experience for Lawrenceville residents and visitors.

2. Fatal Flaw Analysis

2.1 Overview and Summary of Search Criteria and Screening of Parcels Methodology

As a part of the TDP, Ride Gwinnett has the goal to establish transit transfer facilities to provide better connectivity to existing local bus service and various future alternative modes of travel (County Ride, Quick Ride, Rapid Ride, Shared Ride, and Airport Ride). This initial fatal flaw analysis will eliminate parcels that would not be viable candidates for this proposed facility from further evaluation. Candidate parcels within a 3-mile buffer of downtown Lawrenceville were initially screened based on critical factors described in this section. Parcels not meeting the criteria described were eliminated with no further consideration. This study only considered non-residential parcels for reasons described later in the report. The screening filters in sequence can be seen in **Figure 1** below with a summary of the number of parcels screened at each layer in **Table 1**. Note that the final eight parcels are consolidated into the four candidate sites as part of the final evaluation.

Criteria	No. of Parcels
Within 3-mile radius of Gwinnett Courthouse	22,000
Zoning Conformity - Non-Residential Parcels	2,117
Parcel Size - Larger than 3 acres	385
Flood Vulnerability - Not within Dam Breach Zone / Flood Plain	310
Slope - Less than 6 Degree	213
Proximity to Hazardous Waste Facilities - Outside 0.25 mile Buffer	176
Underground Storage Tanks - Not inside the Parcel	171
Proximity to POIs and Activity Centers - within 0.5 mile Buffer	91
Existing Condition - Vacant Parcels	18
Parcel Size - Larger than 6 acres (Including Contiguous Parcels)	8

Table 1 - Number of parcels under consideration

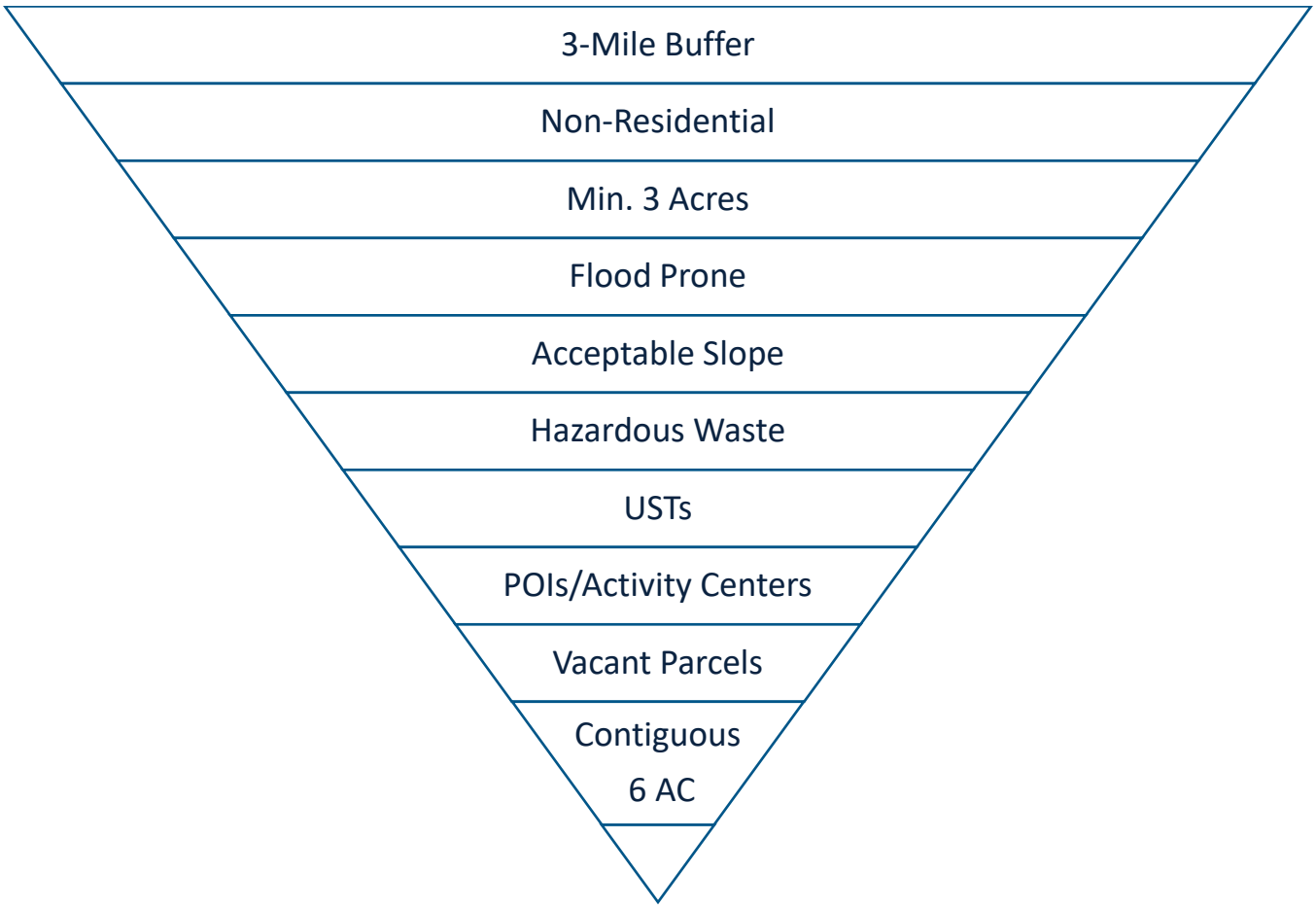


Figure 1 - Screening Criteria

3-Mile Buffer Filter:

The initial screening was performed using a buffer zone of 3 miles centered on the courthouse in Downtown Lawrenceville. This 3-mile buffer includes major activity centers, such as Georgia Gwinnett College, Northside Hospital, Walmart Supercenter, and Gwinnett County Justice and Administration Center. This buffer resulted in 22,000 parcels for consideration of the new Lawrenceville Transit Transfer Center. The buffer area and Points-of-Interests can be seen in **Figure 2** below.

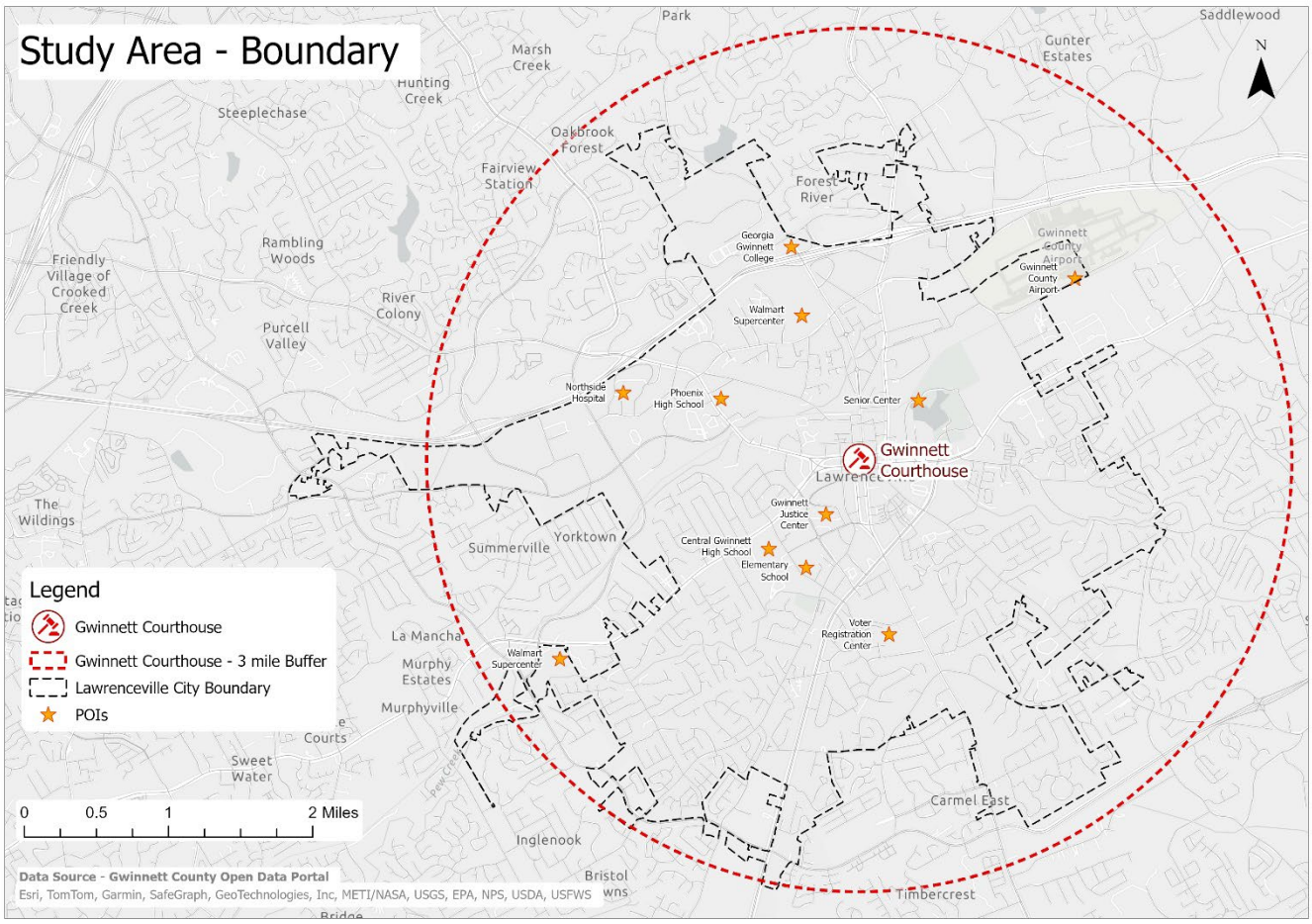


Figure 2 - Study Area Boundary

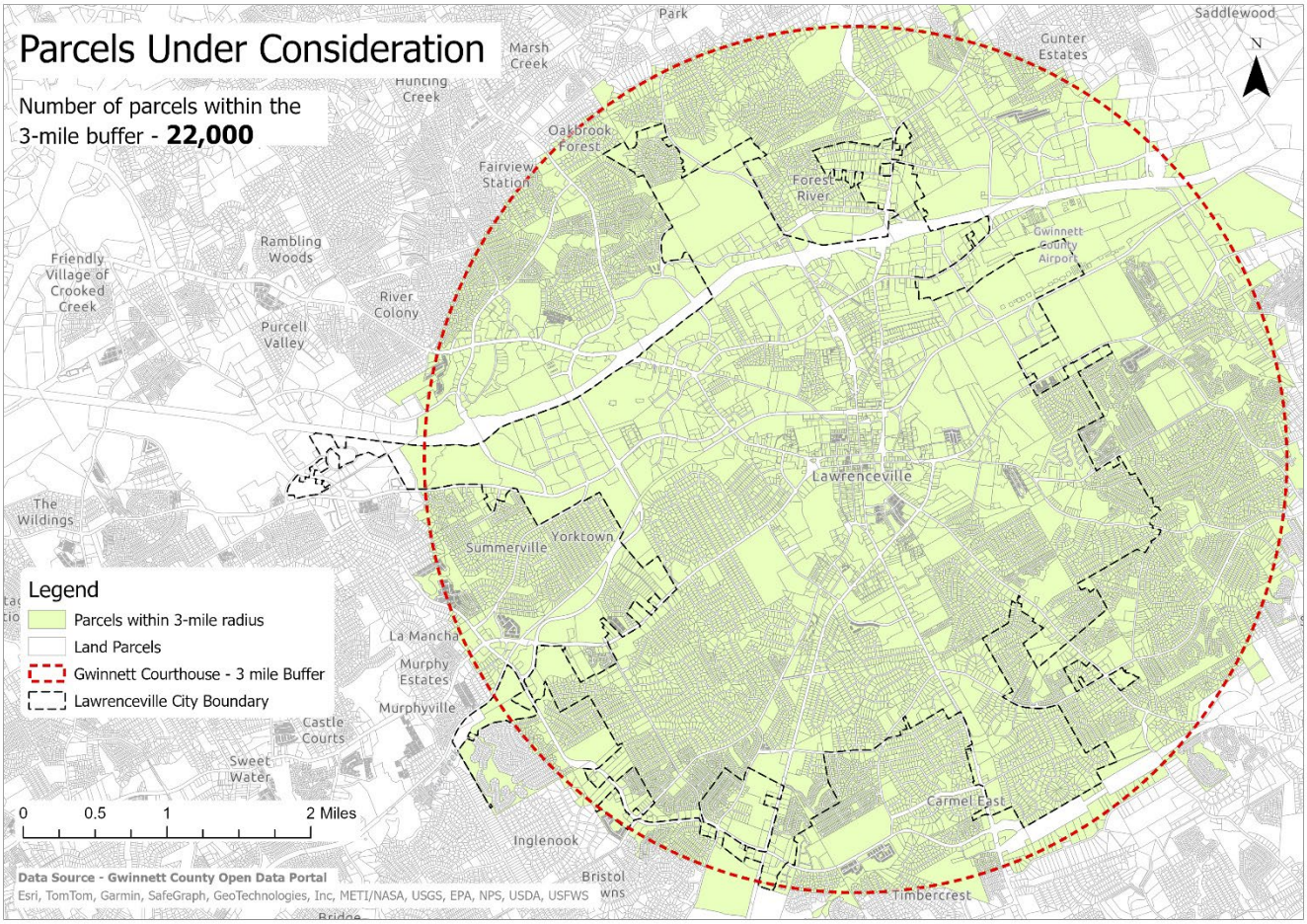


Figure 3 - Parcels Under Consideration

Non-Residential Filter:

Potential parcels identified within the study area were examined and compared to the latest land use plan included in the 2045 Unified Plan and Lawrenceville's 2045 Comprehensive Plan. Parcels of compatible land use were further filtered. The compatible land use parcels were determined to be non-residential parcels. Non-residential parcels were included due to their compatibility with a transit hub, potentially larger in size, and potentially undeveloped. Acquisition of residential parcels could prove to be more difficult and disruptive to disadvantaged populations. Rezoning may be required, but this will not be evaluated in this stage. Within the 3-mile buffer, there were 2,117 non-residential parcels which can be seen in **Figure 4** below.

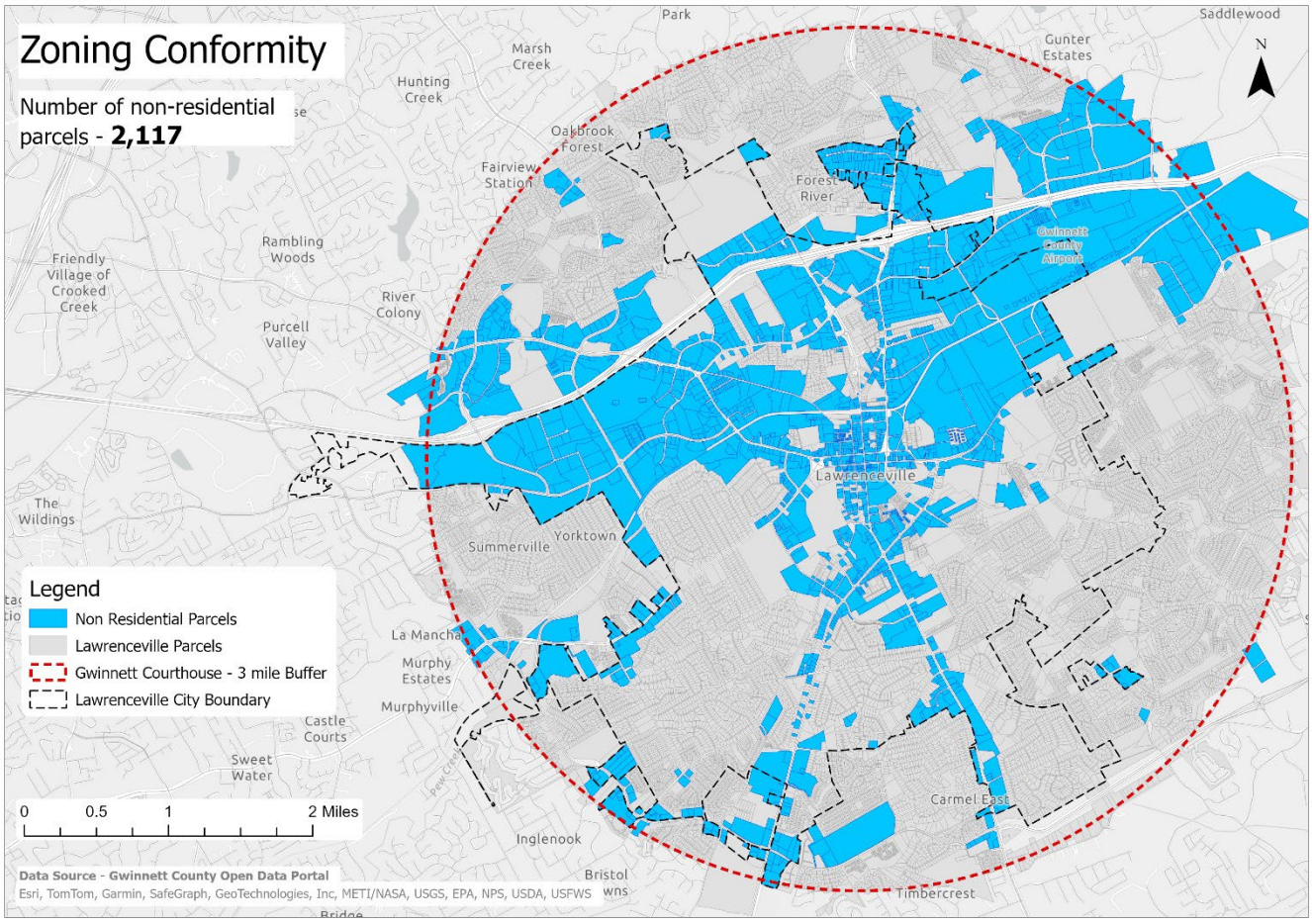


Figure 4 - Zoning Conformity (Non-Residential Parcels)

Minimum 3-acre Size Filter:

A preliminary size exclusion was performed to eliminate parcels smaller than 3 acres. This number was chosen to eliminate the parcels that would be effectively too small to combine into the minimum acreage required for the facility. Parcels must be contiguous to be considered for a combined candidate site. There were 385 parcels larger than 3 acres under consideration seen in **Figure 5** below.

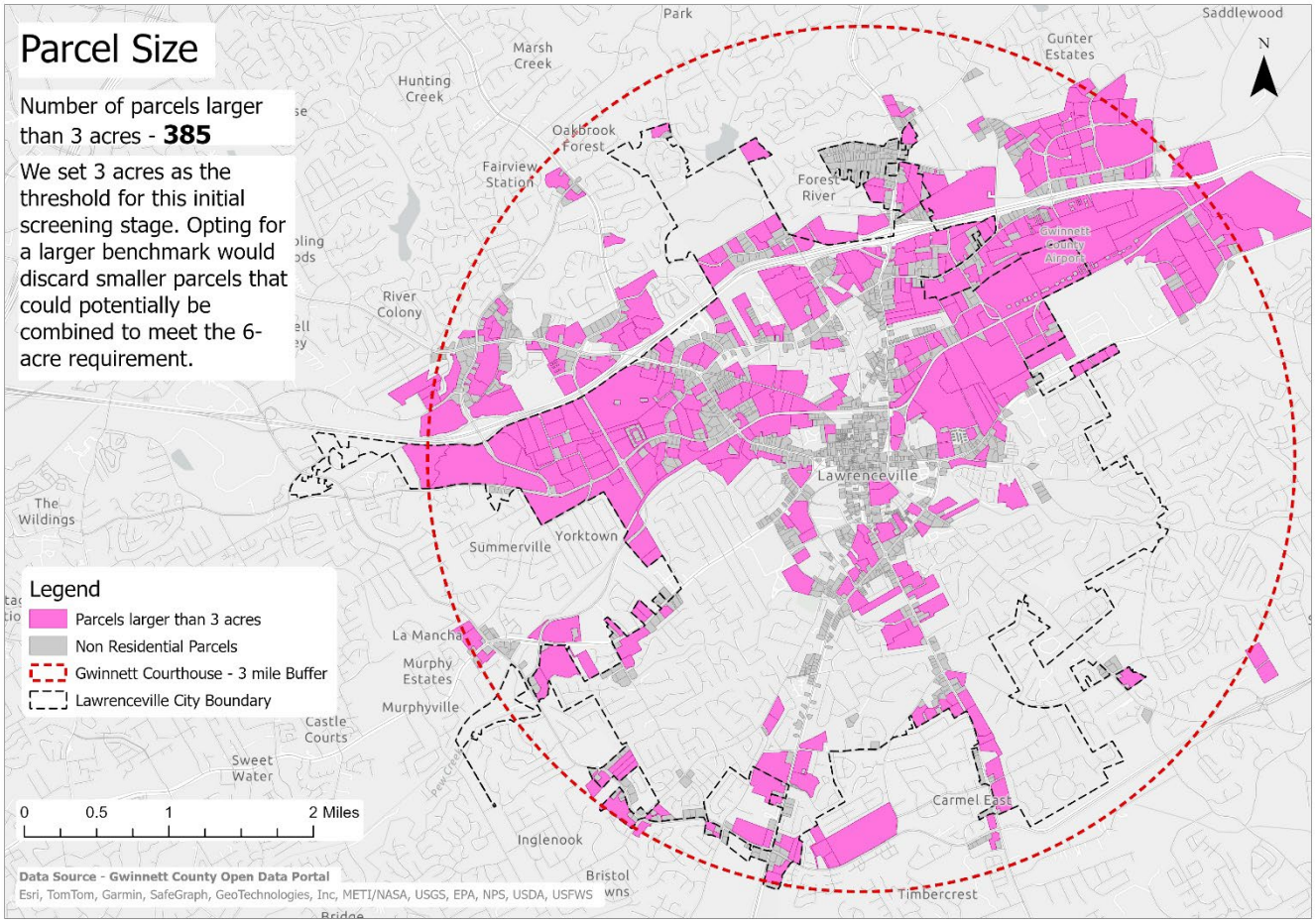


Figure 5 - Parcel Size

Flood Prone Filter:

Data on the flood vulnerability of parcels was pulled from Gwinnett County's Open Data Portal. Parcels within the floodplain were eliminated due to their susceptibility to being inundated by water from any source. Of the 385 parcels, 75 were determined to be vulnerable to flooding. These parcels were eliminated to avoid potential undue flood risks (see **Figure 7**). If federal funds were pursued for the facility, additional justification would be required to propose a transit facility in flood zones. Additionally costs to design and maintaining rise for such locations due to requirements for redundancy and additional factors of safety.

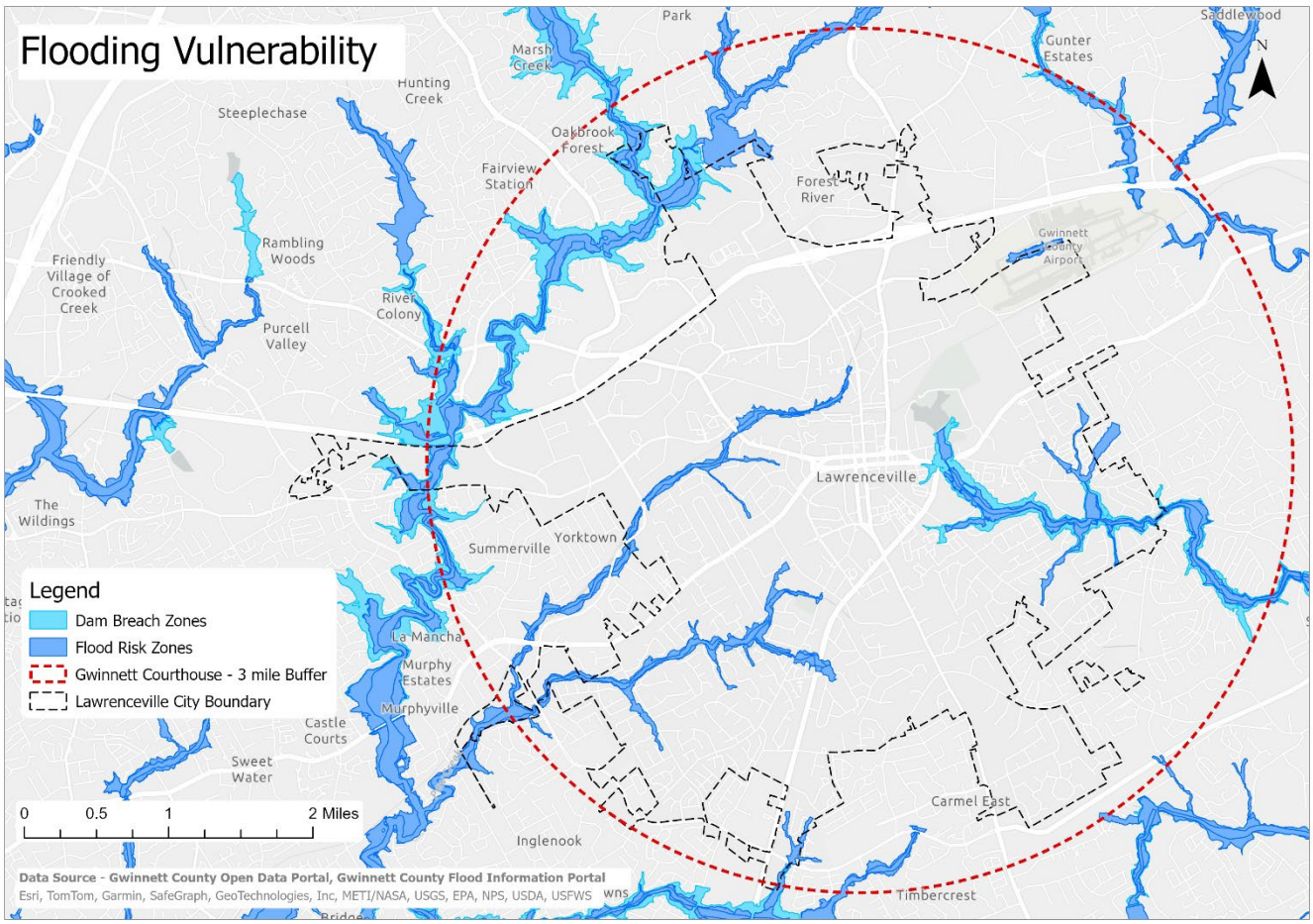


Figure 6 – Flood Zones

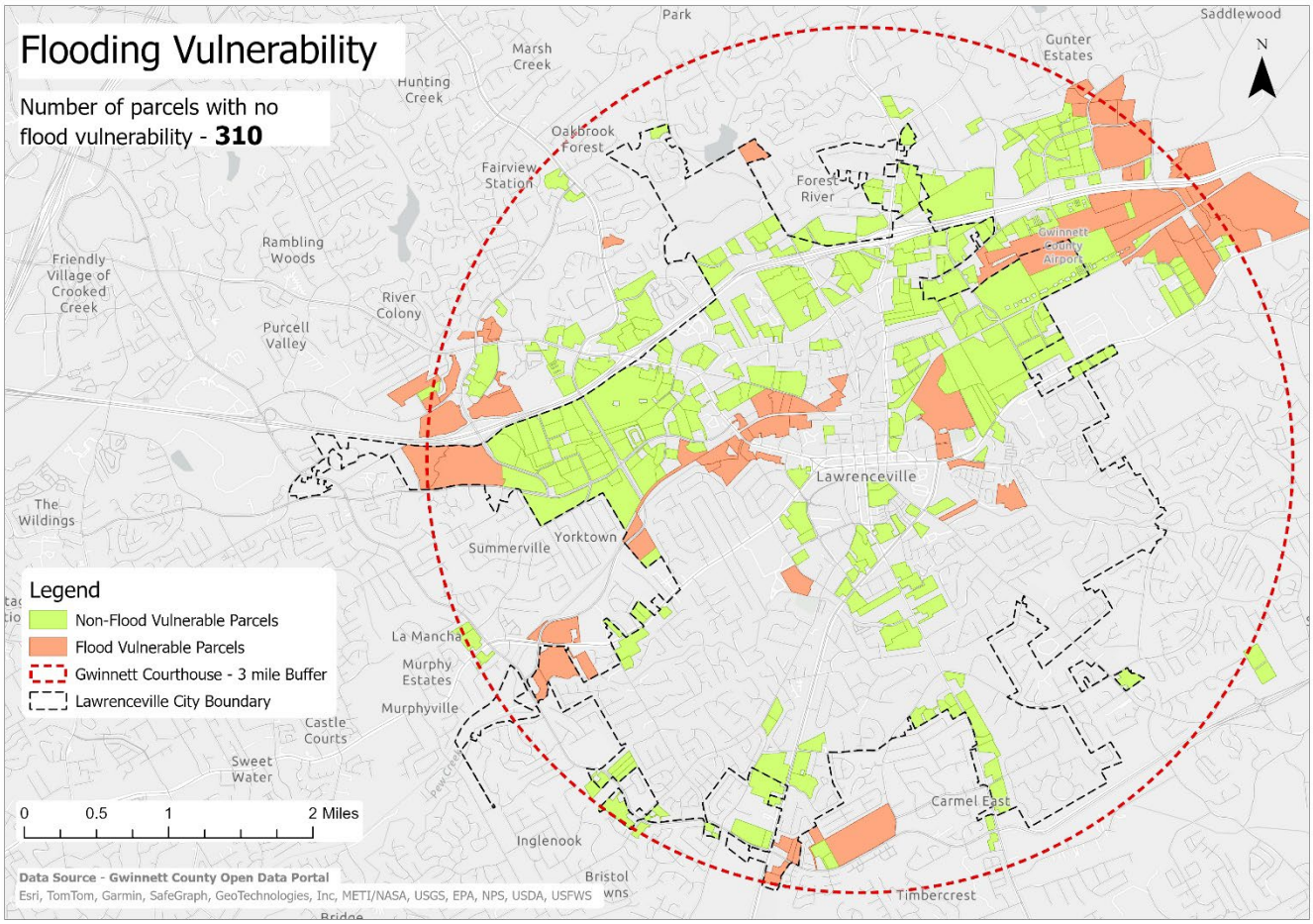


Figure 7 - Parcels with Outside of Flood Zone

Slope of Site Filter:
The remaining 310 parcels under consideration were examined for slope acceptability. The slope by this definition is referring the amount of topographic relief on the site. The steeper the slope, the lower the score. A reasonably sloped existing parcel would need less earthwork and have less possibility for the inclusion of retaining walls. The facility design must be ADA compliant and provide comfortable maneuverability for buses and pedestrians. An acceptable slope was determined to be less than 10 percent existing grade. 213 parcels were found to be within this range which can be seen in **Figure 9**.

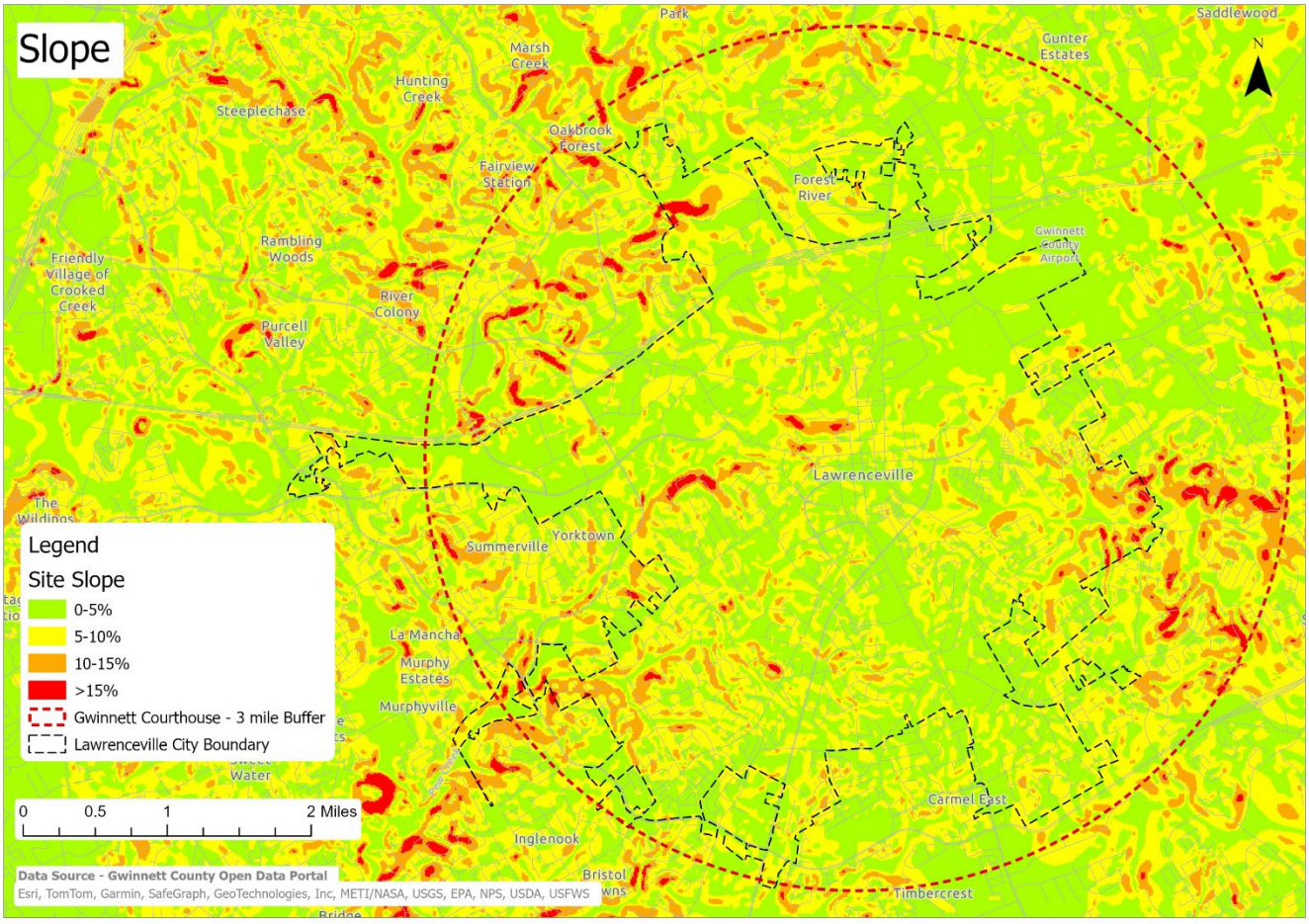


Figure 8 - Site Slope (Topography)

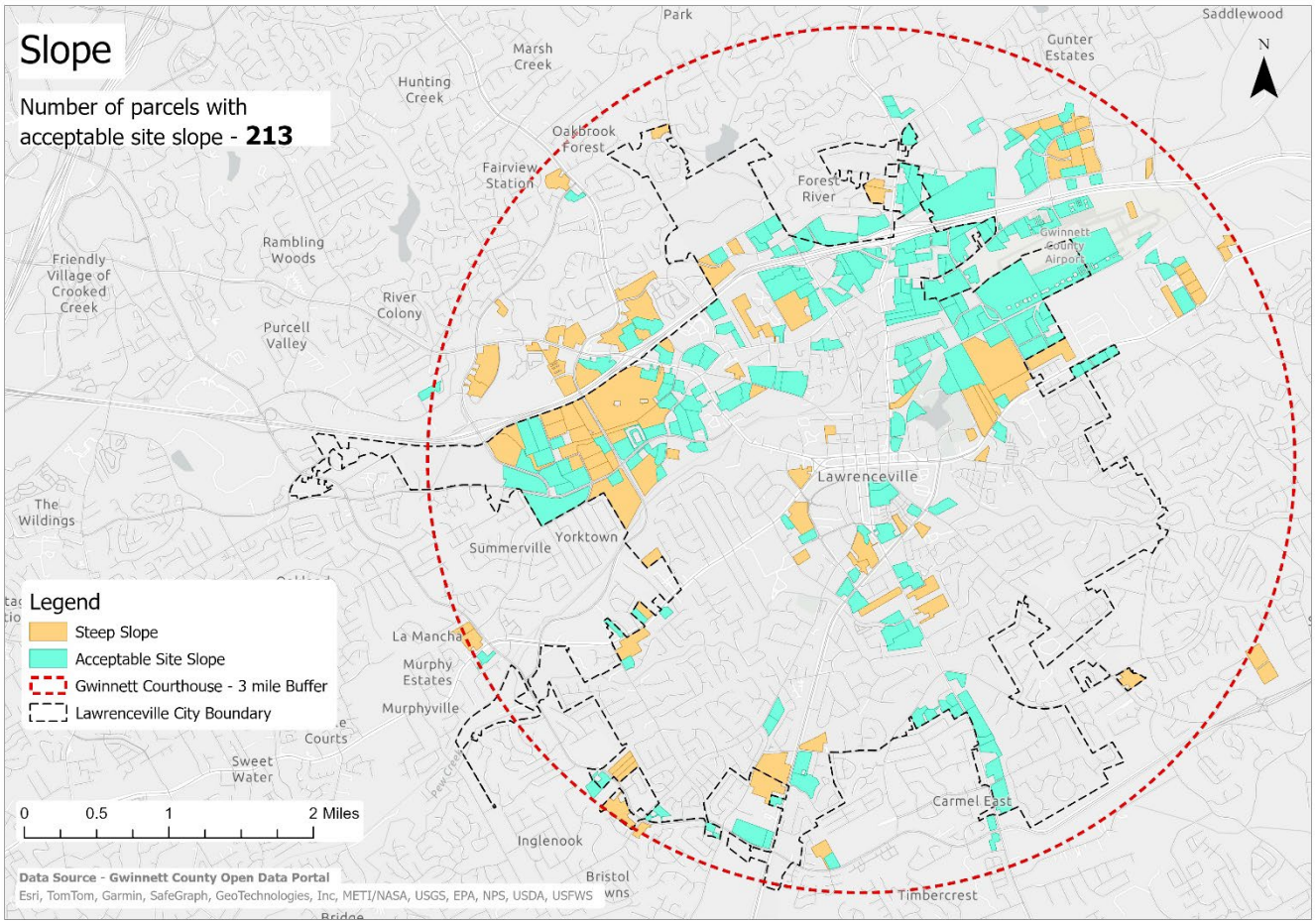


Figure 9 - Parcels with Less than 10% Slope

Hazardous Waste and Underground Storage Tank (UST) Filters:

The remaining parcels were further filtered using proximity to hazardous waste facilities (provided in the EPA Toxic Release Inventory) and location of underground storage tanks (data from EPA UST Finder). Additional details for the Toxic Facilities shown in **Figure 10** can be found in **Table 2**. These parcels can be viewed in **Figures 10 and 11**, respectively. Hazardous waste facilities and underground storage tanks pose significant dangers to human health and the environment. Removing these parcels from the screening helps to minimize costs of development by avoiding remediation costs or potential leak risks. A buffer of 0.25-miles was used to determine whether parcels were safe or not from hazardous waste. Of the 213 parcels, 176 were considered safe from hazardous waste. Any parcels that had any open/ active underground storage tanks were removed from consideration. 171 of the 176 parcels within 0.25-miles of a hazardous waste facility did not have any USTs on site. These 171 parcels continue through the screening (see **Figure 11**).

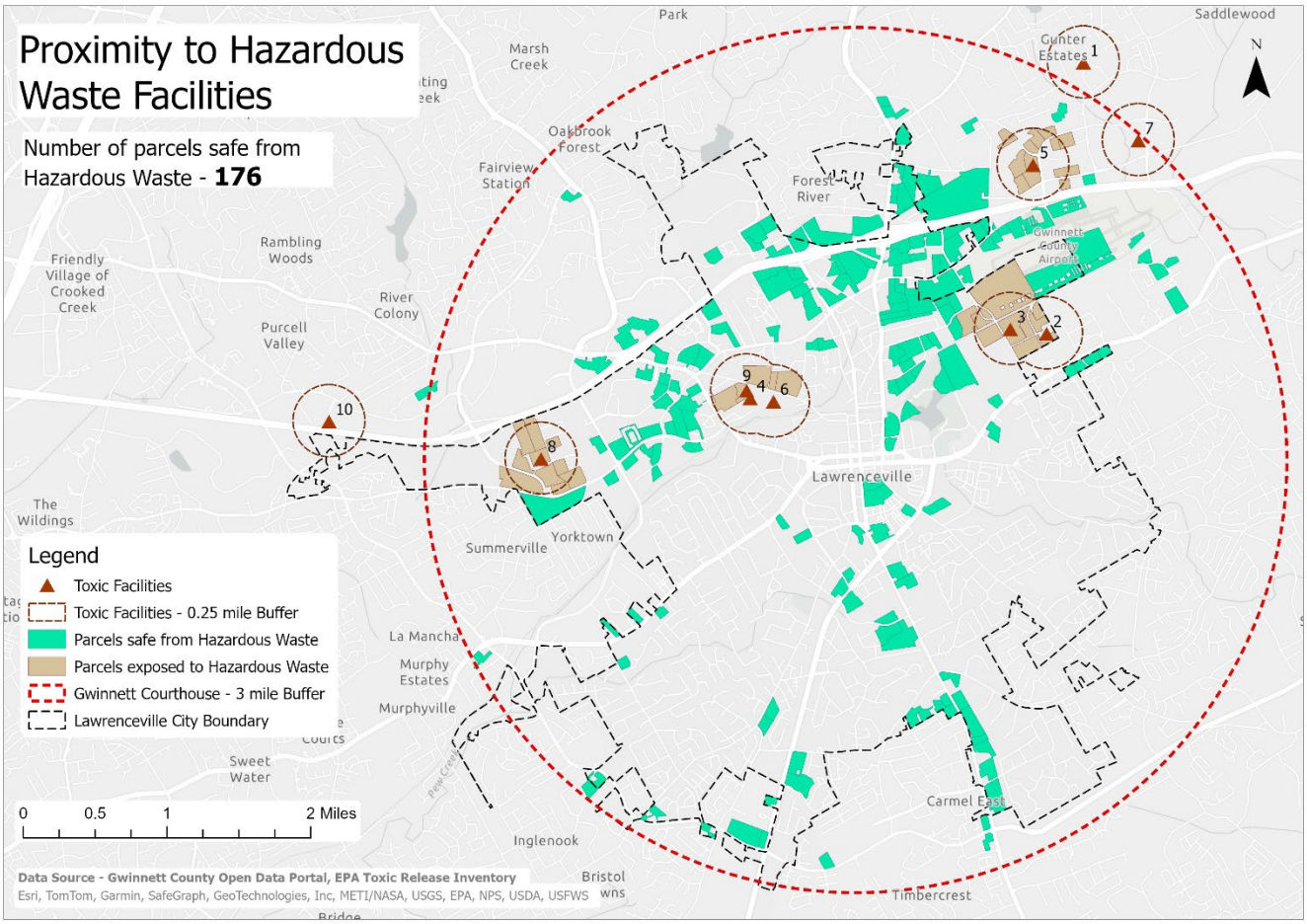


Figure 10 - Hazardous Waste Sites with 0.25-mile Buffer

Facility Number	Name	Address	Toxics
1	ANITOX CORP	1055 PROGRESS CIR LAWRENCEVILLE, GA 30043	Formaldehyde, Ammonia
2	ARGOS LAWRENCEVILLE CONCRETE PLANT	545 SEABOARD IND US TRIAL DR, LAWRENCEVILLE, GA 30045	Lead
3	CMC REBAR	251 HOSEA RD LAWRENCEVILLE, GA 30046	Nickel Compounds
4	GEORGIA MASONRY SUPPLY LAWRENCEVILLE BLOCK	300 PIKE BLVD LAWRENCEVILLE, GA 30046	Lead
5	GOODWIN CO	700 PROGRESS CENTER AVE LAWRENCEVILLE, GA 30043	Certain Glycol Ethers
6	READY MIX USA LLC-LAWRENCEVILLE PLANT	383 MALTBIE ST LAWRENCEVILLE, GA 30045	Lead Compounds
7	RICOH ELECTRONICS INC	1125 HURRICANE SHOALS RD LAWRENCEVILLE, GA 30043	Aluminium Oxide (Fibrous Forms), Manganese Compounds, Zinc Compounds
8	SHERWIN-WILLIAMS CO	725 RACO DR LAWRENCEVILLE, GA 30046	Ethylene Glycol
9	THOMAS CONCRETE - LAWRENCEVILLE	455 MALTBIE ST NW LAWRENCEVILLE, GA 30046	Lead Compounds
10	WIKA INSTRUMENT LP	1000 WIEGAND BLVD LAWRENCEVILLE, GA 30043	Chromium, Copper, Lead, Nickel

Table 2 - Hazardous Waste Sites – Source: US EPA

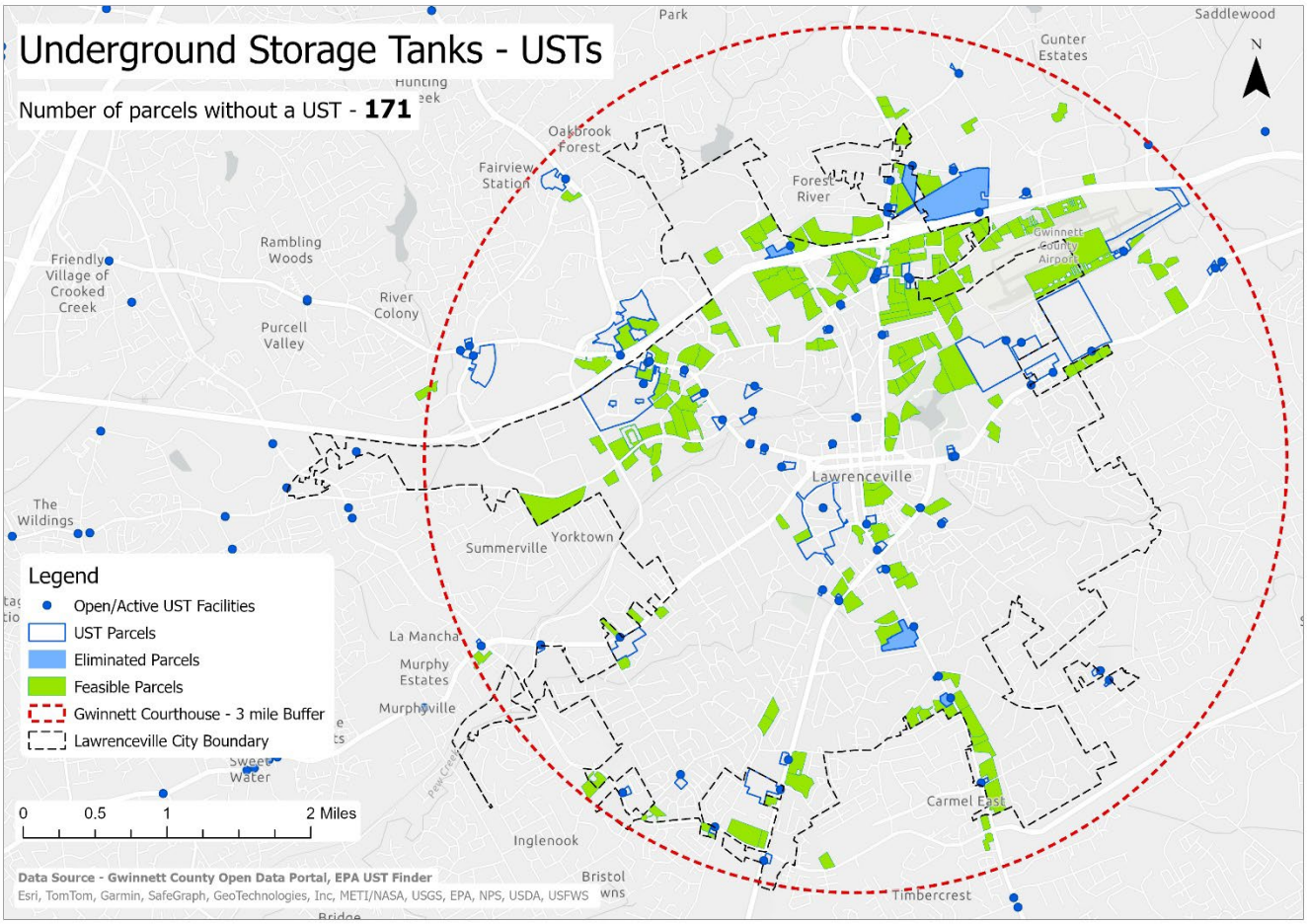


Figure 11 - Underground Storage Tank Sites

Points-of-Interest Filter:

The previously mentioned points-of-interest (POI) and activity centers were mapped against the remaining parcels. These POIs were determined to be of high priority to increase the potential volume of transit users. A 0.5-mile buffer was created from each POI based on pedestrian opportunity to travel by foot to the transit transfer center. Parcels outside of these buffers were eliminated from consideration. There were 91 parcels within 0.5 miles of a POI. The parcels can be seen below in **Figure 12**.

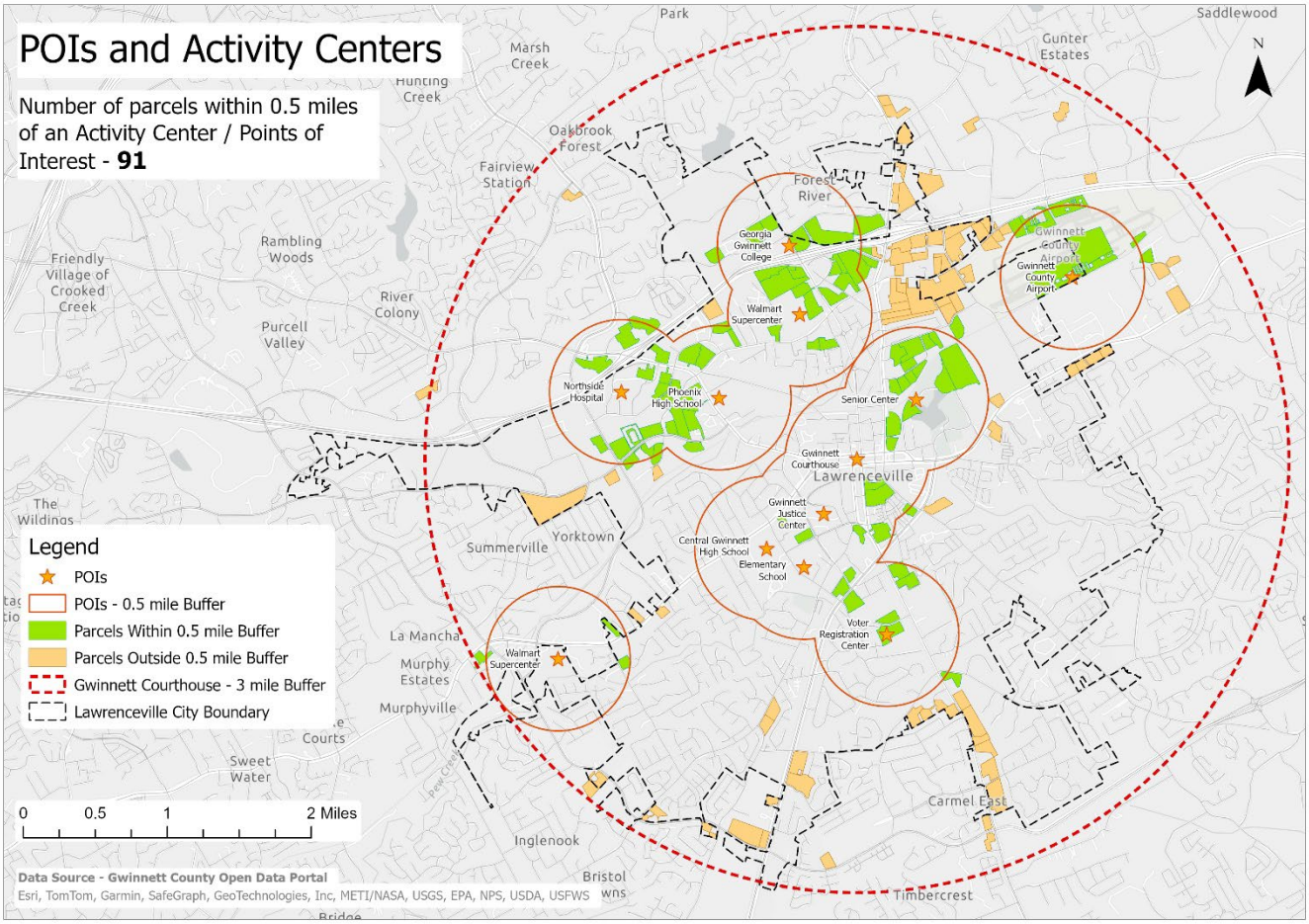


Figure 12 - Points-of-Interest and Activity Centers

Vacant Parcels Filter:

Parcels were labeled as “Vacant” or “Developed” using the latest satellite imagery available from Gwinnett County GIS and/or Google Earth. Developed parcels were excluded from the transit transfer center screening due to the potential for additional costs of acquisition and/or demolition. The potential risks of unknown environmental hazards and potential costs from displaced businesses supports the exclusion of developed parcels from consideration. After visually examining the 91 parcels available near the POIs, 18 “Vacant” parcels were identified. Those parcels can be seen in **Figure 13** below.

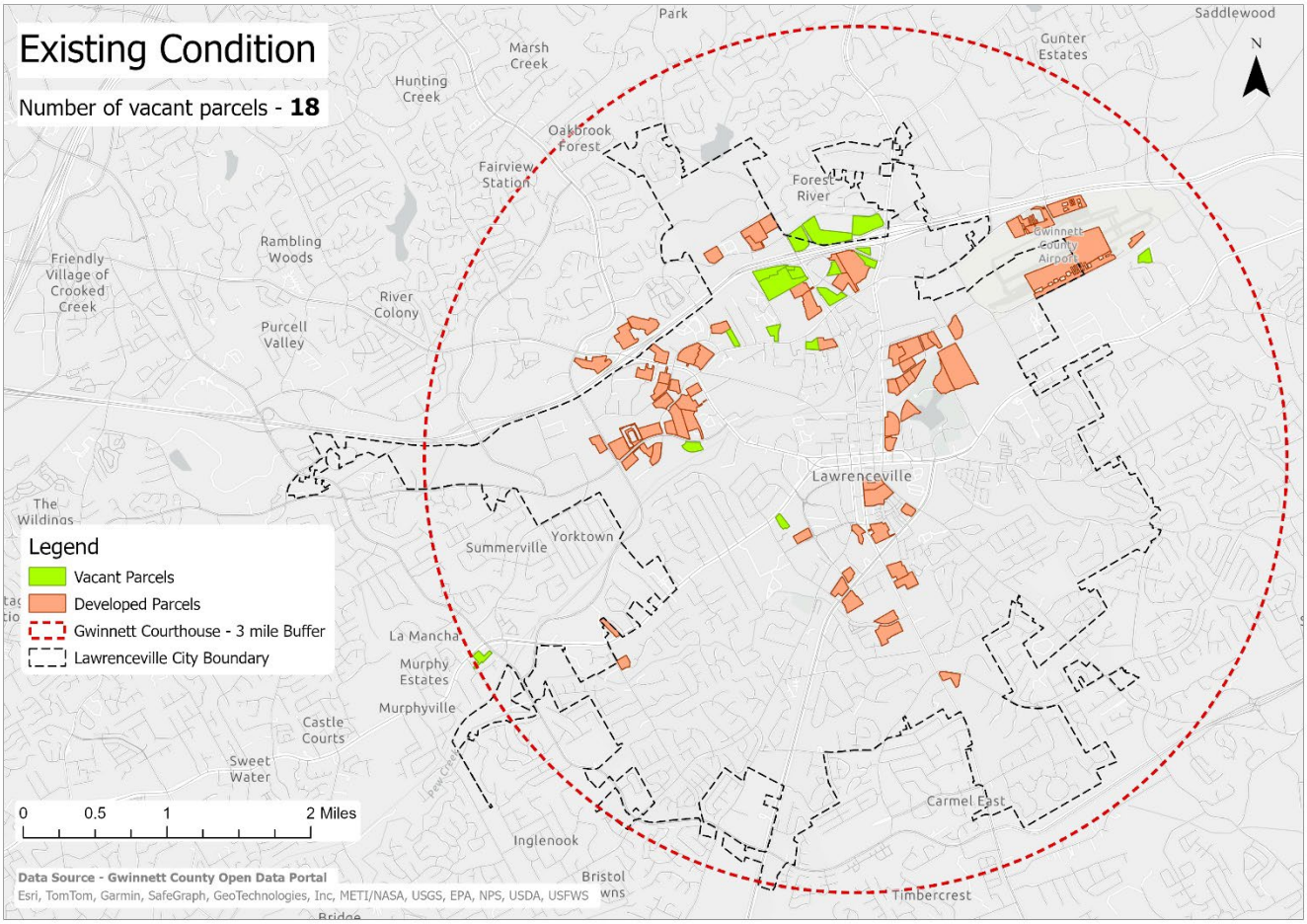


Figure 13 - Vacant Parcels

Parcel Combined Size Filter:

Vacant parcels were further examined using Gwinnett County's Open Data Portal to determine total contiguous size. Contiguous parcels require at least on boundary to be adjacent to permit combination of parcels for this project. The land-use of each parcel was considered in relation to whether sufficiently sized contiguous parcels were available to combine for the required size of greater than 6.5 acres, the preferred minimum size for this transfer facility. Of the remaining 18 parcels, 10 were eliminated due to minimum size and not being contiguous. These remaining 8 parcels and the eliminated parcels can be seen in **Figure 14**.

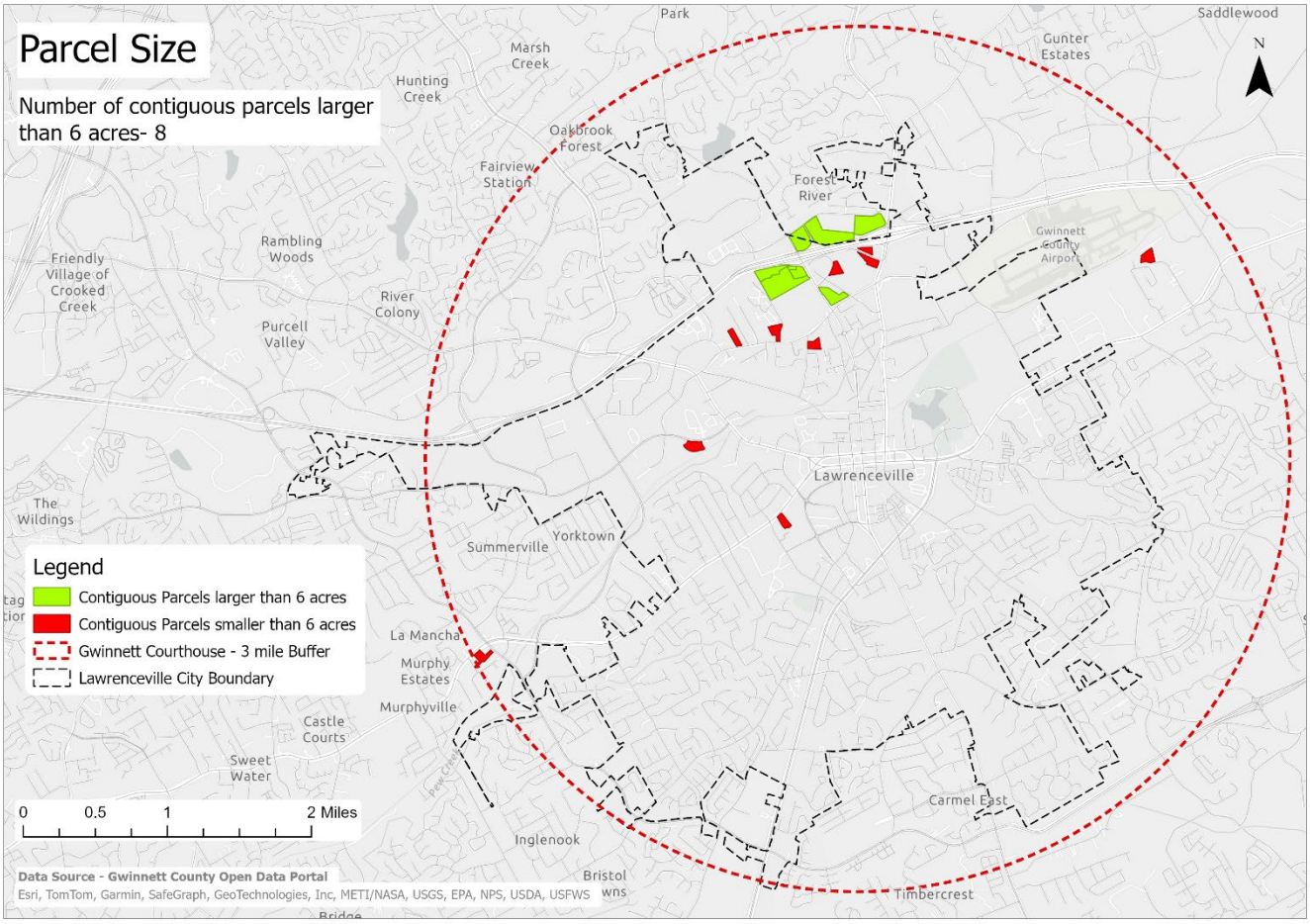


Figure 14 - Parcels with Contiguous Area Greater than 6 Acres

Sources for the development of the maps above are summarized in **Table 3** below.

Criteria	Shapefiles Used	Source
Within 3-mile radius of Gwinnett Courthouse	Gwinnett Courthouse 3-mile Buffer	Created by the Team
	Land Parcels	Gwinnett Open Data Portal - https://gcgis-gwinnettcountyga.hub.arcgis.com/datasets/ad35a1bf4ee64a96ab7998fbcd09a7bd_0/explore
Zoning Conformity - Non-Residential Parcels	Zoning Boundaries	Gwinnett Open Data Portal - https://gcgis-gwinnettcountyga.hub.arcgis.com/datasets/779b90b707d84e89917f3697b16e29cd_1/explore?location=34.018895%2C-84.019810%2C11.63
Parcel Size - Larger than 3 acres	No Additional Shapefiles required	N/A
Flood Vulnerability - Not within Dam Breach Zone / Flood Plain	Consolidated Dam Breach Area	Gwinnett County Flood Information Portal - https://www.gwinnettfloodplain.com/pages/flood
	Flood Plain Boundaries	N/A
Slope - Less than 6 Degree	Spot Elevations	Gwinnett Open Data Portal - https://gcgis-gwinnettcountyga.hub.arcgis.com/datasets/59dd2749dfd241539fc5efc02275db03_0/explore
Proximity to Hazardous Waste Facilities - Outside 0.25 mile Buffer	Hazardous Waste Facility Locations	Created based on data from EPA Toxic Release Inventory - https://www.epa.gov/toxics-release-inventory-tri-program/tri-site-map
Underground Storage Tanks - Not inside the Parcel	UST Locations	EPA UST Finder - https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=b03763d3f2754461adf86f121345d7bc
Proximity to POIs and Activity Centers - within 0.5 mile Buffer	POIs	Created by the Team
Existing Condition - Vacant Parcels	No Additional Shapefiles required	N/A
Parcel Size - Larger than 6 acres (Including Contiguous Parcels)	No Additional Shapefiles required	N/A

Table 3 - Map Data Sources

2.3 Fatal Flaw Summary

By applying the fatal flaw criterion to the study area in the manner described above, a list of four candidate sites, comprised of eight individual parcels were identified for further analysis. Results from this fatal flaw analysis will be further evaluated based on the Travel Market Analysis, Connectivity Study, and Title VI Analysis for the selection of the recommended location for the new Lawrenceville Transit Transfer facility. The results of these additional analyses will be reviewed and scored based on factors such as

- Geographic and Area Factors (e.g., City Limits, Proximity to SR 316, visibility, POIs)
- Transit Factors (e.g., proximity to existing and future transit services)
- Access Factors (e.g., safety and ease of access for peds, bikes, motor vehicles)
- Development Factors (investment in infrastructure improvements)

The candidate sites remaining at completion of the fatal flaws analysis can be seen in **Figure 15** and **Table 4** below.

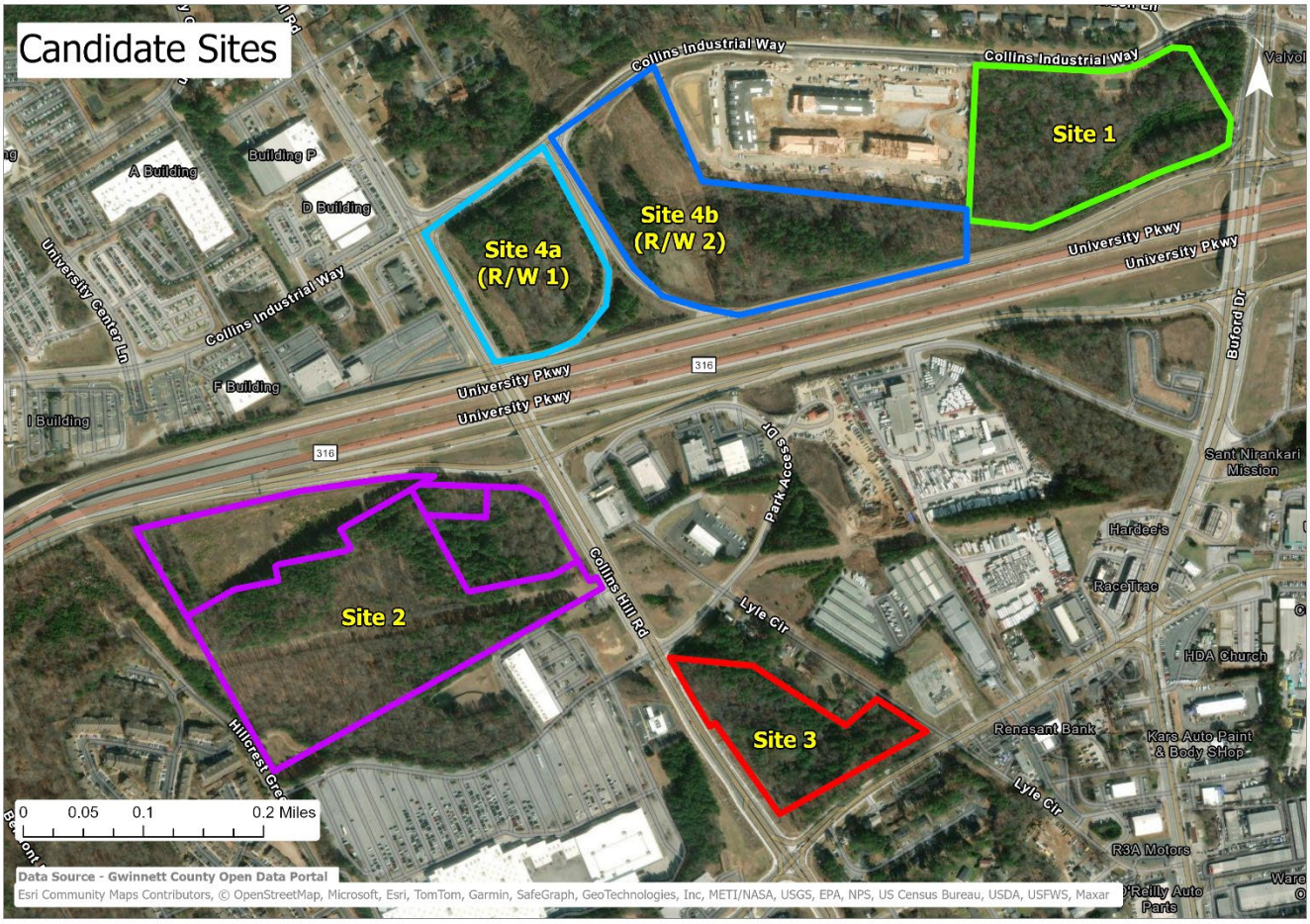


Figure 15 - Candidate Sites

Candidate Site	Parcel ID	Deeded Acreage	Address	City	Owner	District
1	7011 011	14.61	722 BUFORD DR	LAWRENCEVILLE	GWINNETT COUNTY GEORGIA	1
2	7010 125	7.58	690 COLLINS HILL RD	LAWRENCEVILLE	APPLELANDS LLC AND SAVANNAH LAWRENCEVILLE LLC	6
	7010 124	22.16	700 COLLINS HILL RD	LAWRENCEVILLE	GWINNETT COLLINS LLC	6
	7010 123	4.24	750 COLLINS HILL RD	LAWRENCEVILLE	APPLELANDS LLC AND SAVANNAH LAWRENCEVILLE LLC	6
	7010 122	0.93	760 COLLINS HILL RD	LAWRENCEVILLE	APPLELANDS LLC AND SAVANNAH LAWRENCEVILLE LLC	6
3	7011 023	7.66	651 COLLINS HILL RD	LAWRENCEVILLE	COLLINS HILLS GROUP LLC	6
4a	*	*10.9 ±	COLLINS INDUSTRIAL WAY	LAWRENCEVILLE	GEORGIA DEPARTMENT OF TRANSPORTATION	6
4b	*	*19.9±	COLLINS INDUSTRIAL WAY	LAWRENCEVILLE	GEORGIA DEPARTMENT OF TRANSPORTATION	6
	*No Parcel ID as the area is within existing right-of-way					
	Acreage shown is approximate					

Table 4 - Candidate Parcels

3. Travel Market Analysis

3.1 Overview

The site selection/fatal flaw analysis described in the previous chapter resulted in four candidate sites, consisting of eight parcels for further analysis (see **Figure 15** and **Table 4** above). This chapter will detail the Travel Market Analysis that was conducted for the remaining eight parcels.

3.2 Analysis of Evaluation Factors

The Travel Market Analysis serves as a detailed assessment guiding the selection of a new Transit Facility in Lawrenceville. This analysis comprehensively evaluates the following critical factors such as:

- Existing and Proposed Transit Services
- Proximity to Educational Institutions
- Proximity to Major Employers
- Proximity to Activity and Senior Centers
- Access to Recreational Amenities
- Existing and Proposed Zoning Regulations
- Total Population Distribution
- Total Employment Trends
- Distribution of Zero-Car Households.

By scrutinizing these key aspects, the analysis aims to identify optimal sites that not only enhance community accessibility and transit ridership but also align with the future development and zoning objectives outlined in the following plans:

1. Gwinnett County's 2045 Unified Plan

2. Ride Gwinnett 2023 Transit Development Plan
3. Gwinnett Trails Countywide Trails Master Plan
4. City of Lawrenceville's 2045 Comprehensive Plan and Transportation Master Plan.

This thorough evaluation ensures that the chosen transfer facility location will effectively serve the current and projected transportation needs of the community while fostering sustainable growth and development.

Existing Transit Services and Facilities

Figure 16 shows the two existing Ride Gwinnett bus routes that serve the City of Lawrenceville: Route 40 Lawrenceville to Sugarloaf Mills to Gwinnett Place and Route 45 Sugarloaf Mills to Georgia Gwinnett College. Route 45 includes stops on Collins Hill Road adjacent to Candidate Sites 2, 3, and 4a, providing easy access to these locations without deviating from its current alignment. However, Sites 1 and 4b would require the existing route to slightly detour to access these sites.

Route 40 does not serve any of the candidate sites. The nearest stop, located at Philip Boulevard & Walther Road inbound, is approximately 1.2 miles (a 25-minute walk) from the closest candidate site. Additionally, *Xpress* Route 416 Dacula to Downtown operates along the nearby SR 316 corridor but does not currently have a stop in Lawrenceville. Given the proximity of all candidate sites to the ramps, a transit facility at any of these locations could serve as a potential stop for future operations of this route.

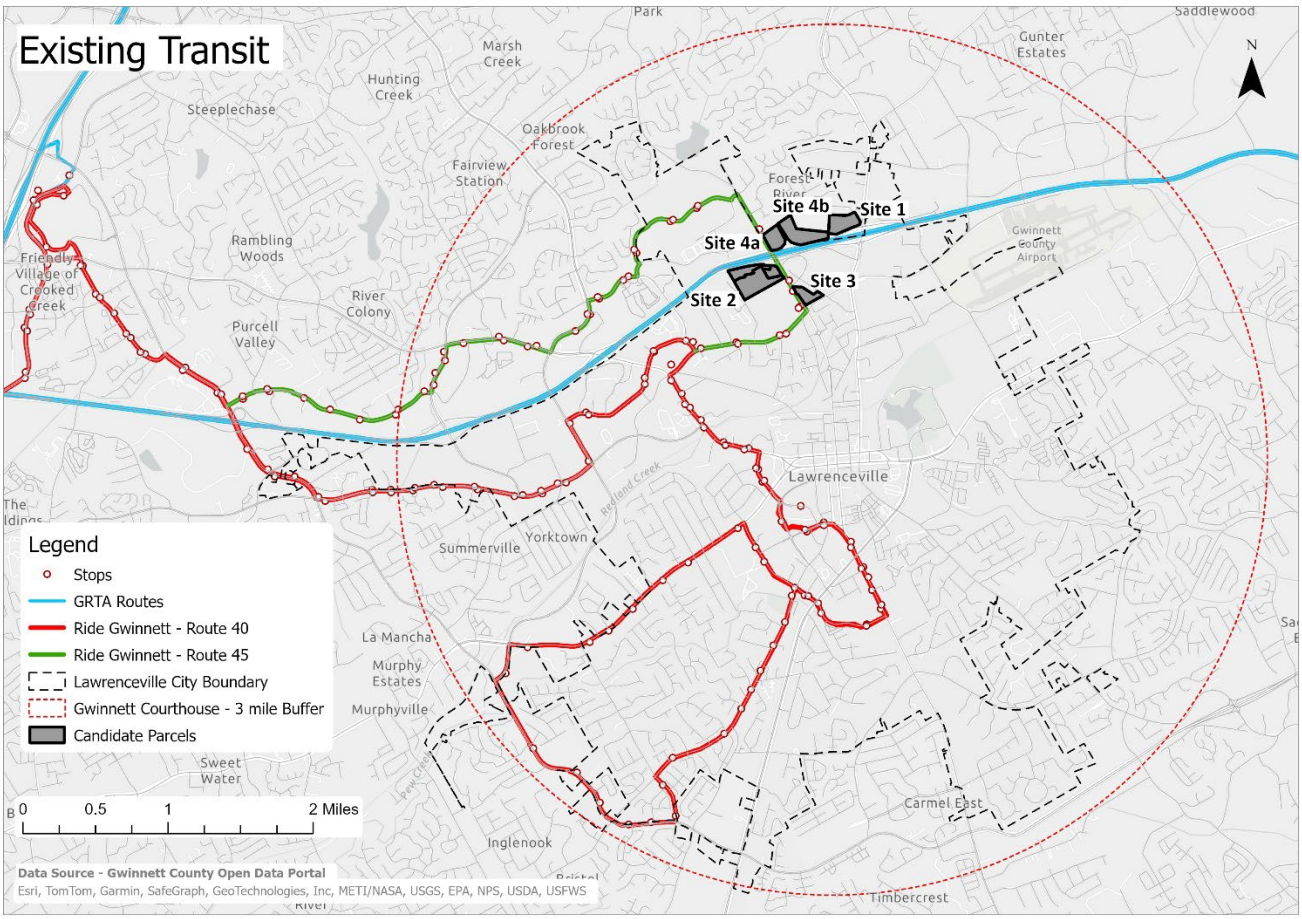


Figure 16 - Existing Transit Service and Facilities

Proposed Transit Services and Facilities

As part of Gwinnett County's Transit Development Plan (TDP), Ride Gwinnett aims to introduce five future transit modes: County Ride, Quick Ride, Rapid Ride, Airport Ride (Fixed Route Operations), and Shared Ride (On-Demand Microtransit). **Figure 17** illustrates the proposed route alignments for three proposed fixed-route types in the Lawrenceville area. Although not specifically called out in the TDP, the Lawrenceville transfer center could also serve Airport Ride to Hartsfield-Jackson Atlanta International Airport.

All five candidate sites are adjacent to proposed County Ride, Quick Ride, and Rapid Ride alignments. This would allow any of the candidate sites to function as a transfer facility for the proposed future alternative modes.

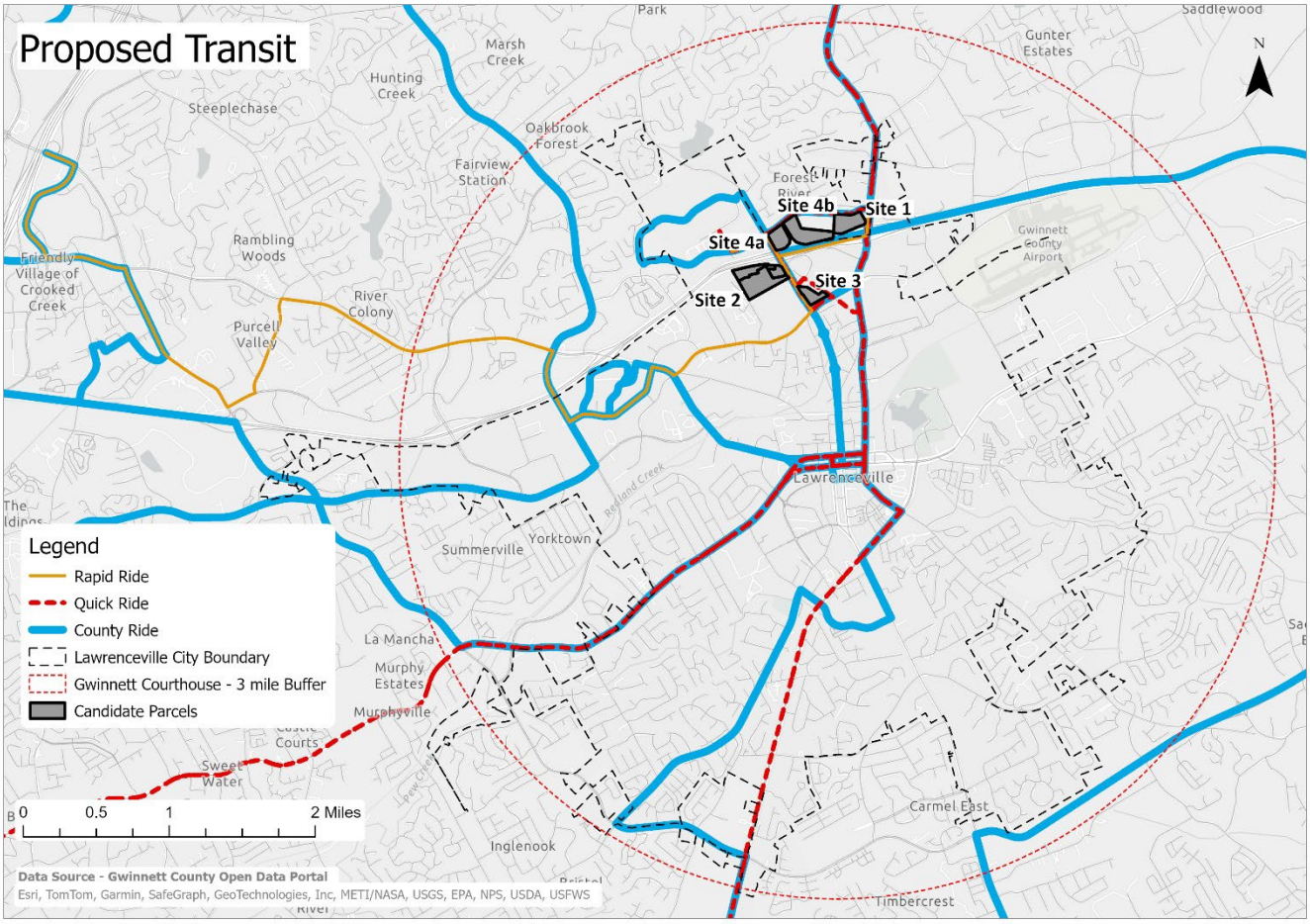


Figure 17 - Proposed Transit Service. Source – Gwinnett Transit Development Plan

Educational Institutions

Figure 18 illustrates the various educational institutions in and around the City of Lawrenceville. Georgia Gwinnett College stands out as a key institution with significant ridership potential. All the candidate sites are within a half-mile buffer from the college. However, Sites 2 and 3, located south of SR 316, require crossing the highway along the Collins Hill Road bridge over SR 316 to access the college, raising safety and accessibility concerns. In contrast, Sites 1, 4a, and 4b, located north of the highway, have fewer crossing requirements, mitigating these concerns.

In addition to Georgia Gwinnett College, there are multiple schools in the area. The southern sites are within one mile of Phoenix High School and the International Newcomer Center, while the northern sites are within one mile of the GIVE Center Middle School and the Gwinnett Online Campus.

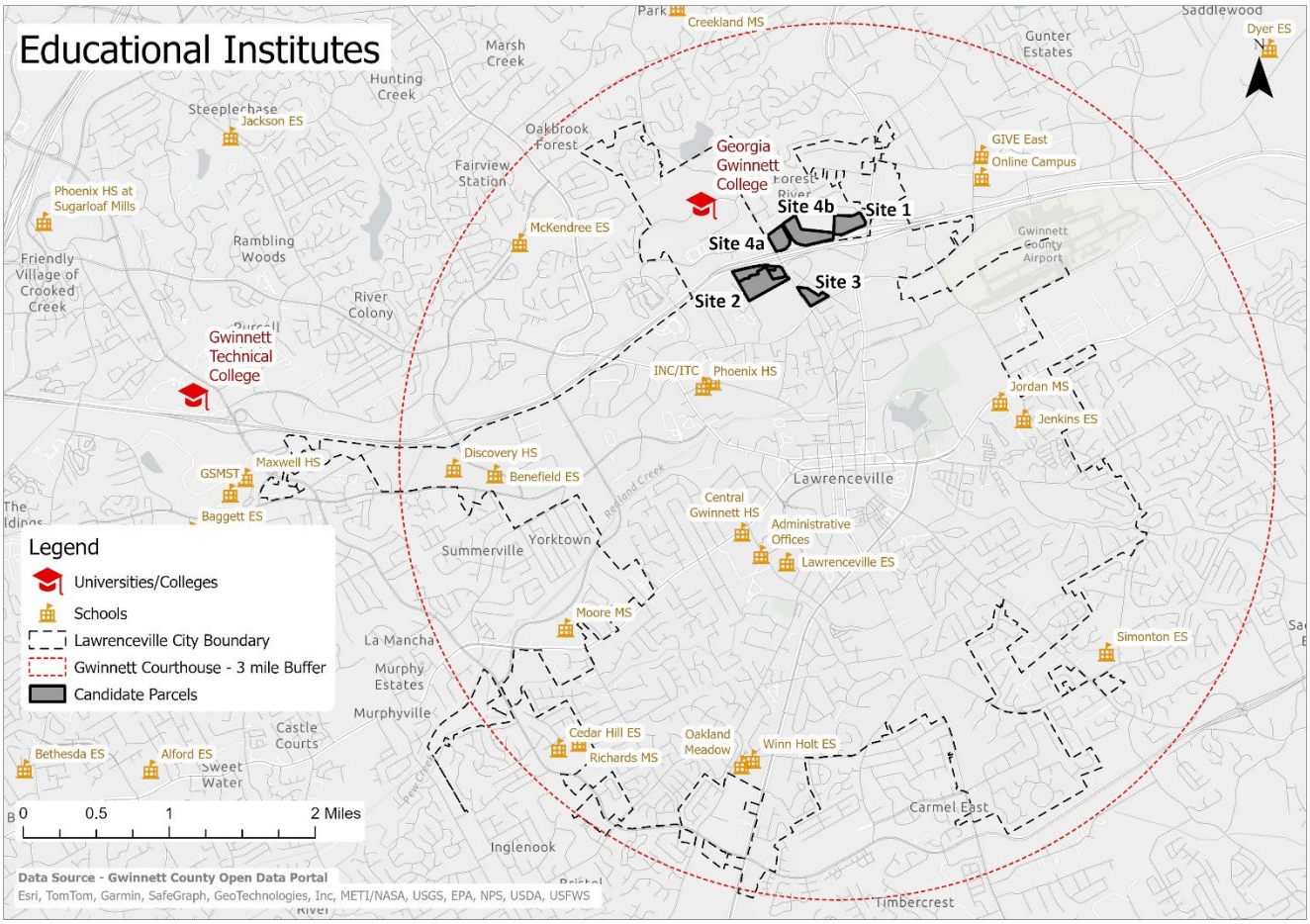


Figure 18 - Educational Institutions in and around City of Lawrenceville

Major Employers

Figure 19 shows the major employers within the City of Lawrenceville. The highest concentrations of jobs are primarily located around downtown Lawrenceville, particularly at the Gwinnett Justice and Administration Center, with other significant clusters along the SR 316 corridor, including Northside Hospital Gwinnett and Georgia Gwinnett College.

Georgia Gwinnett College is the only major employer within walking proximity (less than 15-minute walk) to the candidate sites. Accessing downtown Lawrenceville or other job clusters from the transfer center candidate sites would require County Ride or Quick Ride. Although the southern sites are closer to these clusters, this proximity does not offer a significant advantage. Therefore, the northern sites are more feasible options, providing safer access to the college.

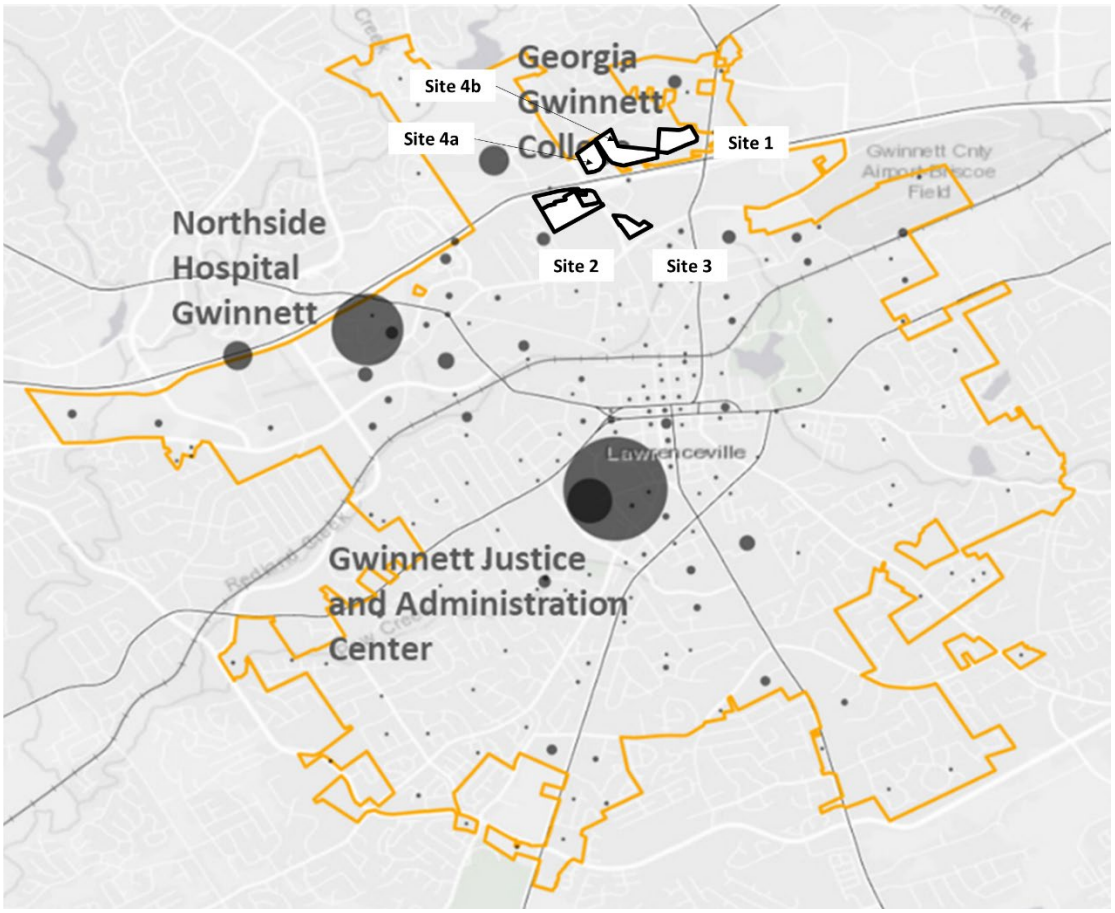


Figure 19 - Major Employers in City of Lawrenceville. Source - Lawrenceville 2045 Comprehensive Plan

Activity and Senior Centers

Figure 20 illustrates the major activity centers and senior centers within the city of Lawrenceville. Like employment hubs, most of these centers are concentrated in downtown Lawrenceville and are outside the walking proximity of the candidate sites. However, Site 1 is within one mile (a 20-minute walk) of the Gwinnett Senior Services Center, making it a more viable option compared to the other candidate sites.

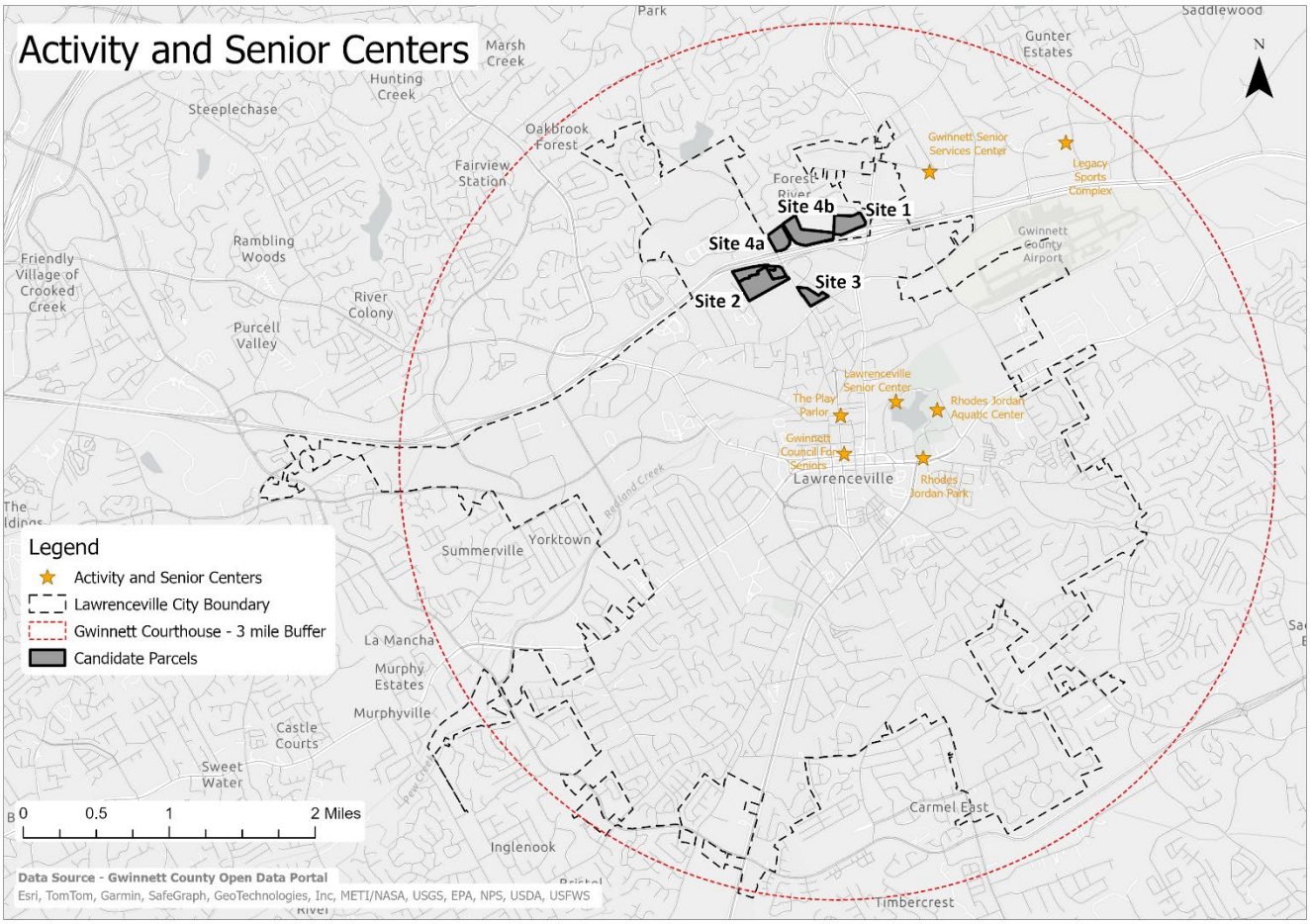


Figure 20 - Activity and Senior Centers in and around City of Lawrenceville

Parks and Recreational Amenities

Figure 21 illustrates the major parks, green spaces, and recreational amenities in and around the City of Lawrenceville. The largest recreational cluster, located at Rhodes Jordan Park, is approximately two miles (a 40-minute walk) from the closest candidate site (Site 3). Therefore, Rhodes Jordan Park does not impact the prioritization of the candidate sites.

However, several recreational amenities, including Georgia Gwinnett College's football and baseball grounds, are within walking proximity to the northern parcels, making them viable options for a transit facility. Additionally, the Gwinnett Senior Services Center's Park is less than a mile (a 15-minute walk) from Site 1, making it the most feasible option based on its proximity to recreational amenities.

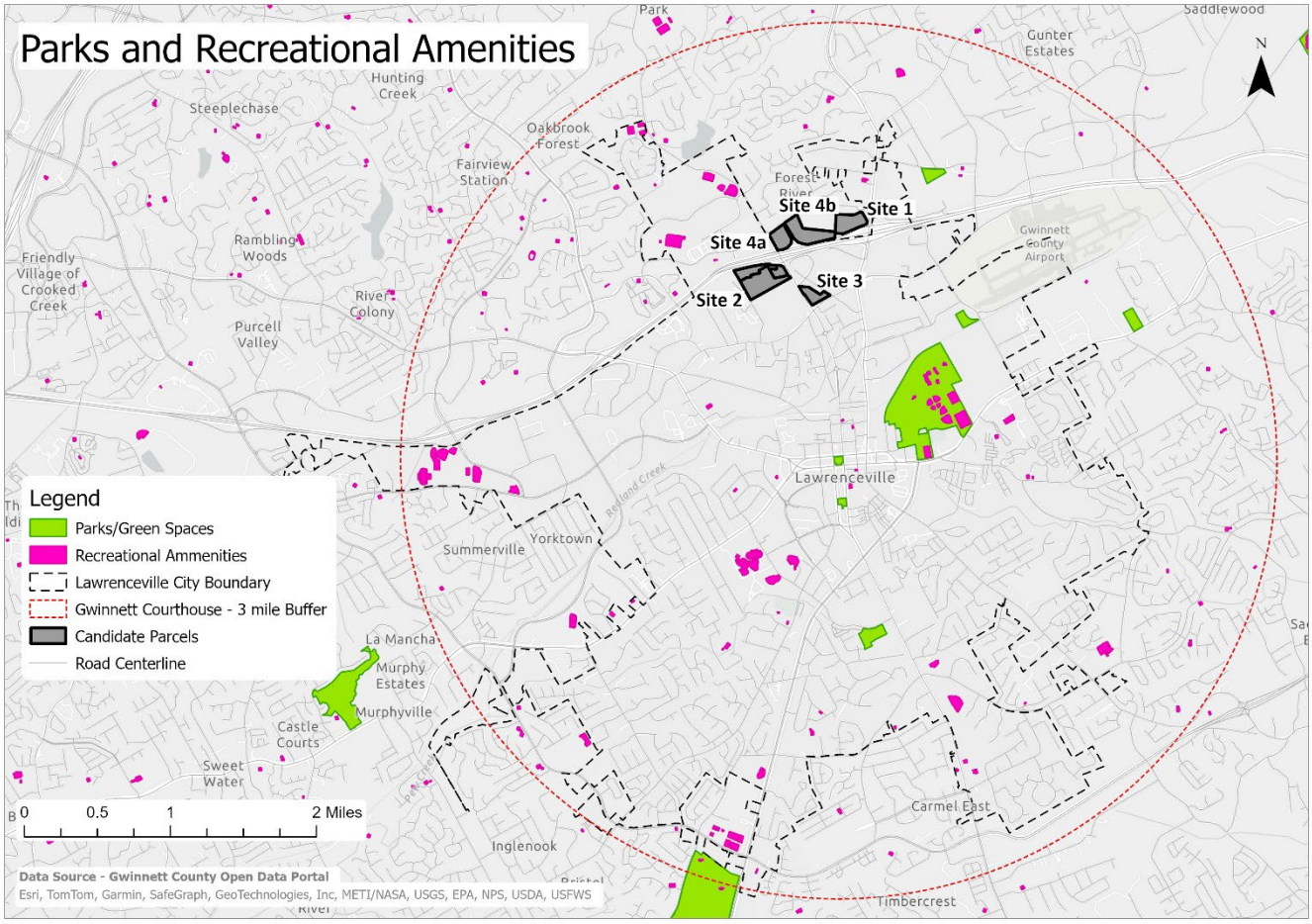


Figure 21 - Parks, Green Spaces and Recreational Amenities in and around City of Lawrenceville

Existing Zoning

Figure 22 shows the existing zoning districts for the City of Lawrenceville and Gwinnett County. In Lawrenceville, residential land use covers about 53% of the city's area, with medium-density residential (24%) being the most prevalent, followed by low-density residential (21%) and high-density residential (7%). Manufactured home parks account for 1%. Agriculture/Forestry/Open Space makes up 16%, mainly in the south. Industrial uses cover 15%, primarily in the north near the airport. Business/commercial areas (7%) and office/public/institutional land (2%) are mainly found near SR-316, I-85 interchanges, major roadways, and in downtown. (Source – Lawrenceville 2045 Comprehensive Plan)

All the candidate sites for the Transit Facility are feasible according to existing zoning regulations. Sites 1 and 3 are in Business Districts, Site 2 is in a Mixed-Use District, and Sites 4a and 4b are part of the Right of Way (ROW).

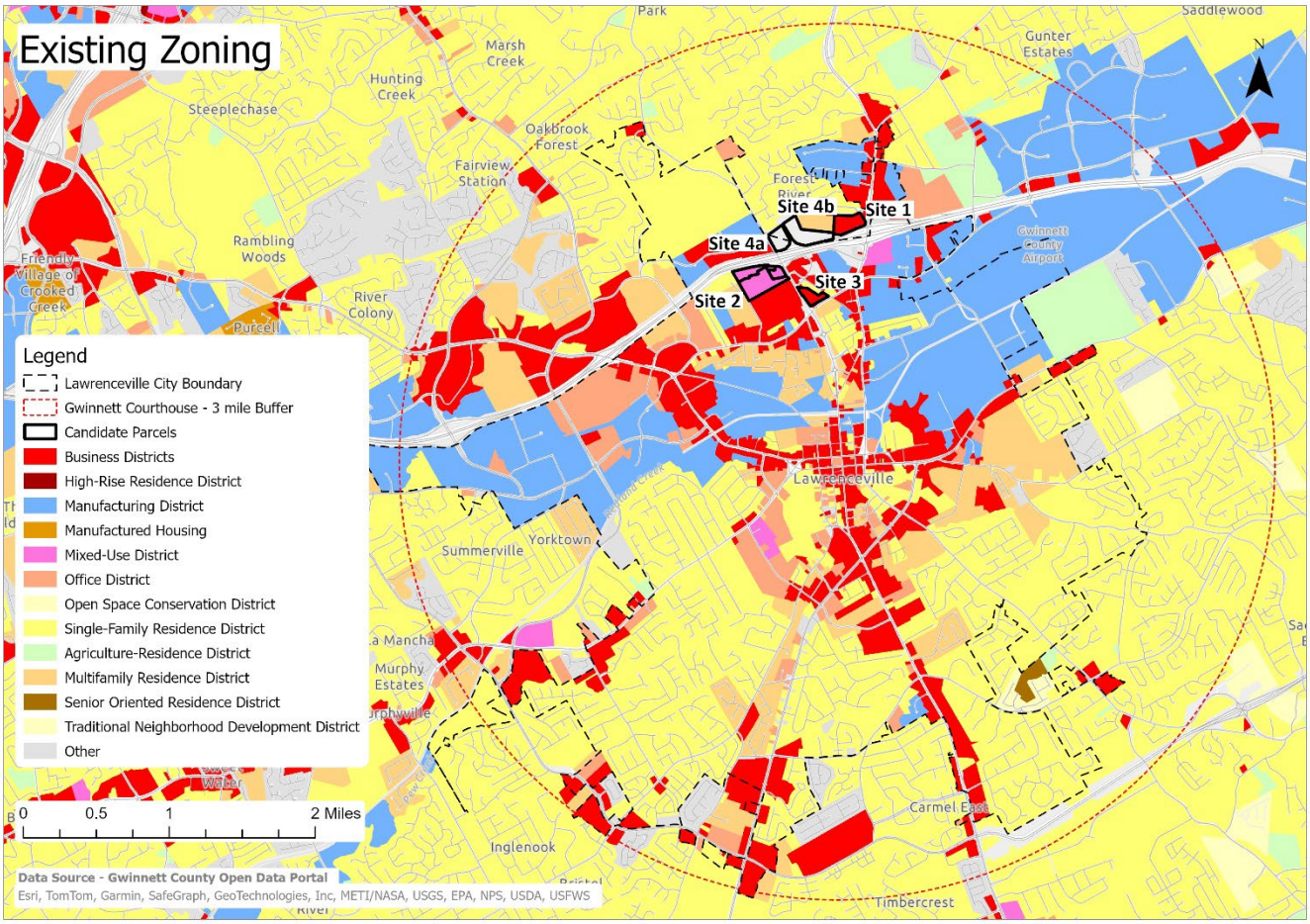


Figure 22 - Existing Zoning Regulation

Proposed Zoning

The land use chapter of the Gwinnett 2045 Unified Plan contains the countywide Future Development Plan, which was most recently updated as part of the 2040 Unified Plan (see **Figure 23**). The northern edge of the City of Lawrenceville, along the SR 316 corridor is zoned as Innovation District. This zoning anticipates an increase in institutional and office uses, potentially boosting future ridership in the area. Consequently, Sites 1, 4a, and 4b, which fall within this Innovation District, are ideal locations for a Transit Facility.

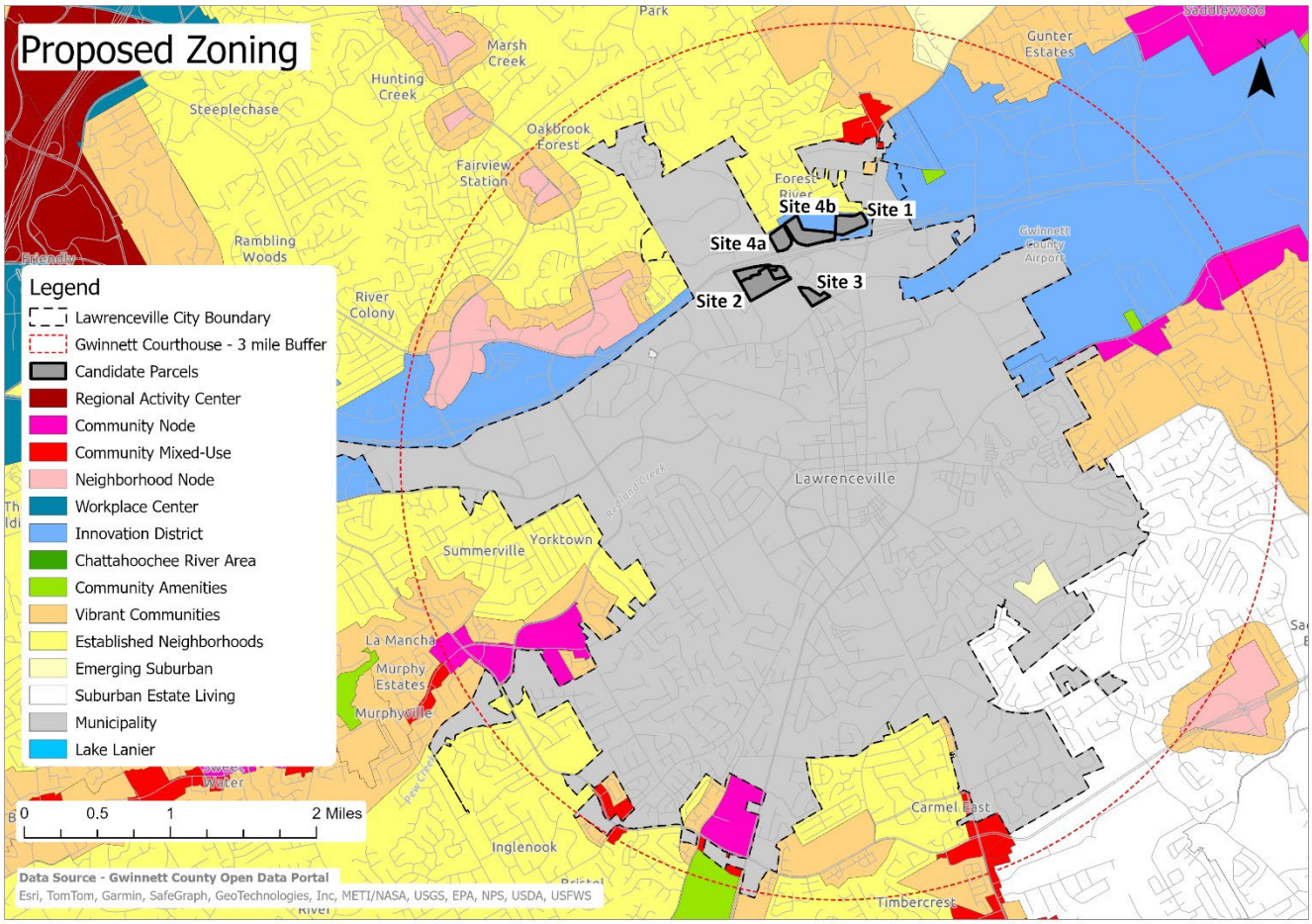


Figure 23 - Proposed Zoning / Future Development Map. Source - Gwinnett 2045 Unified Plan

While the countywide Future Development Plan excludes municipalities, the City of Lawrenceville has proposed its own Character Areas for 2045 as part of its Comprehensive Plan (see **Figure 24**). According to this plan, Sites 2 and 3 fall under the Community Mixed Use Character Area, making them compatible for a new Transit Facility.

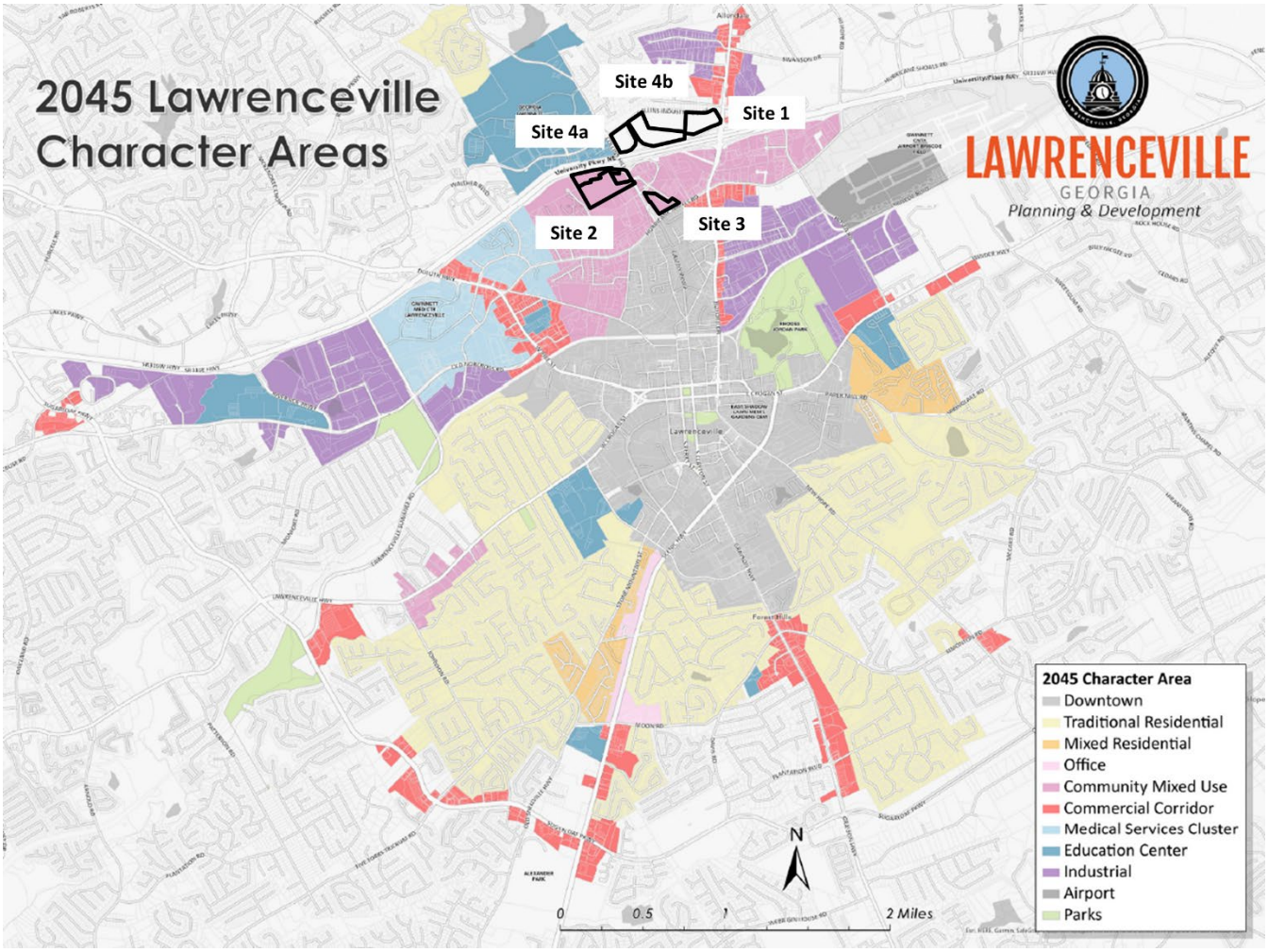


Figure 24 - Proposed Lawrenceville Character Areas. Source - Lawrenceville 2045 Comprehensive Plan

Total Population

The American Community Survey's (ACS) 5-year estimates for 2022 at block group level were used to examine population distribution around the candidate sites (See **Figure 25**). High population density is noted along the SR 316 Corridor. Southern sites 2 and 3, located within a high-density residential census block group with a total population of about 1,930, also have similarly populated neighboring block groups. A transfer facility in these areas could attract walk-to-transit trips and encourage a modal shift from personal cars to transit among residents.

Although the northern sites are within low population census block groups, this is due to the presence of Georgia Gwinnett College and commercial establishments (see **Figures 18 and 22**). These sites are also closer to high-population block groups to the south of the SR 316 corridor.

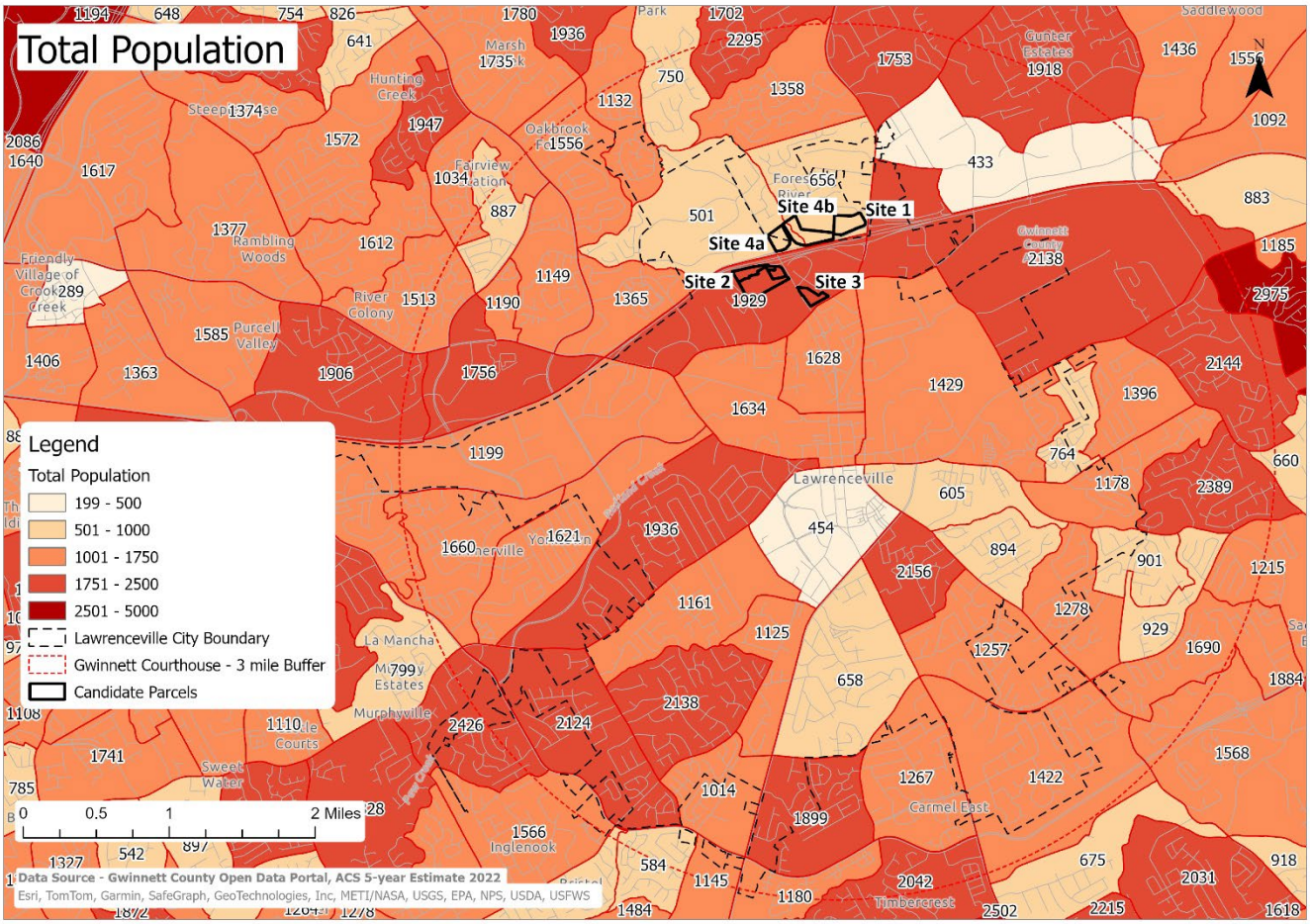


Figure 25 - Population Distribution by Census Block Group - 2022

Total Employment

The ACS 5-year estimates for 2022 at the block group were used to analyze the total employment (people in the labor force) around the candidate sites (see **Figure 26**). Employment patterns mirror population distribution, with block groups south of the SR 316 corridor having more employed individuals due to higher residential density (see **Figure 25**). Consequently, all candidate sites are close to areas with a high number of employed people, which does not significantly impact the prioritization of the candidate sites for the new transfer facility. The prior section on major employers provides an indication of concentrations of employment locations.

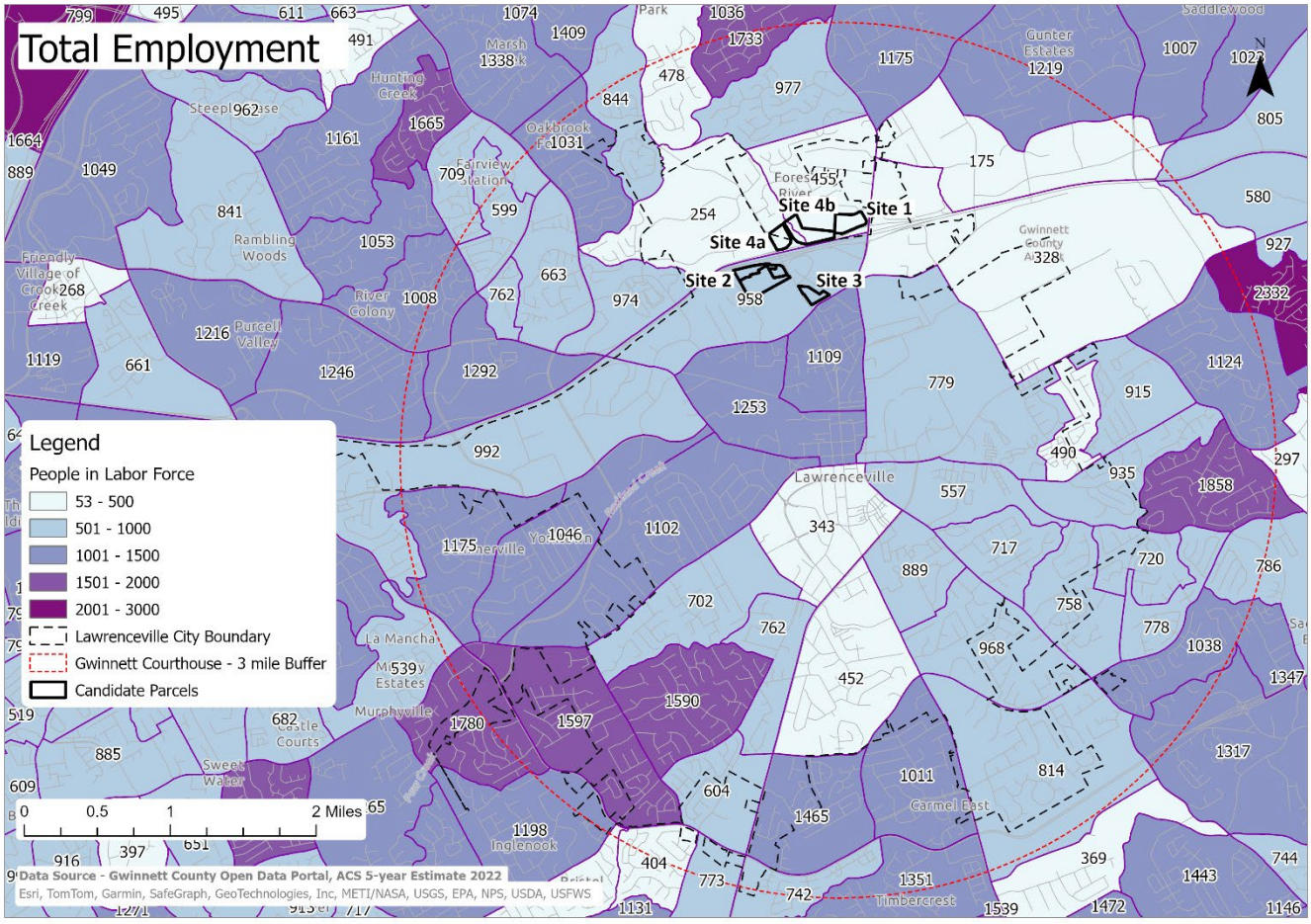


Figure 26 - People in Labor Force by Census Block Group - 2022

Zero-Car Households

The ACS 5-year estimates for 2022 at the block group level were used to analyze the distribution of households with no vehicle ownership, a key indicator of transit reliance (see **Figure 27**). The block group with the highest number of car-free households (707 households) is near the downtown area, over two miles from all candidate sites. However, the block group containing sites 2 and 3 has a relatively high number of households without cars (246 households) and is closer to the other candidate sites. Therefore, building a new transfer facility at any of these sites would be a viable option with substantial community benefits.

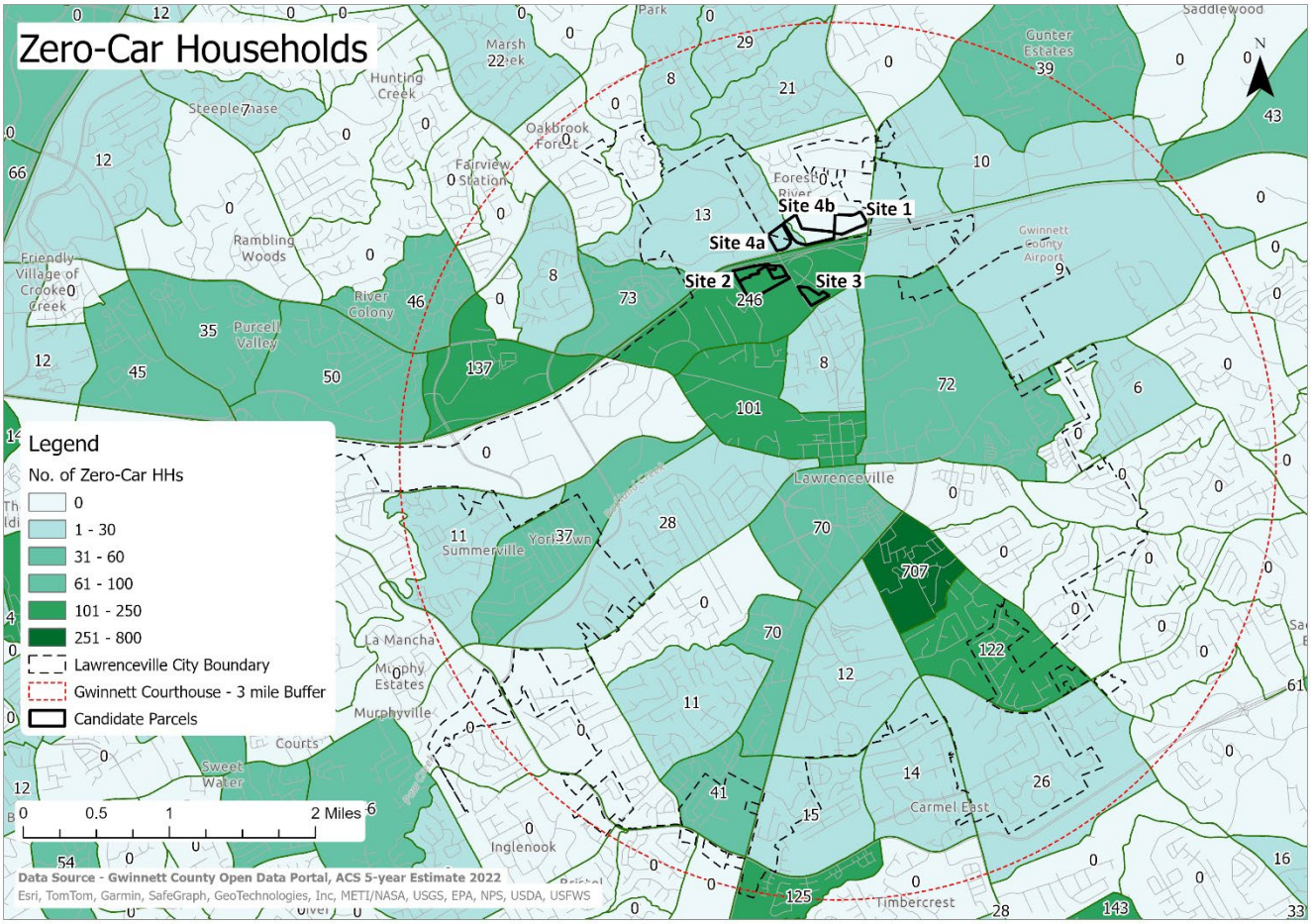


Figure 27 - Distribution of Zero-Car Households by Census Block Group - 2022

3.3 Travel Market Analysis Summary

1. Two Ride Gwinnett bus routes serve Lawrenceville: Route 45 directly runs adjacent to sites 2, 3, and 4a, while requiring a detour for sites 1 and 4b. *Xpress* Route 416 operates nearby but does not stop in Lawrenceville. The new transfer facility could act as a potential new stop for this service.
2. Gwinnett County's Transit Development Plan includes five future transit modes, with all candidate sites aligning the with proposed routes, for which the transfer facility could function as a revenue service terminal.
3. Georgia Gwinnett College is within a half-mile of all candidate sites, with sites 1, 4a, and 4b offering safer access.
4. Major employers are concentrated near downtown Lawrenceville and along SR 316, with Georgia Gwinnett College being the closest major employer to candidate sites. Northern sites offer safer access to the college.
5. Most senior centers are downtown, outside walking proximity to sites. Site 1 is within one mile of the Gwinnett Senior Services Center.
6. Major parks are about two miles from the nearest site, with the northern sites closer to Georgia Gwinnett College's amenities and Site 1 near the Gwinnett Senior Services Center's Park.
7. All Candidate Sites are in compliance with the existing zoning regulations: Sites 1 and 3 in Business Districts, Site 2 in a Mixed-Use District, and Sites 4a and 4b in Right of Way (ROW).
8. Gwinnett County's 2040 plan designates the SR 316 corridor's northern edge as an Innovation District, ideal for Sites 1, 4a, and 4b to host a transfer facility. Lawrenceville's 2045 plan designates Sites 2 and 3 as Community Mixed Use Character Areas, suitable for a transfer facility.
9. High residential density exists along SR 316, with Sites 2 and 3 in a high-density residential area. Northern sites have lower density due to Georgia Gwinnett College and commercial areas.
10. Employment patterns mirror population density, with all candidate sites close to highly employed population.
11. The largest number of zero car households are near downtown, with Sites 2 and 3 having significant car-free households. Other candidate sites are also in close proximity, suggesting viable transfer facility options for community benefit.

4. Connectivity Study

4.1 Overview

The Connectivity Study focuses on evaluating the existing infrastructure surrounding candidate sites proposed for the new transfer facility in Lawrenceville. This comprehensive analysis examines the following crucial factors:

- Pedestrian Infrastructure / Sidewalks
- Bicycle Infrastructure
- Trails
- Multimodal Connectivity
- Safety
- Future Improvements.

The study aims to assess the connectivity of the candidate sites and help identify a site for the transfer facility that could enhance countywide accessibility, promote sustainable transit options, and support strategic urban development initiatives for the community's benefit.

4.2 Analysis of Evaluation Factors

Pedestrian Infrastructure

Figure 28 depicts the existing sidewalk network in and around the city of Lawrenceville. The city has extensive sidewalks along major roads, with limited coverage in residential areas. The presence of sidewalks in the Business and Office Districts, as well as around the candidate sites, significantly enhances first and last-mile connectivity. This infrastructure provides a safe pathway for commuters traveling between the transfer facility and key points of interest (POI).

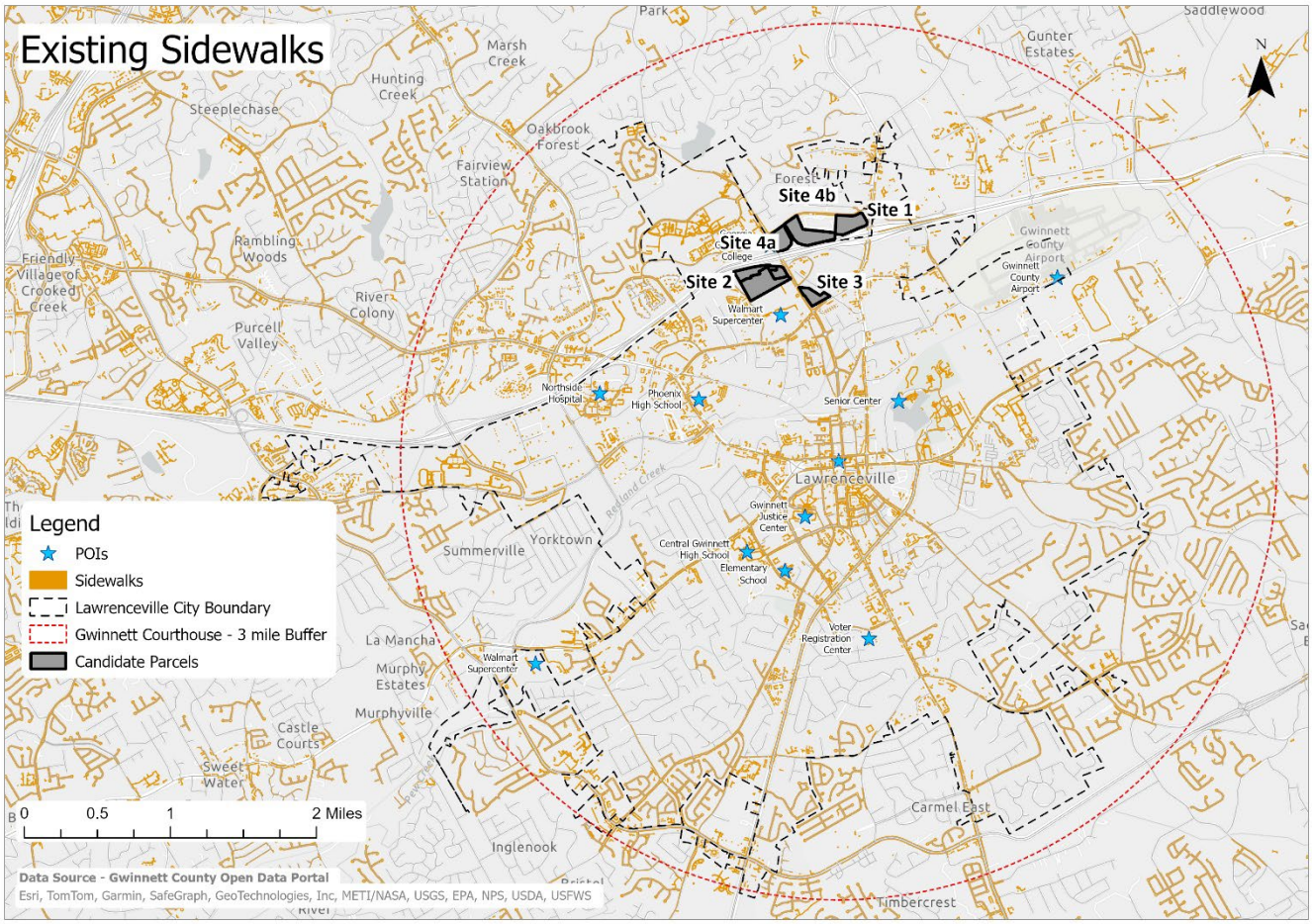


Figure 28 - Existing Sidewalks in and around the City of Lawrenceville

Sidewalk presence around the candidate sites was analyzed to assess the feasibility of these locations for a new transfer facility (see **Figure 29**). All candidate sites have sidewalks on adjacent roads, ensuring easy access in and out of the sites. Sites 3 and 4a benefit from sidewalks along two sides, whereas the other sites have sidewalks along only one side.



Figure 29 - Existing Sidewalks around the Candidate Sites

Bicycle Infrastructure

There are two existing bike lanes in the City of Lawrenceville: one along Sugarloaf Parkway and another along Grizzly Parkway / Collins Hill Road (see **Figure 30**). These bike lanes are disconnected and may not feel comfortable or safe for cyclists due to their proximity to arterial and collector roads. Despite the numerous community facilities and recreational opportunities, the city lacks grade-separated bicycle facilities such as cycle tracks or multi-use trails.

The bike lane along Grizzly Parkway / Collins Hill Road abuts Sites 2, 3, and 4a, providing immediate access to these locations. However, investment in a robust bicycle network is crucial to ensure safe connectivity to key hotspots within Lawrenceville.

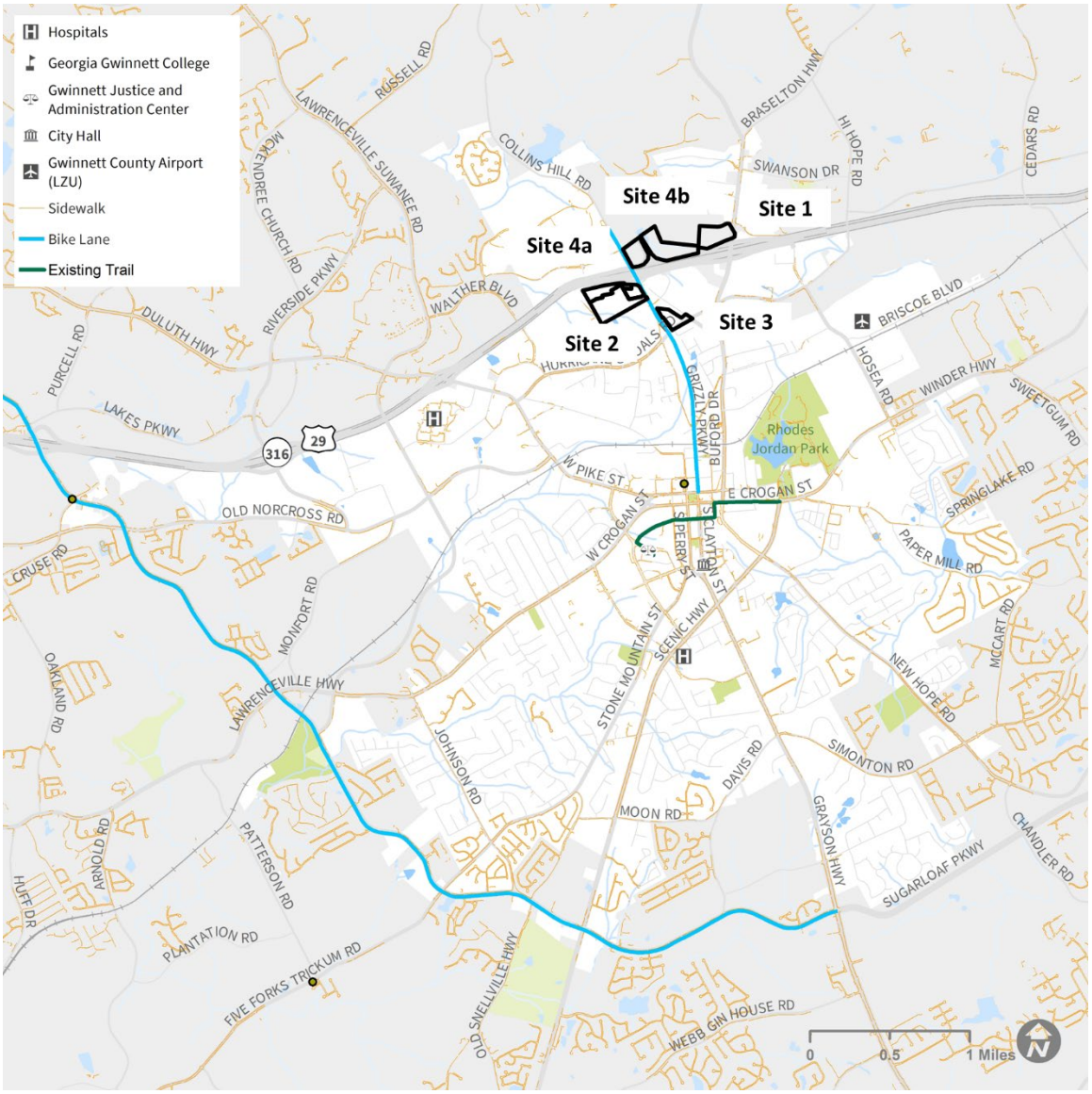


Figure 30 - Existing Bike Lanes. Source - Lawrenceville 2045 Comprehensive Plan

Trails

Gwinnett County has a Countywide Trails Master Plan identifying corridors for building future trails (see **Figure 31**). The Signature Trail along Collins Hill Road (Ivy Creek to Snellville Trail) abuts Sites 2, 3, and 4a, while the remaining sites are within a 5-minute walk of the trail. Additionally, the Piedmont Pathway Trail, approximately 0.5 miles north of the SR 316 Corridor, is within walking distance of all candidate sites. These locations offer a unique opportunity to integrate the new transfer facility with Gwinnett County's robust proposed trail network, enhancing connectivity and accessibility.

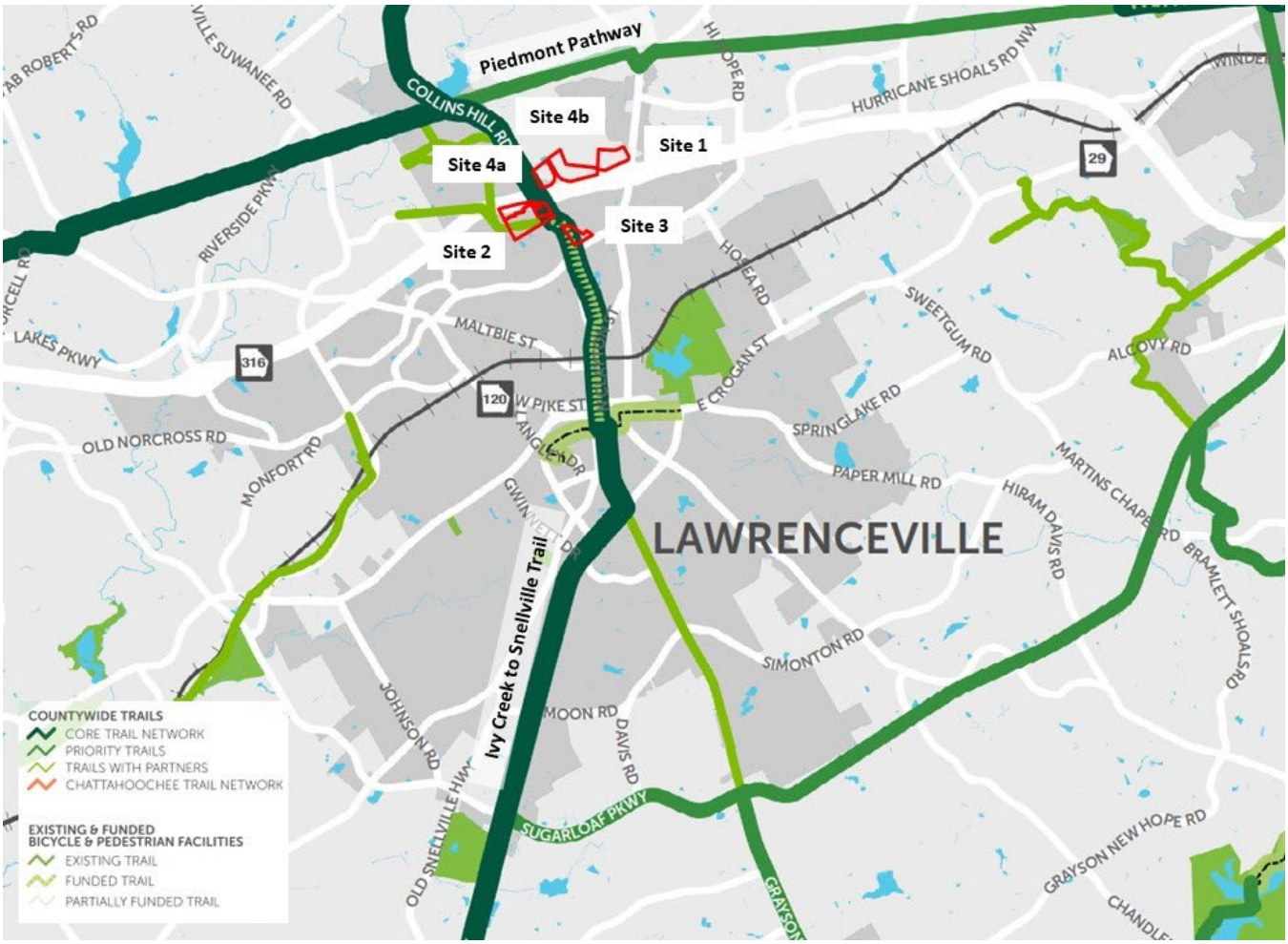


Figure 31 - Proposed Trails. Source - Gwinnett Countywide Trails Master Plan

Multimodal Connectivity

As illustrated in the previous segments of the report, all candidate sites are well integrated with the sidewalk, bicycle, and trails network (see **Figures 28, 30 and 31**), allowing for effective multimodal connectivity across the city.

However, since most points of interest (POIs) are not within walking proximity to the candidate sites, walking and cycling alone are insufficient for comprehensive access. By examining the proximities of these POIs to the proposed transit facilities (see **Figure 32**), it is evident that they are well-served by the new transit modes, offering a robust multimodal connectivity solution.

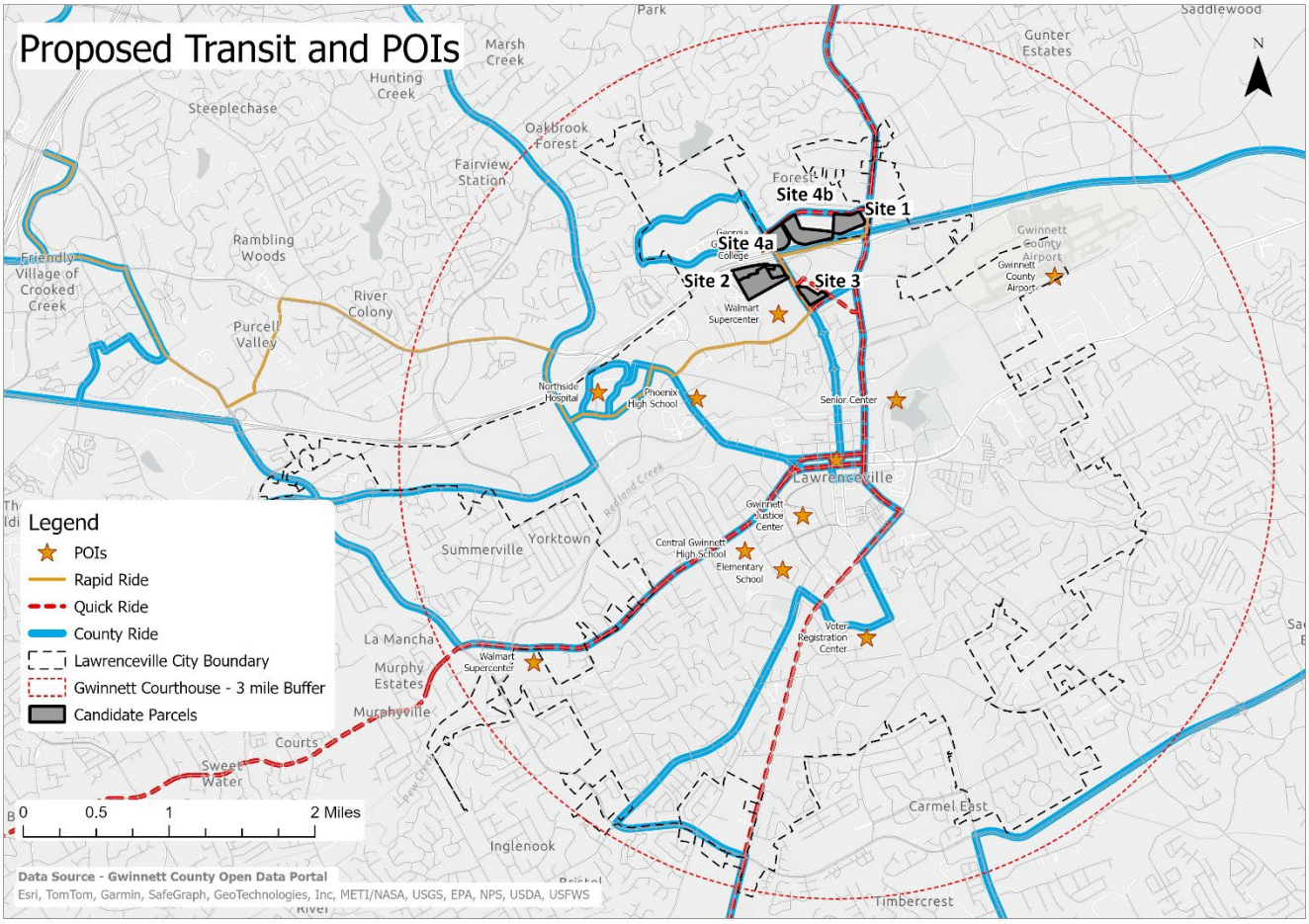


Figure 32 - Proximity of POIs to the Proposed Transit Service

There are two Park and Ride facilities at either end of the study area: one at Sugarloaf along I-85 and the other at Dacula along Fence Road served by commuter bus routes. Both facilities are within five miles of the candidate sites (see **Figure 33**), allowing commuters from nearby municipalities and neighborhoods to reach Lawrenceville without the need to drive the entire way.



Figure 33 - Proximity to Park and Rides

Additionally, the proposed Shared Ride on-demand Microtransit service will enhance multimodal connectivity by providing convenient first and last mile travel options.

Safety

A pedestrian and bicycle risk assessment was conducted as part of the Lawrenceville 2045 Comprehensive Plan (see **Figures 34 and 35**). The downtown area has the highest risk rating for pedestrians, despite having a robust sidewalk network. While there are few pedestrian crashes along Hurricane Shoals Road (which abuts Site 3), all roads abutting the candidate sites have a low-risk rating for pedestrians.

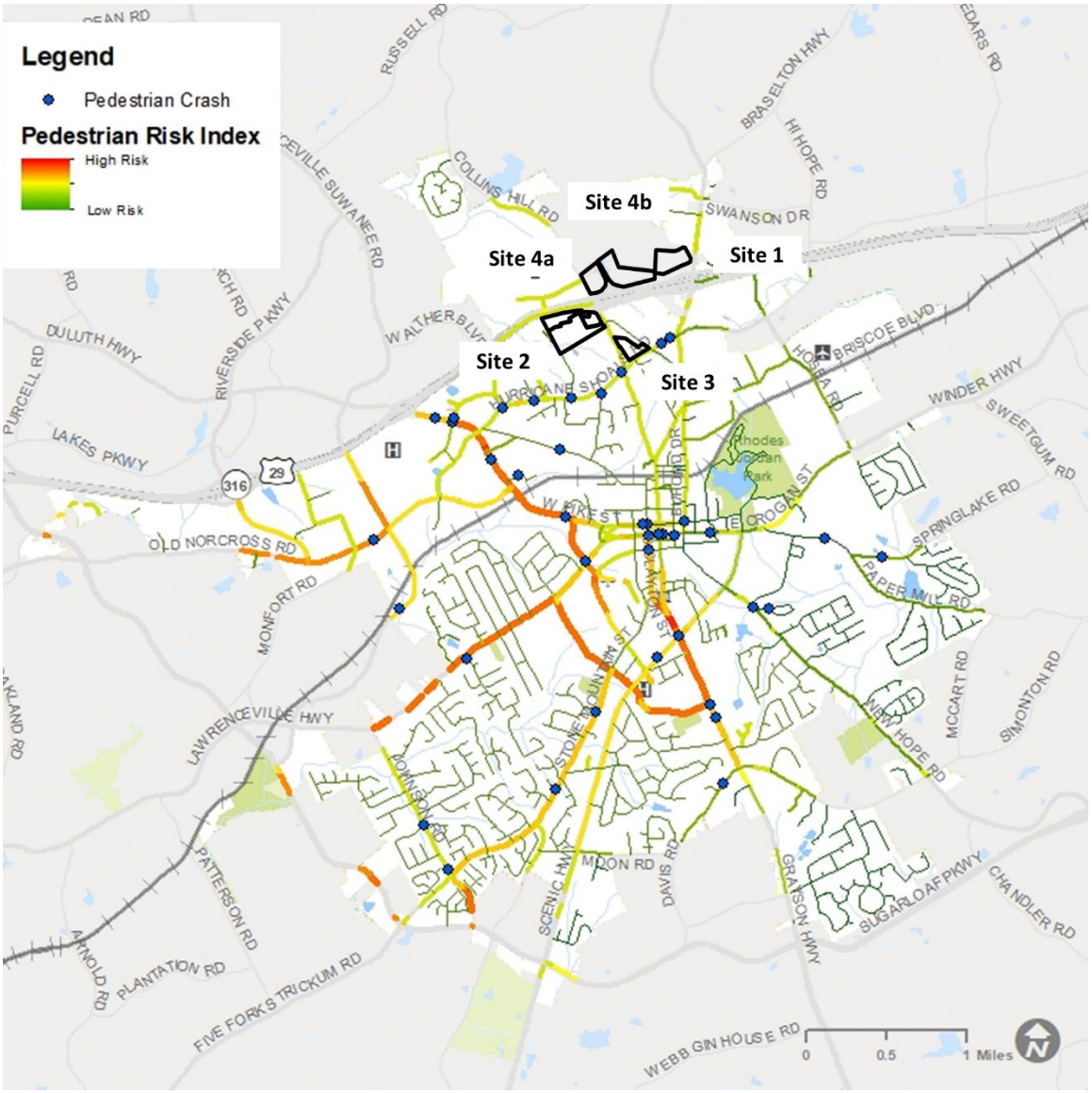


Figure 34 - Pedestrian Risk Index. Source - Lawrenceville 2045 Comprehensive Plan

Despite the presence of a dedicated bike lane along Grizzly Parkway/Collins Hill Road (abutting Sites 2, 3, and 4a), this stretch has experienced a bicycle crash incident. Additionally, the roads abutting the candidate sites have moderate to high-risk ratings for bicyclists. Key safety improvements for bicyclists are crucial, along with network expansion, to ensure cyclists actively and safely use the transfer facility.

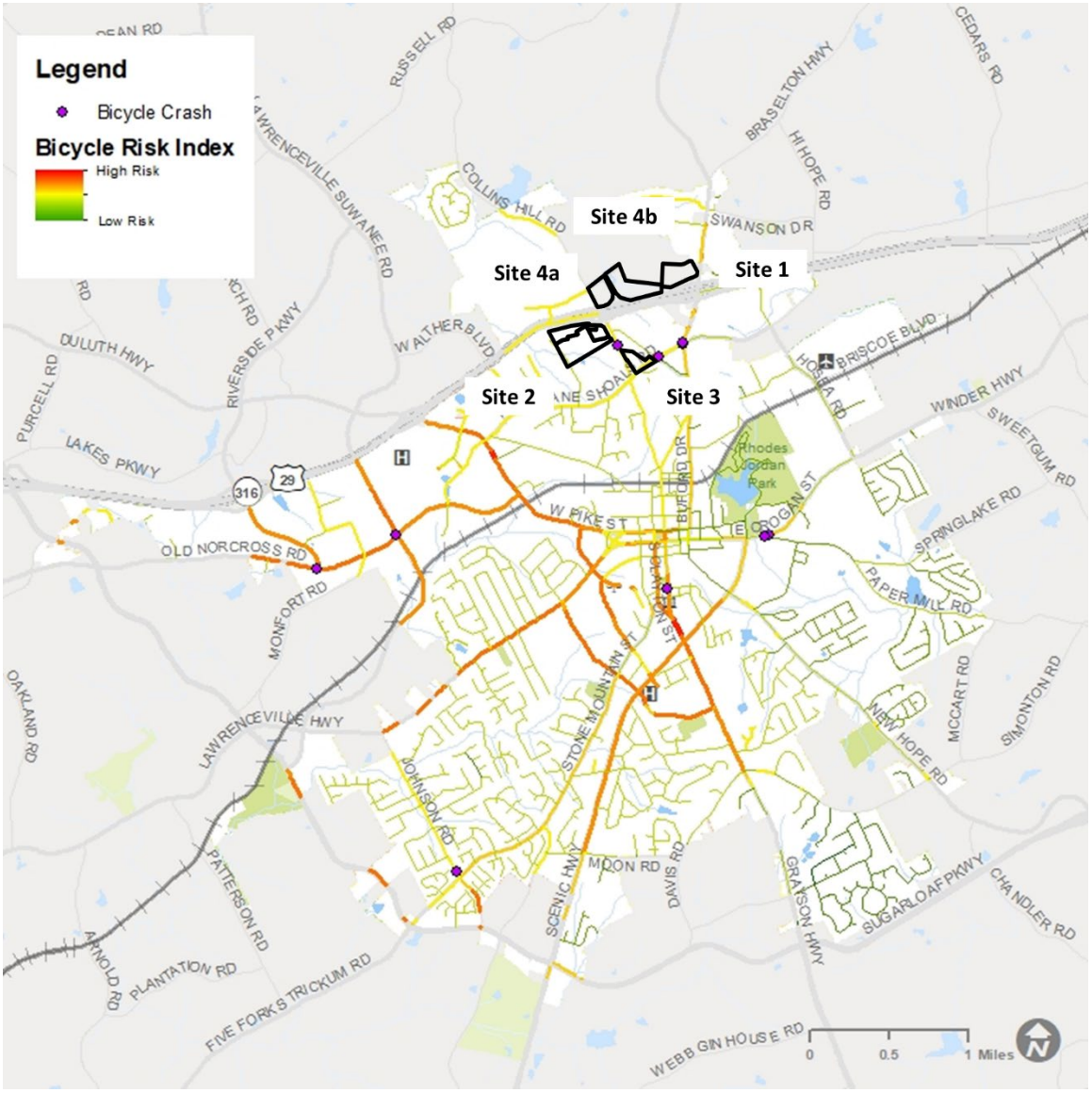


Figure 35 - Bicycle Risk Index. Source – Lawrenceville 2045 Comprehensive Plan

Future Improvements

The Lawrenceville 2045 Comprehensive Plan has identified key corridors for multimodal improvement within the City (see **Figure 36**), including all roads surrounding the candidate sites and the connecting corridors to points of interest (POIs). These multimodal improvements aim to create roads that accommodate walking, cycling, and public transit. Implementing these enhancements in strategic corridors will boost the connectivity of the transfer facility with the rest of the City and encourage residents to use transit for their commutes.

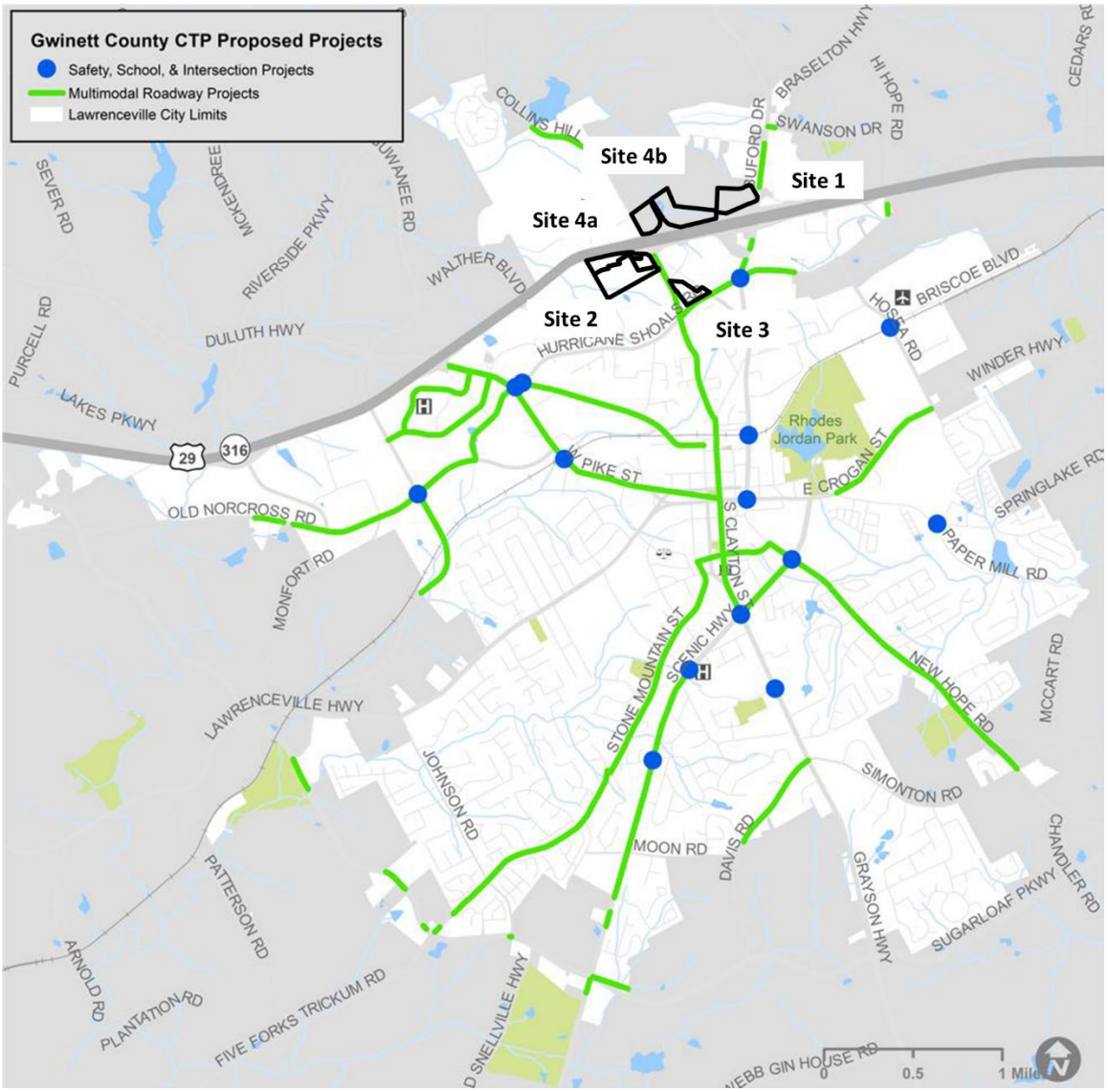


Figure 36 - Proposed Future Developments. Source - Lawrenceville 2045 Comprehensive Plan

4.3 Connectivity Study Summary

1. Lawrenceville features extensive sidewalks along major roads, enhancing first and last-mile connectivity, with all candidate sites having adjacent sidewalks for easy access.
2. Lawrenceville has two disconnected bike lanes, one of which serving sites 2, 3 and 4a. Safety improvements and expansion are crucial for integrating the transfer facility with the bicycle network.
3. Gwinnett County's Trails Master Plan includes the Ivy Creek to Snellville Trail along candidate sites and the Piedmont Pathway Trail within walking distance, enhancing accessibility and integration opportunities.
4. Candidate sites are well-integrated with sidewalks, bike lanes, and trails, promoting effective city-wide connectivity. Proposed transit modes adequately serve points of interest, ensuring robust multimodal connectivity.
5. Other Park and Ride facilities are within five miles of candidate sites.
6. Proposed microtransit service enhances first and last-mile travel options, improving overall connectivity.
7. There are low pedestrian and bicycle risks around candidate sites, but safety improvements are needed for cyclists.
8. Lawrenceville's Comprehensive Plan outlines multimodal enhancements to integrate the transfer facility with city corridors and points of interest, focusing on future infrastructure needs.

The findings of the Travel Market Analysis and the Connectivity Study will be incorporated into the Evaluation Matrix to score and rank the candidate parcels. The Evaluation Matrix can be found in **Table 3** in Chapter 5 below.

5. Site Selection Evaluation Matrix

5.1 Overview

The site selection criteria considered for the new Lawrenceville Transfer Facility location have been organized into the categories described below. The recommended criteria were developed using a combination of site selection best practices as well as priorities identified by Ride Gwinnett staff and supported by the Transit Development Plan (TDP). The candidate sites under consideration are shown in **Figure 37** below.

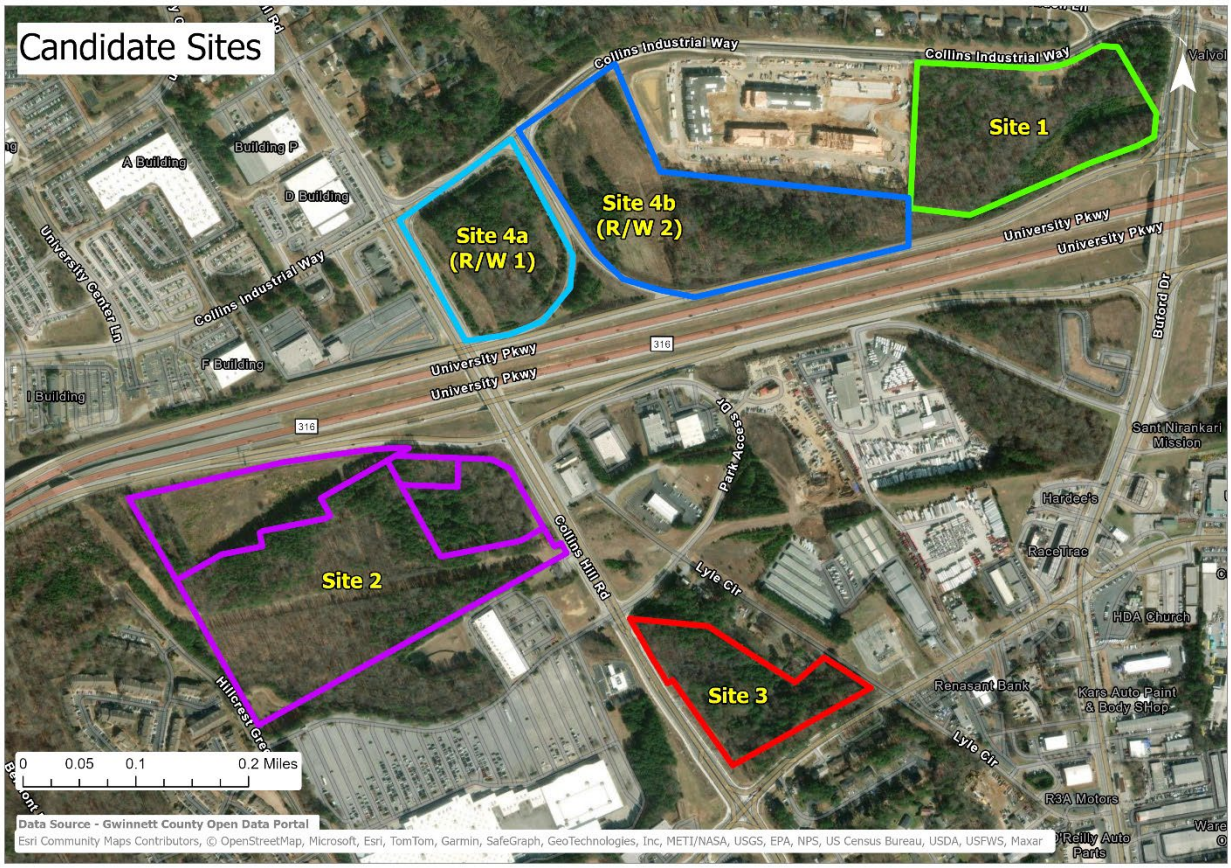


Figure 37 - Candidate Sites

The following criteria are divided into Travel Market Analysis, Connectivity Study, and Additional Parameter groups. Each category of criteria within each group are used to create a raw score for each of the candidate sites. Each candidate site is examined in detail according to the requirements stated below. The number shown within each criterion is applied to the candidate site for that category ultimately providing a total raw score.

5.2 Travel Market Analysis Criteria

For each criterion below, if a candidate site is matches a given statement, the associated number of points is assigned. For example, regarding proximity to existing transit, if a candidate site is outside of walking proximity to existing transit, then the candidate site received zero points.

Proximity to Existing Transit considers existing transit routes that could transfer at the potential site.

0. Outside walking proximity (0.5 mile) of the existing Ride Gwinnett transit alignment.
1. Within walking proximity (0.5 mile) of the existing Ride Gwinnett transit alignment.
2. Directly along the existing Ride Gwinnett transit alignment.

Raw Score	Condition
0	Outside walking proximity (0.5 mile) of the existing Ride Gwinnett transit alignment.
1	Within walking proximity (0.5 mile) of the existing Ride Gwinnett transit alignment.
2	Directly along the existing Ride Gwinnett transit alignment.

Proximity to Proposed Transit considers planned transit routes as part of the TDP that could transfer at the potential site.

Raw Score	Condition
0	Outside walking proximity (0.5 mile) of at least one of the proposed Ride Gwinnett transit mode alignments.
1	Within walking proximity (0.5 mile) of all the proposed Ride Gwinnett transit modes alignment.
2	Directly along all the proposed Ride Gwinnett transit modes alignment.

Proximity to Education Institutes refers to higher education facilities and K-12 schools within walking distance of the potential site. One point is added to the raw score if the candidate site is located within 1-mile of K-12 schools and other educational institutions.

Raw Score	Condition
0	Outside walking proximity (0.5 mile) of the Georgia Gwinnett College.
1	Within walking proximity (0.5 mile) of the Georgia Gwinnett College.
2	Additionally, can access Georgia Gwinnett College without crossing the SR 316 corridor.

Proximity to Major Employers helps community members maintain livelihoods and retain economic activity in the city.

Raw Score	Condition
0	Outside walking proximity (0.5 mile) of any major employer.
1	Within walking proximity (0.5 mile) of any major employer.
2	Additionally, can access the closest major employer without crossing the SR 316 corridor.

Proximity to Activity and Senior Centers refers to activity centers and senior centers within walking distance of the candidate sites.

Raw Score	Condition
0	Outside walking proximity (0.5 mile) of any activity or senior center.
1	Within walking proximity (0.5 mile) of any activity or senior center.

Proximity to Parks and Recreational Amenities refers to parks and recreational facilities within walking distance of the candidate sites.

Raw Score	Condition
0	Outside walking proximity (0.5 mile) of any park or recreational amenity.
1	Within walking proximity (0.5 mile) of any park or recreational amenity.

Existing Zoning Compliance was considered for potential rezoning costs and to minimize disruption to locals near the proposed sites.

Raw Score	Condition
0	Current zoning is not compatible with a transit transfer facility.
1	Current zoning is compatible with a transit transfer facility.

Proposed Zoning Compliance considers Gwinnett County's 2045 Unified Plan and the City of Lawrenceville's Character areas for 2045 for each candidate site. These future plans help inform the characteristics of each candidate site and their compatibility for a proposed transit transfer facility. The Gwinnett County 2045 Unified Plan identifies the proposed zoning along SR 316 as an "Innovation District." This District highly encourages development with a focus on transit. The Travel Market Analysis has identified these parcels as "ideal." The Character Areas identified in the 2025 Lawrenceville Comprehensive Plan includes Community Mixed Used areas which are identified as "compatible" in the Travel Market Analysis.

Raw Score	Condition
0	Proposed zoning is not compatible with a transit transfer facility.
1	Proposed zoning is compatible with a transit transfer facility.
2	Proposed zoning is ideal for a transit transfer facility.

Total Population helps understand the population distribution around the candidate sites, serving as an indicator of potential transit riders. According to the 2022 ACS 5-year estimate for Gwinnett, the mean population per census block group is about 1,320 people. Any block group with a population higher than this is termed a "highly populated block group," and proximity to these block groups is used to score the candidate sites.

Raw Score	Condition
0	Outside walking proximity (0.5 mile) of highly populated block group.
1	Within walking proximity (0.5 mile) of highly populated block group.
2	Located inside a highly populated block group.

Total Employment helps understand the distribution of people in labor force around the candidate sites. According to the 2022 ACS 5-year estimate for Gwinnett, the mean number of people in labor force per census block group is about 900. Any block group with a labor force higher than this is termed a "highly employed block group," and proximity to these block groups is used to score the candidate sites.

Raw Score	Condition
0	Outside walking proximity (0.5 mile) of highly employed block group.
1	Within walking proximity (0.5 mile) of highly employed block group.
2	Located inside a highly employed block group.

Zero-Car Households helps understand the distribution of vulnerable households without vehicle ownership around the candidate sites, serving as an indicator of potential transit riders. According to the 2022 ACS 5-year estimate for Gwinnett, the mean number of households per census block group without vehicle ownership is about 20. Any block group with a higher number of such households is termed a "highly vulnerable block group," and proximity to these block groups is used to score the candidate sites.

Raw Score	Condition
0	Outside walking proximity (0.5 mile) of highly vulnerable block group.
1	Within walking proximity (0.5 mile) of highly vulnerable block group.
2	Located inside a highly vulnerable block group.

5.3 Connectivity Study Criteria

Pedestrian Infrastructure considers existing sidewalks connecting to potential sites.

Raw Score	Condition
0	No existing sidewalks in any adjacent roads.
1	Sidewalks present on at least one adjacent road.

Bicycle Infrastructure considers presence of existing bike lanes adjacent to the potential sites.

Raw Score	Condition
0	No existing dedicated bike lanes in any adjacent roads.
1	Dedicated Bike Lane on at least one adjacent road.

Trails considers the proximity to multi-use trails/paths to the potential sites.

Raw Score	Condition
0	Outside walking proximity (0.5 mile) of the proposed trails.
1	Within walking proximity (0.5 mile) of at least one proposed trail.
2	Within walking proximity (0.5 mile) of more than one proposed trail.

Park and Ride considers the distance to existing park and ride lots. There are two at either end of the study area – Sugarloaf along I-85 and Dacula along Fence Road. The distance from both lots was reviewed in the analysis.

Raw Score	Condition
0	Greater than five miles from existing park and ride lot.
1	Less than five miles from existing park and ride lot.

Pedestrian Safety is based on the pedestrian risk assessment conducted as part of the Lawrenceville 2045 Comprehensive Plan. One point is deducted from the raw score if the candidate site is adjacent to a pedestrian crash site.

Raw Score	Condition
0	Adjacent to at least one high risk link.
1	Adjacent to a moderate risk link.
2	Adjacent to only low risk links.

Bicycle Safety is based on the bicycle risk assessment conducted as part of the Lawrenceville 2045 Comprehensive Plan. One point is deducted from the raw score if the candidate site is adjacent to a bicycle crash site.

Raw Score	Condition
0	Adjacent to at least one high risk link.
1	Adjacent to a moderate risk link.
2	Adjacent to only low risk links.

5.4 Additional Parameters

Within Lawrenceville City Limits is envisioned as a centralized place of connectivity.

Raw Score	Condition
0	Outside of the Lawrenceville city limits.
1	Within Lawrenceville city limits.

Proximity to SR 316 ramps considers whether parcels are located adjacent to an interchange with SR 316. Locations considered either are adjacent to existing access ramps, adjacent to planned access ramps, or would require a new slip ramp for bus access.

Raw Score	Condition
0	Greater than 0.25 miles from existing SR 316 interchange.
1	Less than 0.25 miles from existing SR 316 interchange.
2	Opportunity for integration into SR 316 interchange.

Visibility from the main corridor, SR 316 in this case, is a key criterion in drawing in unfamiliar users. Parcels that are adjacent to SR 316 will be considered visible.

Raw Score	Condition
0	Not adjacent to SR 316.
1	Adjacent to SR 316.

Motor vehicle access considers direct access from SR 316 as well as local roadways.

Raw Score	Condition
0	Located on road not directly accessible to SR 316.
1	Access on street directly accessible to SR 316.

Acquisition feasibility, based on data provided, whether the parcel is located within the road right-of-way (ROW) of Gwinnett County or Georgia Department of Transportation (GDOT).

Raw Score	Condition
0	Not owned by Gwinnett County.
1	Owned by Gwinnett County.

Parcel Combination Required considers ability to combine areas into large enough site for transfer facility.

Raw Score	Condition
1	Can be combined for size requirements.
2	Does not need to be combined for size requirements.

Size was considered for the number of parking spaces and space for amenities. The minimum acreage required was determined to be 6.5 acres, which would provide approximately enough room for a shelter, bus bays, kiss and ride, as well as approximately 400 parking spaces.

Raw Score	Condition
0	Less than 6.5 acres or Greater than 25 acres.
1	10 acres to 25 acres.
3	6.5 acres to 10 acres.

Existing Sewer considers the proximity to existing County sewer service. Sewer service will be required to provide restroom and other water services for operators and patron amenities.

Raw Score	Condition
0	No sewer utilities present along candidate site frontage or immediately adjacent to the site.
1	Sewer utilities are accessible for connection in adjacent parcel.
2	Sewer utilities are accessible along the frontage of candidate site.

Existing Water considers the proximity to existing County water service. Water service will be required to provide connections for operator and patron amenities, as well as for fire protection.

Raw Score	Condition
0	No water utilities present along candidate site frontage or immediately adjacent to the site.
1	Water utilities are accessible for connection in adjacent parcel.
2	Water utilities are accessible along the frontage of candidate site.

Existing Dry Utilities considers if existing communication, electric, gas utilities exist on or near to the candidate site that is accessible for connection to service the proposed facility.

Raw Score	Condition
0	No existing utilities are accessible along the candidate site frontage or adjacent parcel.
1	Existing utilities are accessible in the adjacent parcel.
2	Existing utilities are accessible along the frontage of the candidate site.

Presence of Known Stream(s) is included in the scoring because of its impact on the feasibility and cost to develop within the parcel.

Raw Score	Condition
0	Presence of a stream.
1	No presence of a stream.

Existing Grade of parcel/site topography considers the effort required to begin development.

Raw Score	Condition
0	Greater than 5%.
1	Between 3% and 5%.
2	Less than 3%.

5.5 Scoring Methodology

Raw scores (R) were assigned to each criterion for each site based on the scores described above. For each criterion, a maximum raw score (R_{max}) was identified and used to established normalized scores. The normalized score (N) equates to the raw score divided by the maximum raw score as seen in the formula below.

$$N = \frac{R}{R_{max}}$$

Scoring criteria were weighted by level of importance either a 1 or 2, with 1 being the least important and 2 being the most important. The weighted factor (W_f) was applied to the normalized score (N) to determine the weighted score (W) for that criterion.

$$W = N \; x \; W_f$$

The results from all considered and weighted criteria are listed by site location in **Table 3**.

		Raw Score					Weighted Score				
Travel Market Analysis	**Weighted Factor**	**Site 1**	**Site 2**	**Site 3**	**Site 4a**	**Site 4b**	**Site 1**	**Site 2**	**Site 3**	**Site 4a**	**Site 4b**
Proximity to Existing Transit	1	1	2	2	2	1	0.5	1.0	1.0	1.0	0.5
Proximity to Proposed Transit	2	2	2	2	2	2	2.0	2.0	2.0	2.0	2.0
Proximity to Educational Institutes	2	3	2	1	2	2	2.0	1.3	0.7	1.3	1.3
Proximity to Major Employers	2	2	1	1	2	2	2.0	1.0	1.0	2.0	2.0
Proximity to Activity and Senior Centers	2	1	0	0	0	0	2.0	0.0	0.0	0.0	0.0
Proximity to Parks and Recreational Amenities	1	1	0	0	1	1	1.0	0.0	0.0	1.0	1.0
Existing Zoning Compliance	1	1	1	1	1	1	1.0	1.0	1.0	1.0	1.0
Proposed Zoning Compliance	1	2	1	1	2	2	1.0	0.5	0.5	1.0	1.0
Total Population	2	1	2	2	1	1	1.0	2.0	2.0	1.0	1.0
Total Employment	1	1	2	2	1	1	0.5	1.0	1.0	0.5	0.5
Zero-Car Household	2	1	2	2	1	1	1.0	2.0	2.0	1.0	1.0
Connectivity Study											
Pedestrian Infrastructure	2	1	1	1	1	1	2.0	2.0	2.0	2.0	2.0
Bicycle Infrastructure	1	0	1	1	1	0	0.0	1.0	1.0	1.0	0.0
Trails	1	2	1	1	2	2	1.0	0.5	0.5	1.0	1.0
Park and Ride	1	1	1	1	1	1	0.0	0.0	0.0	0.0	0.0
Pedestrian Safety	2	2	2	1	2	2	2.0	2.0	1.0	2.0	2.0
Bicycle Safety	2	1	0	0	1	1	2.0	0.0	0.0	2.0	2.0
Additional Parameters											
Within Lawrenceville City Limits	1	0	1	1	0	0	0.0	1.0	1.0	0.0	0.0
Proximity to SR 316 Ramps	1	2	2	1	2	2	1.0	1.0	0.5	1.0	1.0
Visibility	1	1	1	0	1	1	1.0	1.0	0.0	1.0	1.0
Motor Vehicle Access	1	1	1	1	1	1	1.0	1.0	1.0	1.0	1.0
Acquisition Feasibility	2	1	0	0	0	0	2.0	0.0	0.0	0.0	0.0
Parcel Combination Required	2	2	1	2	2	2	2.0	1.0	2.0	2.0	2.0
Size	1	1	0	3	1	1	0.3	0.0	1.0	0.3	0.3
Undeveloped Parcel	1	1	1	1	1	1	1.0	1.0	1.0	1.0	1.0
Existing Sewer	1	2	1	1	1	1	1.0	0.5	0.5	0.5	0.5
Existing Water	1	2	1	2	2	2	1.0	0.5	1.0	1.0	1.0
Existing Dry Utilities	1	2	2	2	2	2	1.0	1.0	1.0	1.0	1.0
Presence of Known Stream(s)	1	1	0	1	1	0	1.0	0.0	1.0	1.0	0.0
Existing Grade	2	1	0	2	1	1	1.0	0.0	2.0	1.0	1.0
Total Score							**34**	**25**	**28**	**31**	**28**

Table 5 - Evaluation Matrix Scores

6. Title VI Analysis

6.1 Overview

The Title VI Equity Analysis was performed at the Census tract and county levels for the parcels that were determined as optimal from Task 5- Fatal Flaw Analysis, hereafter referred as candidate sites. The Title VI Equity Analysis focuses on identifying any potential disproportionate adverse impacts on Minority and Low-Income populations for the proposed candidate sites. This analysis was performed in accordance with the following federal statutory requirements:

- Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d et seq.
- Federal Transit Laws, Title 49, United States Code, Chapter 53.
- Federal Transit Administration (FTA) Circular 4702.1B
- 49 CFR § 1.51.
- 49 CFR part 21.
- 28 CFR § 42.401 et seq.

This analysis has been expanded beyond the regulatory prerequisites of Title VI to also identify any potential disproportionate adverse impacts on other disadvantaged groups, including the following demographic populations:

- People with disabilities
- Limited English Proficiency (LEP)
- Zero Car Household
- Single Car Household
- Single Parent Household

Additionally, this analysis assesses the number of potential displaced residents and displaced businesses within the proposed candidate site areas.

Purpose

The purpose of this Title VI Equity Analysis is to evaluate the proposed candidate sites for a new transit transfer facility in the Greater Lawrenceville area and to examine the criteria (described below in the Methodology section) that were considered for site selection to ensure the priority site/parcels would be selected without regard to race, ethnicity, or national origin. As per the FTA C 4702.1B, Title VI analysis requires the location of such a facility must occur in the planning stage before the final selection of the preferred site.

As part of the Transit Development Plan (TDP), Ride Gwinnett has the goal to establish transit transfer facilities to provide better connectivity to existing local bus service and various future alternative modes of travel (County Ride, Quick Ride, Rapid Ride, and On-Demand Transit Services). This analysis for the candidate sites for disparate impacts will eliminate parcels/sites that would be the most discriminatory from further consideration.

Methodology

The section below details the approach the Title VI Equity Analysis:

Step 1: Identification of Title VI Measures:

For this analysis, the project team identified Title VI measures and what does it measure are described below:

- **Minority population**: Defined as individuals who identify themselves to be American Indian and Alaska Native, Asian, Black, or African American, Hispanic, or Latino, or Native Hawaiian or Other Pacific Islander
- **Low-income population**: Populations with total family income in the past 12 months less than the poverty thresholds
- **Zero or one car household**: Households with zero or one vehicle available
- **Disability**: Person with either of the six different types of disability- hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and/or independent living difficulty
- **Limited English Proficiency**: Populations where primary language spoken at home is other than English
- **Single parent household**: Households with either a male head without a wife or a female head without a husband
- **Displaced residents**: Number of potential displaced residents within the site area
- **Displaced businesses**: Number of potential displaced businesses within the site area

Step 2: Identification of Data Sources:

ESRI Census Data (2020) was used to identify minority population, low-income population, zero car households, single car households, population with disability, LEP population, and single parent household. Data from ESRI Census Data was used to evaluate displaced residents within the site area and ARC Business per zip code data was used to examine displaced businesses with the site area.

Step 3: Determination of Study Area:

The Census tract boundaries respective to each candidate site is assumed as the study area and used to determine the demographics of each site location. The measures are also assessed at county level to draw a comparison of disparate effects.

Step 4: Impact assessment on Equity Population:

To evaluate the impacts on equity populations, a demographic assessment is undertaken. The analysis examines weather the populations within the study area of each candidate site affected by the new transit transfer facility are disproportionately equity groups. The disparate impacts are evaluated against the county level demographic data.

6.2 Title VI Equity Analysis

The following cadidate sites were selected based on the Task 2 - Fatal Flaw Analysis and are now being assessed for impacts, if any on equity populations by using Census tract level data. The respective Census tract boundaries of the four candidate sites are relatively larger in size which may result in skewed data found in this analysis. The four candidate sites all fall within two census tracts. The candidate Site 1, Site 4a and Site 4b are within Census Tract 505.63, and Sites 2 and Site 3 are located within Census Tract 505.64 (refer **Figure 38)**.

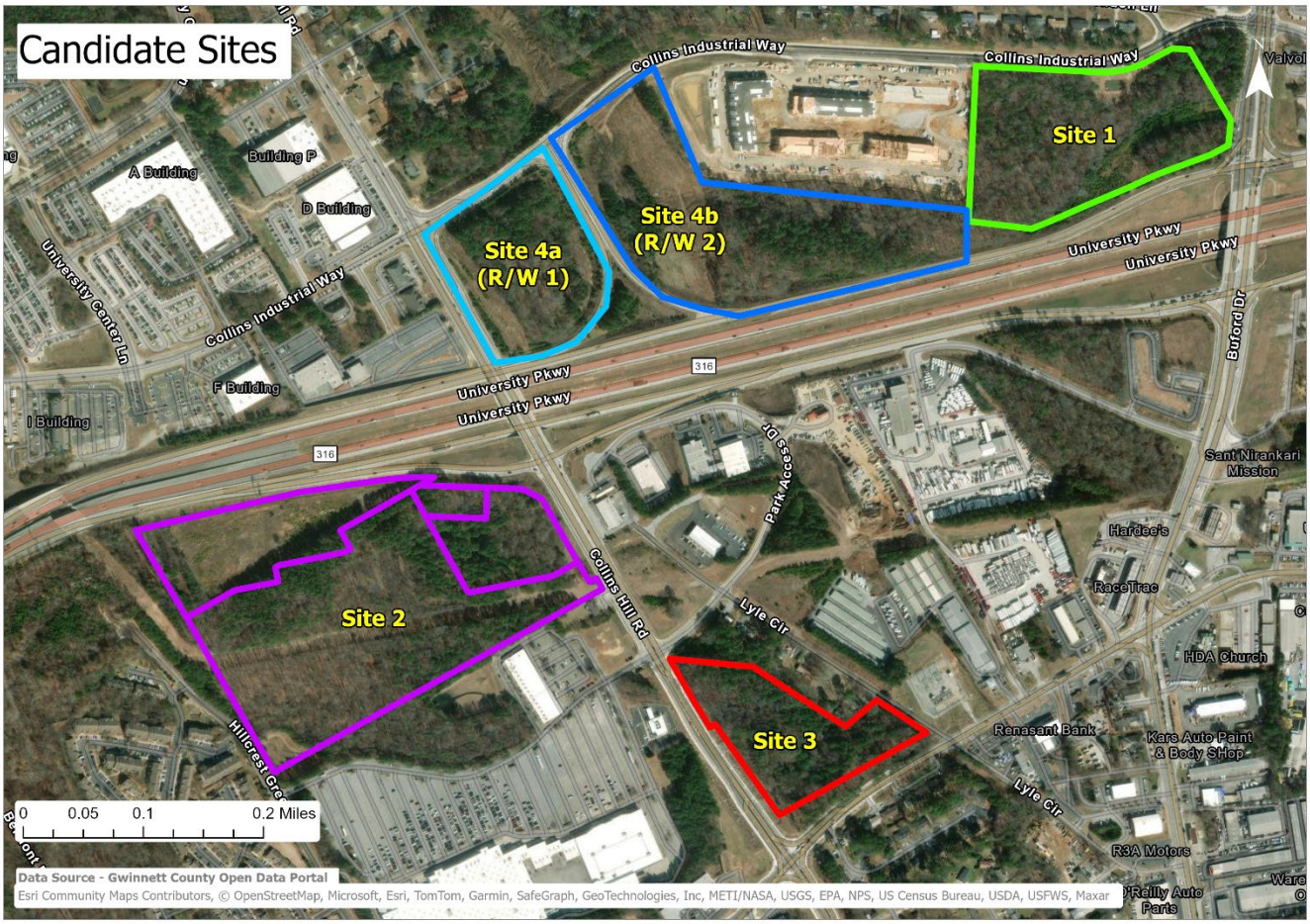


Figure 38 - Candidate Sites

Minority Population

As illustrated in **Figure 39**, Sites 1, 4a, and 4b (Census Tract 505.63) have a minority population of 44.1%, with Black or African Americans constituting the largest minority group, according to ESRI Census Data 2020. This is comparable to Gwinnett County's overall minority population, which stands at 41.1%. In stark contrast, Sites 2 and 3 (Census Tract 505.64), show a relatively higher minority representation at 89.4%, predominantly Black or African American, more than double the county average, as per the same dataset.

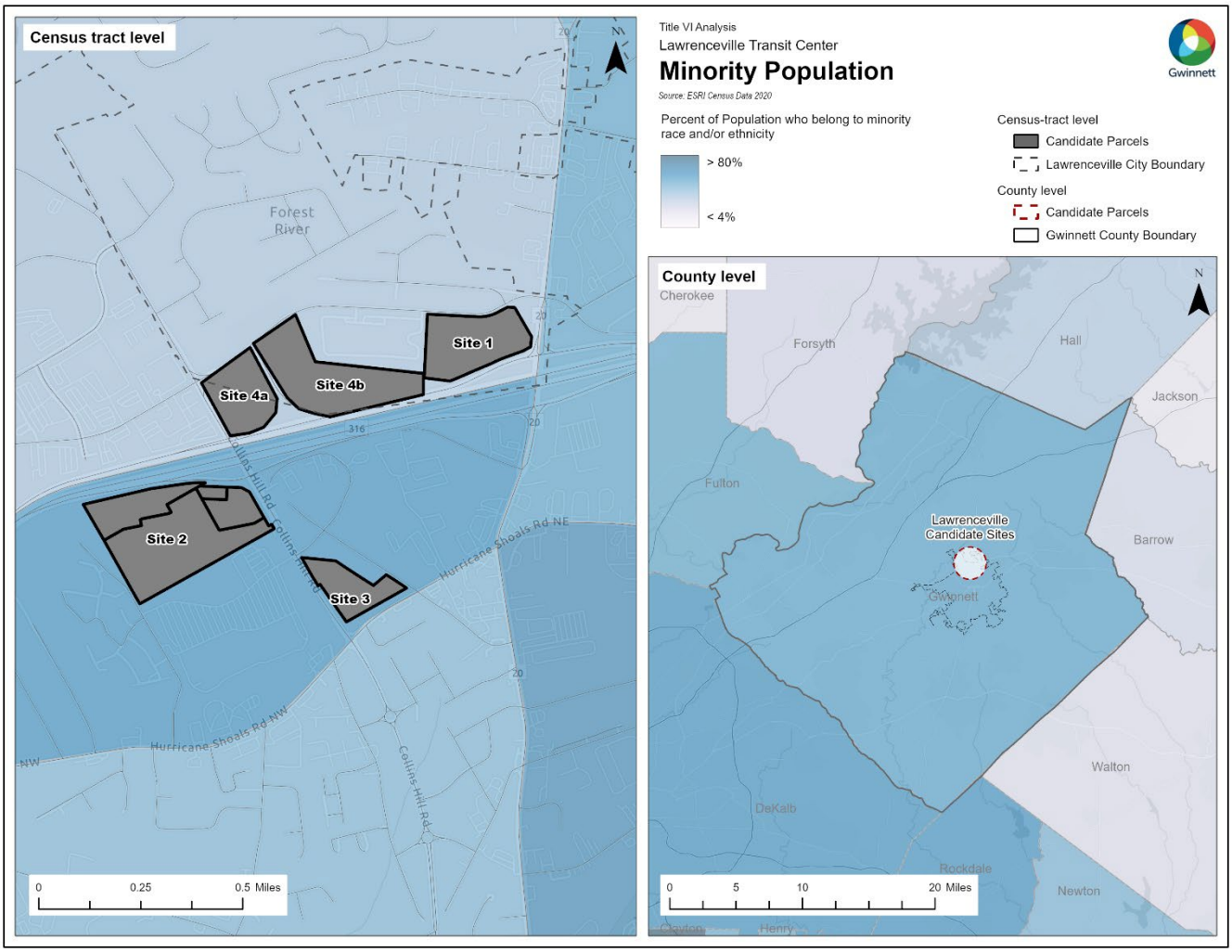


Figure 39 - Minority Population

Table 4 indicates that Sites 1, 4a, and 4b (Census Tract 505.63) have a minority population of 44.1%, just 3% above the Gwinnett County average of 41.1%, suggesting a minimal impact. Whereas Sites 2 and 3 (Census Tract 595.64) have a significantly higher minority representation of 84.9%, which is 43.8% above county average, entailing a relatively greater impact on the minority population.

Minority Population	Site 1	Site 2	Site 3	Site 4a	Site 4b
Census Tract ***505.63*** *Population %*	44.1%	-	-	44.1%	44.1%
Census Tract ***505.64*** *Population %*	-	84.9%	84.9%	-	-
County %	41.1%				

Table 6 - Minority population

Low-Income Population

As shown in **Figure 40**, Sites 1, 4a, and 4b (Census Tract 505.63) have 12.4% of the population living below the poverty threshold, marginally exceeding the Gwinnett County average of 10.1%. Nearly three times higher than the county average, Sites 2 and 3 (Census Tract 505.64) have a greater population with income levels below the poverty threshold, at 30.7%.

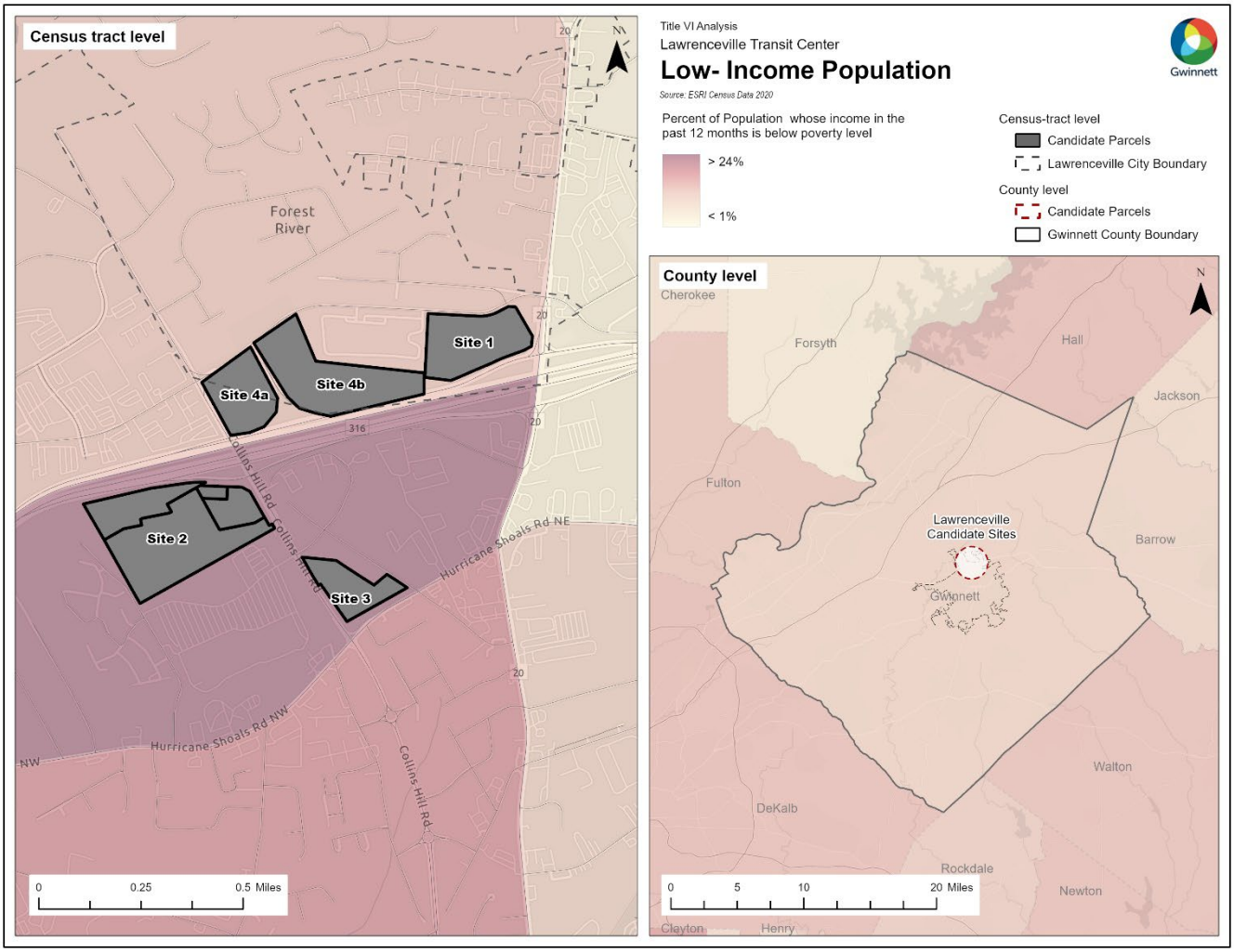


Figure 40 - Low-Income Population

From **Table 5**, Sites 1, 4a and 4b in Census Tract 505.63 have a percentage of low-income households that closely mirrors the county average, being just 2.3% above the Gwinnett County average of 10.1%. In Census Tract 505.64, where Sites 2 and 3 are situated, the percentage of low-income households is 30.7%, which is 20.6% higher than the county threshold, implying a greater effect on low-income population.

Low- Income Population	Site 1	Site 2	Site 3	Site 4a	Site 4b
Census Tract ***505.63*** *Population %*	12.4%	-	-	12.4%	12.4%
Census Tract ***505.64*** *Population %*	-	30.7%	30.7%	-	
County %	10.1%				

Table 7 - Low-Income Population

Zero-Car Households

As shown in **Figure 41**, 3.6% households in Sites 1, 4a, and 4b (Census Tract 505.63) are identified as zero-car households, compared to 3.3% of all households in Gwinnett County. While Sites 2 and 3 (Census Tract 505.64) have 20.2% of households identified as zero-car households, which is over six times the county average of 3.3%.

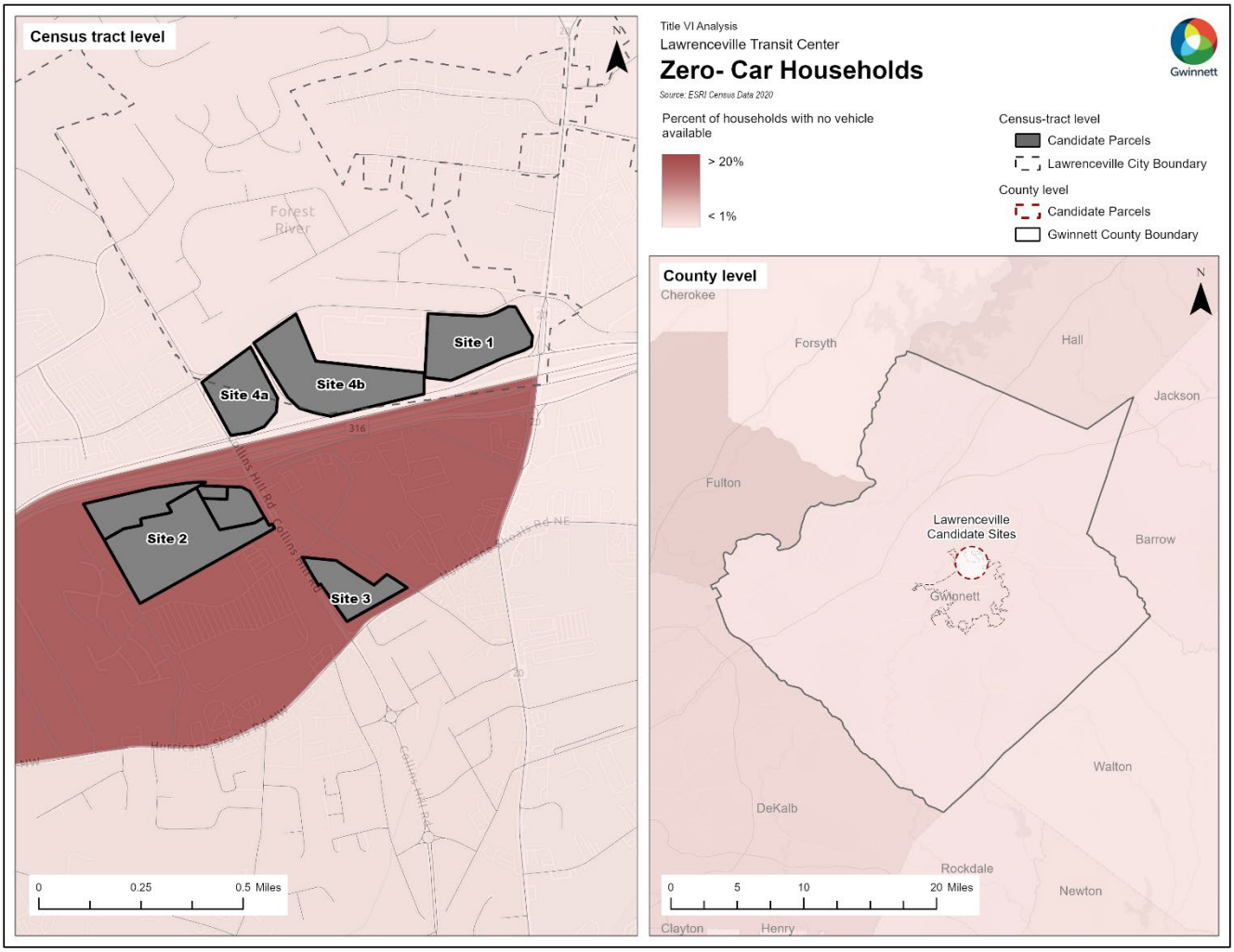


Figure 41 - Zero-Car Households

Table 6 illustrates that Sites 1, 4a and 4b have a comparatively negligible difference of 0.3% in zero- car households compared to Sites 2 and 3 with 16.9% more zero-car households than the county average of 20.2%, indicating a greater reliance on alternative travel modes.

Zero-Car Households	Site 1	Site 2	Site 3	Site 4a	Site 4b
*Census Tract **505.63** Zero- Car Household % (Zero-Car)*	3.6%	-	-	3.6%	3.6%
*Census Tract **505.64** Zero- Car Household % (Zero-Car)*	-	20.2%	20.2%	-	-
County %	3.3%				

Table 8 - Zero-Car Households

Single Car Households

Figure 42 shows that Sites 1, 4a, and 4b (Census Tract 505.63) have 17.3% of households with single vehicle availability, compared to 29.3% of all households in Gwinnett County. Meanwhile, Sites 2 and 3 (Census Tract 505.64) have a much higher percentage- almost double- with 55.9% of households with single vehicle availability.

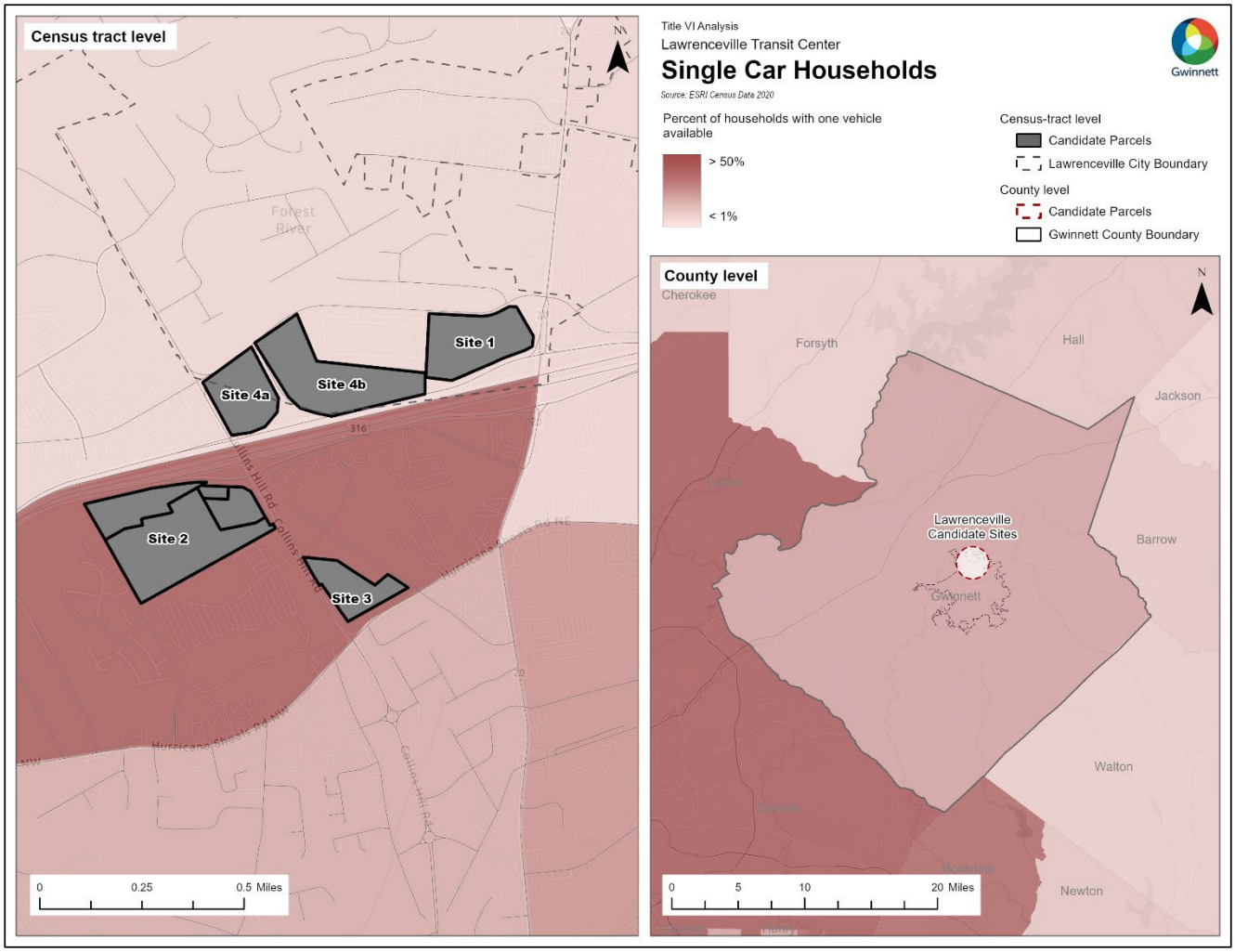


Figure 42 - Single Car Households

The following **Table 7** shows that Sites 1, 4a, and 4b (Census Tract 505.63) have 17.3% of households with single vehicle availability, which is almost half the Gwinnett County average of 29.3%. With almost double the percentage of households relying on a single vehicle, at 55.9%, Sites 2 and 3 (Census Tract 505.64) are 26.6% higher than the county average. This highlights that for Sites 2 and 3, more than half of their households have a greater reliance on single vehicles.

Single Car Households	Site 1	Site 2	Site 3	Site 4a	Site 4b
*Census Tract **505.63** One-Car Household %*	17.3%	-	-	17.3%	17.3%
*Census Tract **505.64** One-Car Household %*	-	55.9%	55.9%	-	-
County %	29.3%				

Table 9 - Single Car Households

Population with Disability

As illustrated in **Figure 43**, Sites 1, 4a, and 4b (Census Tract 505.63) have 6.7% of the population with a disability, slightly below the Gwinnett County average of 7.9%. In contrast, Sites 2 and 3 (Census Tract 505.64) have a significantly higher percentage, with 16.8% of the population living with a disability, indicating a greater need for accessible services and infrastructure in these areas.

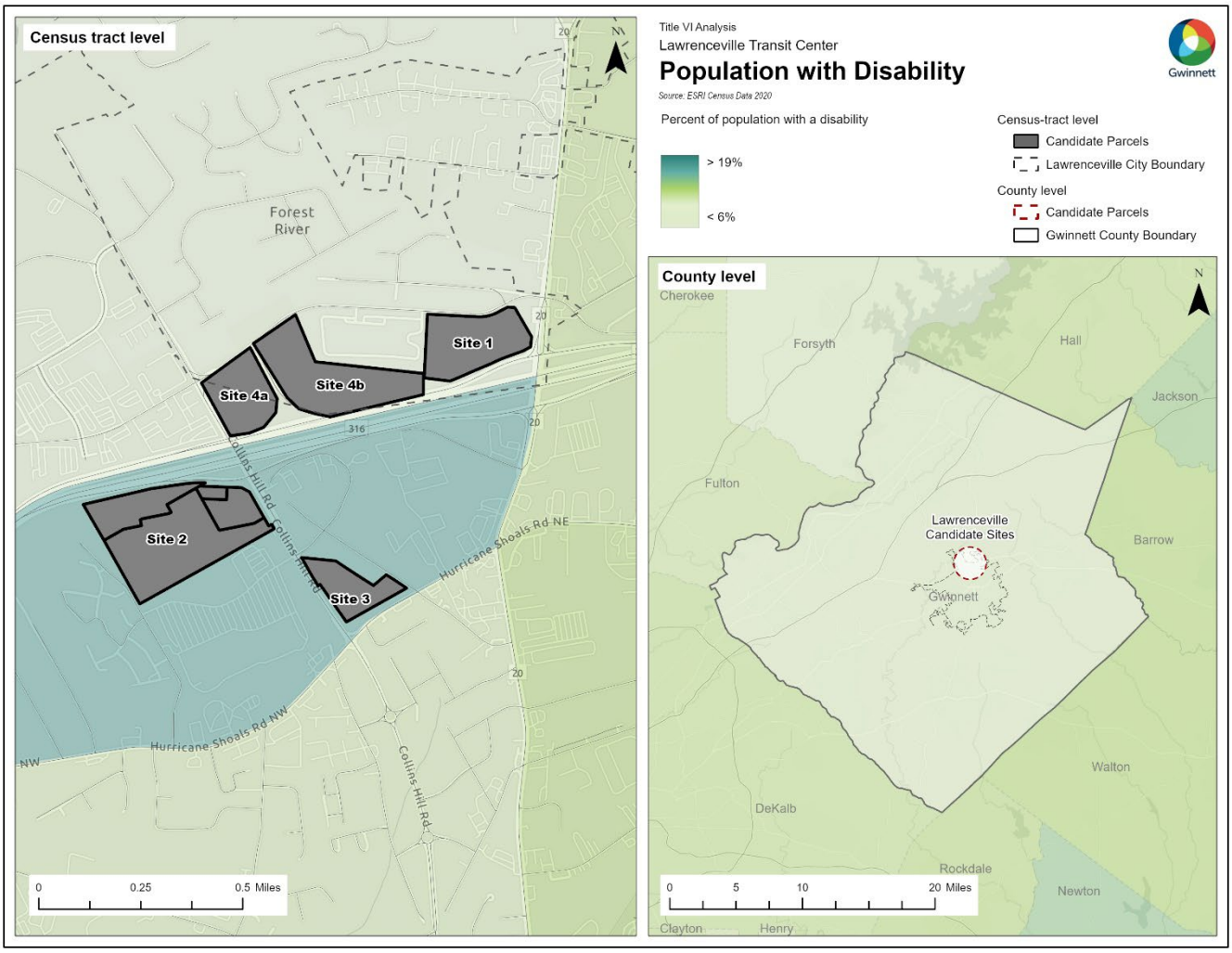


Figure 43 - Population with Disability

Table 8 indicates that the disability rate at Sites 1, 4a, and 4b in Census Tract 505.63 is 6.7%, falling 1.2% below the county average of 7.9%. For Sites 2 and 3 (Census Tract 505.64), the disability rate is comparatively higher at 16.8%, exceeding the county average by 8.9%, suggesting a comparatively higher localized impact on these sites.

Population with Disability	Site 1	Site 2	Site 3	Site 4a	Site 4b
*Census Tract **505.63** Population %*	6.7%	-	-	6.7%	6.7%
*Census Tract **505.64** Population %*	-	16.8%	16.8%	-	-
County %	7.9%				

Table 10 - Population with Disability

Limited English Proficiency (LEP)

As shown in **Figure 44**, Sites 1, 4a, and 4b (Census Tract 505.63) have 34.8% of the population with Limited English Proficiency, slightly below the Gwinnett County average of 36.1%. Sites 2 and 3 (Census Tract 505.64) have 42.5% of the population with Limited English Proficiency, which is moderately higher than the county average and other candidate sites.

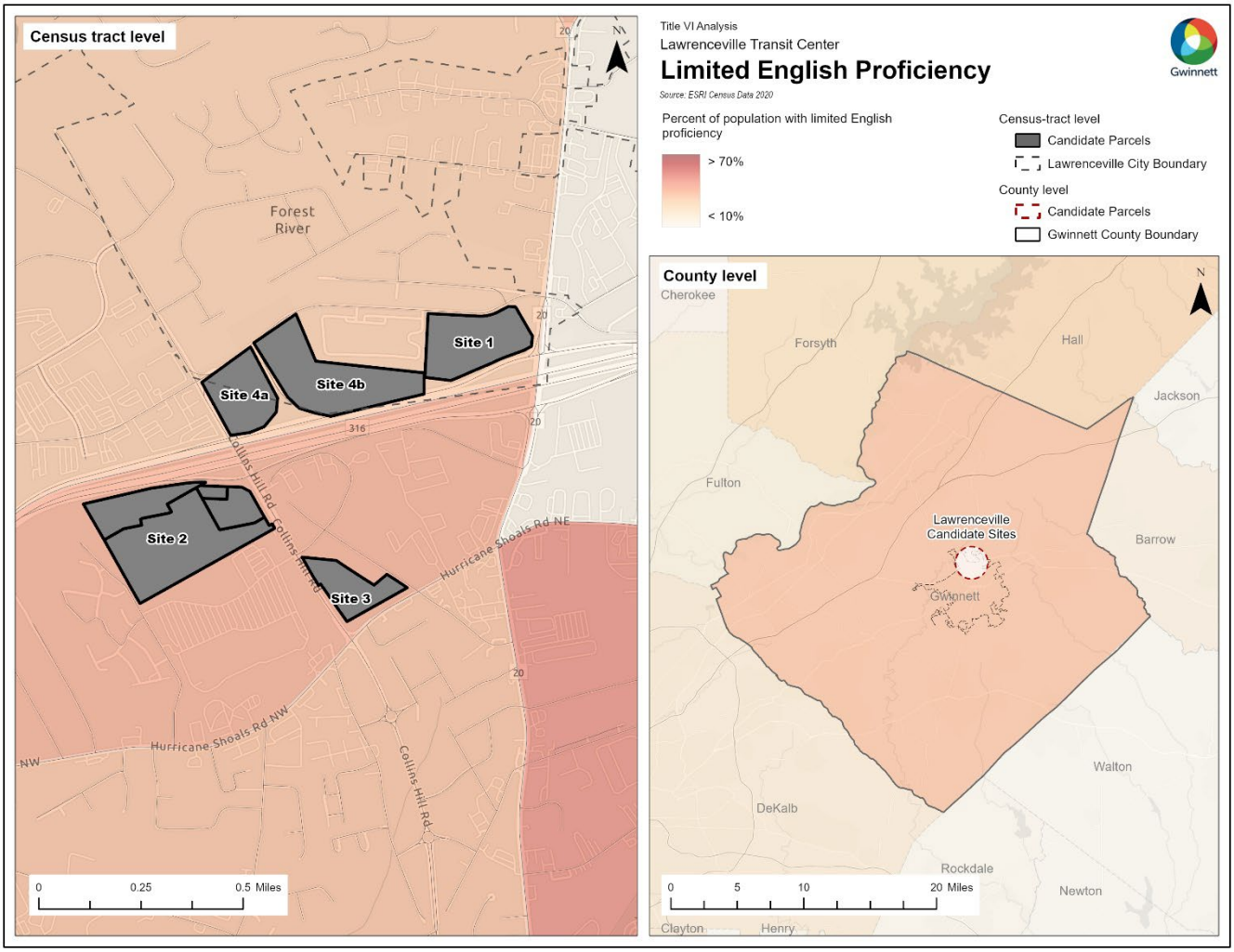


Figure 44 - Population with Limited English Proficiency (LEP)

Table 9 shows that the proportion of the population with limited English proficiency at Sites 1, 4a, and 4b (Census Tract 505.63) is 34.8%, only 1.3% below the county average of 36.1%, indicating a marginal variation. For Sites 2 and 3 (Census Tract 505.64), the percentage of the population with limited English proficiency is 42.5%, which is 6.4% above the county average. This suggests that all sites would have a relatively similar impact compared to the county average, highlighting that overall, Gwinnett County has a substantial portion of its population with limited English proficiency.

Population with LEP	Site 1	Site 2	Site 3	Site 4a	Site 4b
Census Tract ***505.63*** *Population %*	34.8%	-	-	34.8%	34.8%
Census Tract ***505.64*** *Population %*	-	42.5%	42.5%	-	-s
County %	36.1%				

Table 11 - Population with Limited English Proficiency (LEP)

Single Parent Households

As shown in **Figure 45**, Sites 1, 4a, and 4b (Census Tract 505.63) have 27.8% of households identified as single-parent households, and Sites 2 and 3 (Census Tract 505.64) have 22.4%, both higher than the Gwinnett County average of 18.9%.

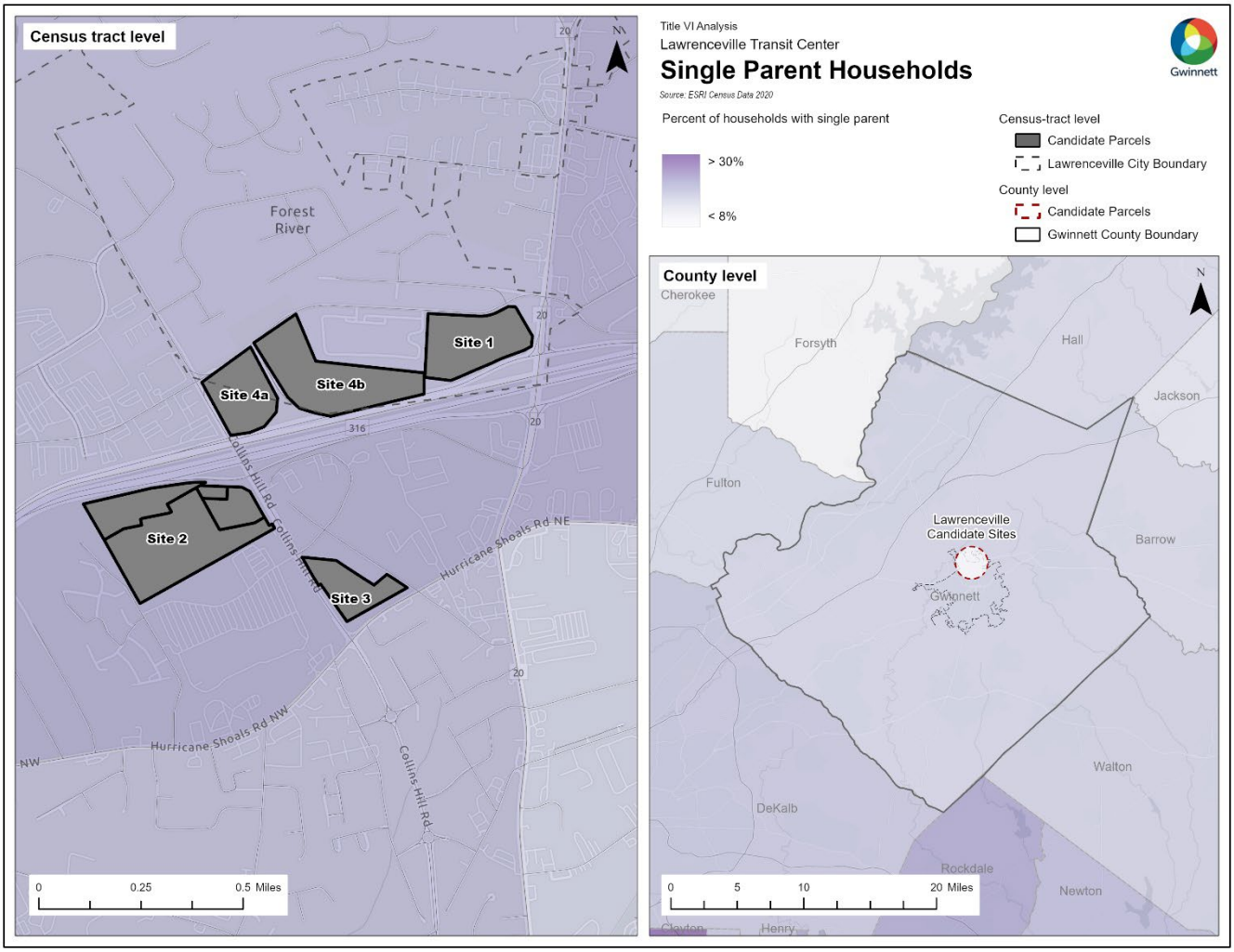


Figure 45 - Single Parent Households

According to **Table 10**, all candidate sites have a higher percentage of single parent households than the county average of 18.9%, with almost similar rates across the sites. Sites 1, 4a, and 4b (Census Tract 505.63) have 27.8% of households headed by a single parent, which is 8.9% above the county average of 18.9%. For Sites 2 and 3 (Census Tract 505.64), the percentage of single-parent households is 22.4%, 3.5% above the county average. In this case, the impact is comparatively higher for Sites 1, 4a, and 4b (Census Tract 505.63) than for Sites 2 and 3 (Census Tract 505.64).

Single Parent Households	Site 1	Site 2	Site 3	Site 4a	Site 4b
*Census Tract **505.63** Population %*	27.8%	-	-	27.8%	27.8%
*Census Tract **505.64** Population %*	-	22.4%	22.4%	-	-
County %	18.9%				

Table 12 - Single Parent Households

Displaced Residents & Businesses

As shown in **Figure 46** and referenced in Figure 1, the candidate site parcels are evaluated for potential impacts resulting from the displacement of residents and businesses; given the unavailability of land use data. The potential sites will not displace any residences, as residential parcels were excluded during the Task 5 - Fatal Flaw Analysis. Each of the four candidate sites is surrounded by businesses, which are separated by SR 316 or local roads. Additionally, there are no businesses present on the candidate sites at ground level. Hence, no residents or businesses will be displaced due to vacancy for each of these sites (refer **Table 11**).

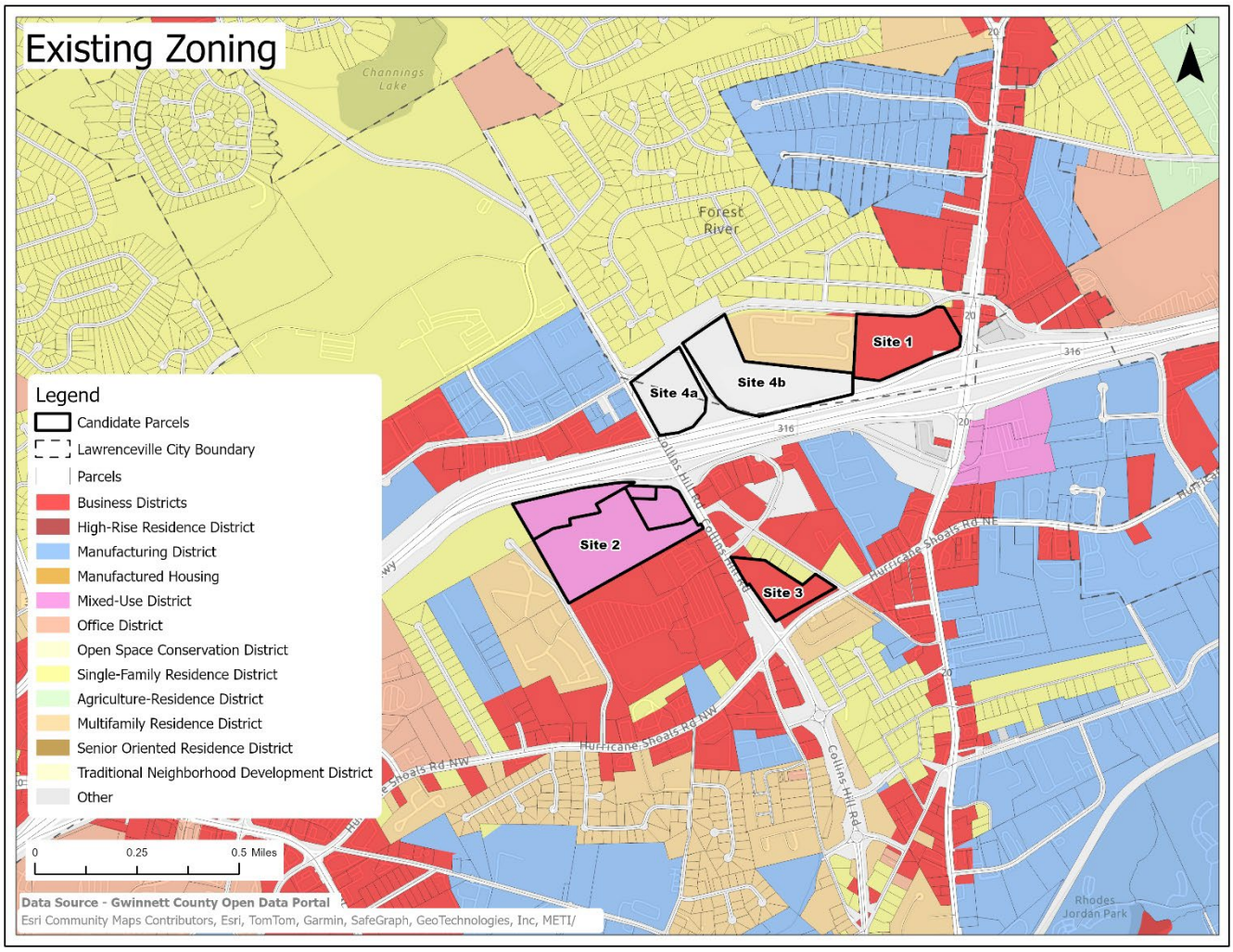


Figure 46 - Existing Zoning

Displaced Residents & Business	Site 1	Site 2	Site 3	Site 4a	Site 4b
*Census Tract **505.63** Population %*	0	-	-	0	0
*Census Tract **505.64** Population %*	-	0	0	-	-
County %	0				

Table 13 - Displaced Residents & Businesses

6.3 Title VI Analysis Summary

The results of the Title VI Analysis focus on inequitable effects on equity populations from the construction of a new transit transfer facility for each of the candidate sites. The assessment indicates that all the candidate sites partially exhibit Disparate Impact or Disproportionate Burden on equity populations. Hence, the evaluation focuses on eliminating sites with the least equitability.

This analysis applied the county average as a threshold to compare the percentage of equity populations for each site's census tract to the total equity populations at the county level. The Title VI Equity Analysis shows:

Measure	Site 1	Site 2	Site 3	Site 4a	Site 4b	County
Census Tract	*505.63*	*505.64*	*505.64*	*505.63*	*505.63*	-
Minority Population %	44.1%	84.9%	84.9%	44.1%	44.1%	**41.1%**
Low- Income Population %	12.4%	30.7%	30.7%	12.4%	12.4%	**10.1%**
Zero- Car Households %	3.6%	20.2%	20.2%	3.6%	3.6%	**3.3%**
Single Car Households %	17.3%	55.9%	55.9%	17.3%	17.3%	**29.3%**
Population with Disability %	6.7%	16.8%	16.8%	6.7%	6.7%	**7.9%**
Population with LEP %	34.8%	42.5%	42.5%	34.8%	34.8%	**36.1%**

Single Parent Households %	27.8%	22.4%	22.4%	27.8%	27.8%	**18.9%**

Table 14 - Comprehensive Summary of Title VI Analysis

Table 12 indicates-

- Census Tract 505.63
  - Sites 1, 4a, and 4b demonstrate moderate effects with minority population slightly higher than the county average (44.1% compared to 41.1%), a low-income population marginally exceeding the county average (12.4% vs. 10.1%), and a disability rate slightly lower than the county average (6.7% compared to 7.9%). The percentage of households with limited vehicle access is lower than the county average (20.9% compared to 32.3%), and the LEP population is slightly lower than the county average (34.8% compared to 36.1%). The percentage of single-parent households in this area is higher than the county average (27.8% vs. 18.9%).

- Census Tract 505.64
  - Sites 2 and 3 have a significant impact, with a much higher percentage of minority population (84.9%), low-income population (30.7%), and disability rates (16.8%) compared to the county averages. There is a significant disparity in the percentage of households with limited vehicle access (71.6% vs. 32.3%), as well as in the LEP population (42.5% vs. 36.1%). Single-parent households for these sites slightly exceed the county average, with a rate of 22.4% compared to 18.9%.

Based on the assessment of the proposed Lawrenceville Transit Transfer Center sites, it is evident that Sites 2 and 3 have a greater impact on minority and low-income population. These sites also have higher rates of disability and limited vehicle access, exceeding the county averages. These factors demonstrate that the development of these sites could exacerbate existing disparities. On the contrary, Sites 1, 4a, and 4b while still impacting equity populations, do so to a lesser extent, indicating that they may be more suitable to minimize adverse effects.

7. Conclusions and Next Steps

The completion of the site selection analysis marks a significant milestone in our efforts to enhance transit infrastructure within the Greater Lawrenceville area. Through rigorous evaluation and collaboration, we have identified Site 1 as the recommended location for the new transit center. This site aligns with our goals of improving connectivity, accessibility, and overall transit experience for residents and visitors.

Next Steps

Public Outreach will be conducted in the future by Ride Gwinnett with residents, businesses, and other stakeholders in the project corridor if the site selection of the Lawrenceville Transit Transfer Facility moves forward. Ride Gwinnett could use a variety of outreach strategies to seek input, address concerns, and gather feedback on the Locally preferred site for the transit transfer facility. A list of various potential outreach strategies is included below.

Outreach Strategies:

Strategy	Description	Engagement Level
Public Meeting	Traditional meeting in-person, virtually, or hybrid to provide open to the public to project information and solicit verbal or written feedback.	Involve, Inform, Consult, and Collaborate
Canvassing	Systematic approach facilitating direct contact with residents, business owners, and other stakeholders in the project corridor to inform and solicit feedback on the project.	Involve, Inform and Consult
Project Briefing	Informative presentation provided to key stakeholders, organized groups, media, and elected officials to share and gather opinions and feedback on the project.	Involve, Inform and Consult
Coffee/Lunch Hours	A scheduled series of informational sessions at various locations throughout the project corridor to provide project information to residents and other stakeholders and allow participants opportunity to ask questions and share feedback.	Involve, Inform and Consult

Strategy	Description	Engagement Level
Community Workshops	Organized community meetings with residents, business owners, and other stakeholders to inform and share project information and provide opportunity for feedback.	Involve, Inform, and Consult
Pop-Up Events	Host information tables at various community events, storefronts, and other locations near or within the project corridor to inform the public and seek open ended input.	Involve, Inform, Consult, and Collaborate
Surveys	Administer and conduct questionnaires in-person and through on-line tools to gather feedback.	Involve, Inform, Consult
Charrettes	Hands-on working session facilitated with small groups to and provide input on the proposed project and potential design.	Involve, Inform, Consult, and Collaborate

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APPENDIX L: Monitoring Transit System Performance

Ride Gwinnett

Monitoring Transit System Performance

The purpose of this assessment is to evaluate the effectiveness, equity, and reliability of transit service provided by Ride Gwinnett (formerly Gwinnett County Transit). The analysis measures system performance against established service standards to ensure compliance with Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin.

This assessment is conducted in coordination with Gwinnett County's long-range planning efforts, including the 2045 Unified Plan and the newly completed Transit Development Plan (TDP). The TDP examined current and future transit needs and integrated services provided by regional partners such as MARTA, CobbLinc, the ATL Authority. These planning tools will help align service delivery with community priorities, regional growth trends, and funding strategies.

a) Vehicle Loads

Vehicle load standards determine the maximum acceptable number of passengers per bus to ensure safety, comfort, and operating efficiency. Load factors represent the ratio of passengers to available seats. A load factor of 1.00 indicates all seats are occupied; values above 1.00 mean standees are present.

Table 1: Load Factors Standards

Time Period	Local Route Load Factor
Weekday	
- AM, PM Peak	1.25
- Base	1.00
- Evening	1.00
Saturday	1.00

Load data is collected through Automated Passenger Counters (APCs), on-board ride checks, and feedback. The data shown on **Table 2**, represents all the load factors by

route. All local service routes operated with a load factor below 1.00, indicating available seating. None of the current Local Routes exceeded the threshold

Load data is collected through Automated Passenger Counters (APCs), on-board ride checks, and feedback. Most routes operated with a load factor at or below 1.00, indicating available seating. None of the current Local Routes exceeded the threshold.

Table 2: Vehicle Load Monitoring by Route

Route	Peak Hour Average Max Load	Seats Per Bus	Load Factor	Satisfies Service Standard
10A	37.1	38	0.95	✓
10B	34.2	38	0.87	✓
20	28.7	38	0.91	✓
25	10.4	38	0.25	✓
30	11.6	38	0.44	✓
35	25.8	38	0.71	✓
40	13.5	38	0.37	✓
45	8.8	38	0.24	✓
50	8.5	38	0.21	✓
70	11.5	38	0.32	✓

As part of the Transit Development Plan, Ride Gwinnett will be evaluating route efficiencies and looking at opportunities to restructure some of local routes; this includes making possible schedule adjustments that could significantly improve route load factors in the future.

b) Vehicle Headway Standard

Headway refers to the scheduled time interval between vehicles. When headways are too long, transit becomes unreliable. Therefore, minimum standards of service frequency are applied to assure that there is a reliable, attractive level of service throughout the day.

Local routes aim for 30-minute peak and 60-minute off-peak/weekend headways. During the last quarter of 2023, Ride Gwinnett added 3 new local routes all mirroring the same 50-minute headway on the existing route 45.

Table 2: Vehicle Headway Monitoring by Route

Route	Weekday Peak Headway	Satisfies Service Standard (30 Min)	Weekday Off-Peak Headway	Satisfies Service Standard (60 Min)	Weekend Headway	Satisfies Service Standard (60 Min)
10A	30	✓	60	✓	60	✓
10B	30	✓	60	✓	60	✓
20	30	✓	60	✓	60	✓
25	50	✗	50	✓	50	✓
30	30	✓	60	✓	60	✓
35	30	✓	60	✓	60	✓
40	30	✓	60	✓	60	✓
45	50	✗	50	✓	50	✓
50	50	✗	50	✓	50	✓
70	50	✗	50	✓	50	✓

As Ride Gwinnett continues to look at opportunities to restructure some of their local routes, schedules will also be evaluated to find opportunities to adjust service level headways on the new routes.

c) On-time Performance

On-time performance measures how reliably transit services adhere to published schedules. Late or early departures reduce rider confidence and satisfaction. Ride Gwinnett's service standards include ≥80% on-time performance, with 0% early departures.

The data shown on table 4, is on-time performance for the first 6 months of 2025. Weekday performance shows some routes are below standards, indicating consistent schedule delays. However, Saturday performance shows to be performing closer to standards.

Table 4: On-time Performance for Local Service

Route	Route Type	Weekday % On-Time	Saturday % On-Time
10A	Local	65%	78%
10B	Local	50%	73%
20	Local	63%	72%
25	Local	81%	83%
30	Local	49%	66%
35	Local	76%	82%
40	Local	59%	69%

45	Local	88%	92%
50	Local	86%	78%
70	Local	46%	85%

Every local route is a designated minority route, and performance issues do not indicate disparate impacts under Title VI.

Ride Gwinnett is continuously working with their service provider, Transdev, to closer monitor on-time performance. Future actions include realigning routes, optimizing traffic interactions, enforcing contract penalties, and incorporating on-time goals into planning.

d) Service Availability

Service availability assesses transit coverage across the County. Ride Gwinnett local service is concentrated in western Gwinnett where the need is highest.

During the last quarter of 2023, Ride Gwinnett expanded its service provisions to include Mircrotransit service. Currently Ride Gwinnett operates two Microtransit zones with a 3rd zone operating as a pilot.

Local routes and the three Microtransit zones prioritize access for minority, low-income, and LEP populations; increasing connectivity between local service and on-demand service and providing connection to at least two MARTA's stations.

Future strategies involve community engagement, leveraging land use data, and planning for equitable access expansion through the Transit Development Plan.

e) Distribution of Transit Amenities

Transit amenities at bus stops provide comfort, convenience, and safety to Ride Gwinnett customers. Transit amenities include shelters, benches, lighting, waste receptacles, and signage. Ride Gwinnett provides amenities at bus stops and transit facilities and works with MARTA at shared stations.

Facility planning is guided by non-discriminatory criteria such as ridership and feasibility. The 2024 Bus Stop Standards and Guidelines report serves as the foundation for amenity development.

Ride Gwinnett continues to improve stops and transfer centers based on demand, feedback, and physical conditions.

f) Vehicle Assignment

Vehicle assignments are based on service type. Local routes use 40-feet, 38-seat buses and demand response service uses both 23-feet body on chassis and 22-feet transit vans interchangeably which accommodates 12 passengers and 2 wheelchairs.

Since all vehicles are evenly distributed, no disparity exists in the amenities or vehicle quality across routes.

g) Conclusions

Ride Gwinnett largely meets service standards. While on-time performance for weekday service requires attention, all local routes are classified as minority routes, avoiding disparate impact.

Next steps include continued monitoring, prioritizing investments in frequency and schedule reliability, and maintaining transparent Title VI compliance.

APPENDIX M: Ride Gwinnett Bus Stop Guidelines

Ride Gwinnett
Bus Stop Guidelines

Bus Stop Guidelines

Gwinnett County

November 2024

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List of Acronyms

Term	Definition
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AWDB	Average Weekday Daily Boardings
BEB	Battery Electric Bus
BRT	Bus Rapid Transit
CIP	Cast-in-Place
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GCDOT	Gwinnett County Department of Transportation
IB	Inbound
NACTO	National Association of City Transportation Officials
OB	Outbound
PCP	Precast Concrete Pavement
PIDS	Passenger Information Display System
PSA	Public Service Announcement
TSP	Transit Signal Priority
TTF	Transit Transfer Facility
UDO	Unified Development Ordinance

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Ride Gwinnett
Executive Summary

Ride Gwinnett Bus Stop Guidelines include requirements and best practices to guide the development and improvement of bus stops throughout Ride Gwinnett's system. These recommendations are based on an analysis of existing services and ridership, a review of regulatory and advisory documents, and an assessment of bus stop development policies and guidelines from other transit agencies.

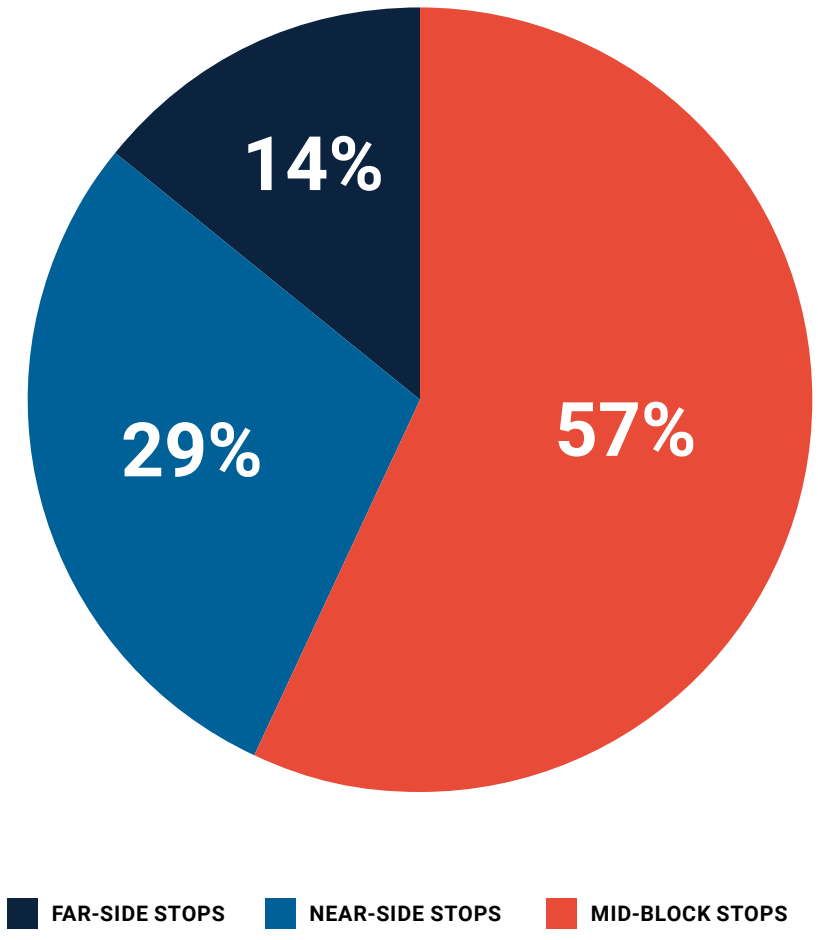
The guidelines include:

- Recommendations for stop spacing and locations by type of service
- Recommendations for stop characteristics and amenities by service type and ridership
- Recommendations for improved multi-modal access, including pedestrian connections, bicycle facilities, and Americans with Disability Act (ADA) accessibility
- Recommendations for specific bus stop amenity selection criteria

Bus Stop Location

Bus stop location is essential to rider safety when on-boarding and alighting buses. Stop placement has an impact on safety for passengers and vehicles and ease of access from the surrounding neighborhood and other modes of transportation. Typically, far-side stops are recommended; however, several considerations may impact this decision, as shown in the table below.

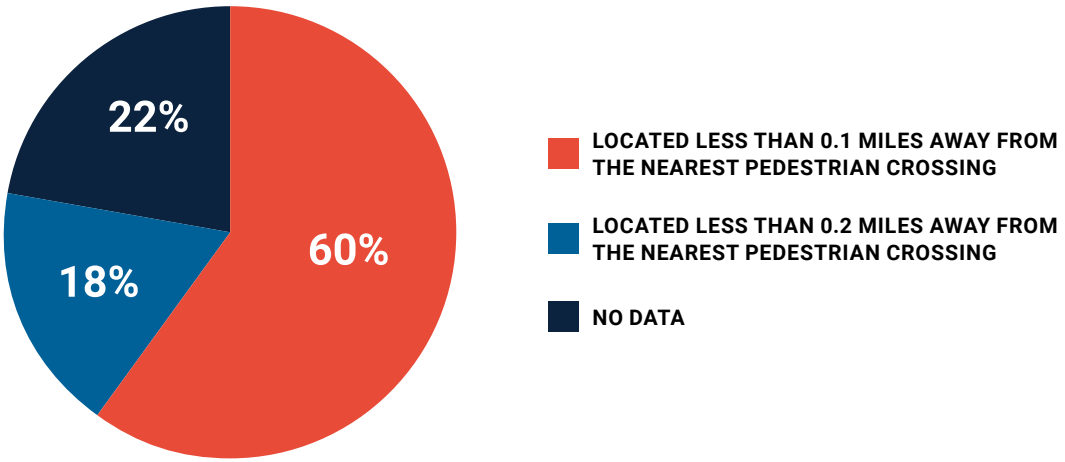
In Ride Gwinnett's system, far-side stops accounted for 14 percent of the total stops assessed. Near-side stops accounted for 29 percent, and mid-block stops accounted for 57 percent of total stops.



Bus Stop Placement
Stops should be placed on the far side of the road: • If it is safe for passengers and vehicles. • If it is easily accessed by the surrounding neighborhood, major transit generators, and/or intersecting transit services. • If improvements in safety, convenience, and/or reduced trip times outweigh negative impacts.
Stops should be placed on the near side of the road: • If near-side curb extension prevents vehicles from trying to turn right in front of a bus. • If two or more consecutive stops have signals, alternate near-side and far-side stops (starting near side) to maximize advantage from timed signals. • If prominent, heavy single-direction transfer activity, near-side stop and one far-side stop to eliminate crossing required to transfer.
Stops should be placed on the mid-block of the road: • If blocks are too long to have all stops at intersections. • If major transit generators are not served by stops at intersections. • If mid-block pedestrian crossing is defined by refuge island and striping.
Stops should be placed on the off street of the road: • If it is a transit transfer facility. • If major transit generators cannot be served by on-street stops, or where ridership gain will far outweigh the inconvenience to passengers already on-board.

The distance to pedestrian crossing is also essential when locating bus stops. A short distance to pedestrian crossing encourages use of crosswalk and improves passenger safety. In Ride Gwinnett's system, existing stops are typically located adjacent to pedestrian crossings.

More than 60 percent of all stops are located less than 0.1 miles away from the nearest pedestrian crossing. Less than 18 percent of stops are located more than 0.2 miles from the nearest pedestrian crossing.



Bus Stop Spacing

An inventory of Ride Gwinnett's current bus stops found that most stops are currently spaced closer than 0.15 miles (792 feet). Previous Ride Gwinnett policy recommends stop spacing between 0.14 and 0.23 miles (750 to 1,200 feet). Consistent with Federal Highway Administration (FHWA) recommendations, it is recommended that stops are spaced between 0.25 - 0.47(1,320 to 2,640 feet).

Having well-spaced bus stops with sufficient amenities enables improvement in transit performance. The bus stop spacing standards also creates an opportunity to potentially consolidate bus stops.

Opportunity for Stop Consolidation

This existing inventory identified stops that were spaced more tightly than recommended, had critically low daily boardings, fronted vacant land uses, and had no connecting sidewalk. These stops can be considered for consolidation. The stop consolidation assessment contained in Appendix B lists these stops and can be used to reduce unnecessary bus stops that contribute to slow transit times and prioritize investment at remaining stops.

Stops should be prioritized to remain at higher density areas, transit-oriented developments, and near transit-trip generating developments, such as civic buildings, senior housing, and hospitals.

Bus Stop Classification

An inventory of Ride Gwinnett's current bus stops found nearly 95 percent of all stops had average weekday daily boardings (AWDB) of less than 10, and only 5 percent of all stops had more than 30.

Consistent with industry best practices, all stops have been classified into four categories determined by the **AWDB**:



Basic Stops | **Medium-Ridership Stops** | **High-Ridership Stops** | **Transit Transfer Facilities**

Recommended Amenities by Stop Type

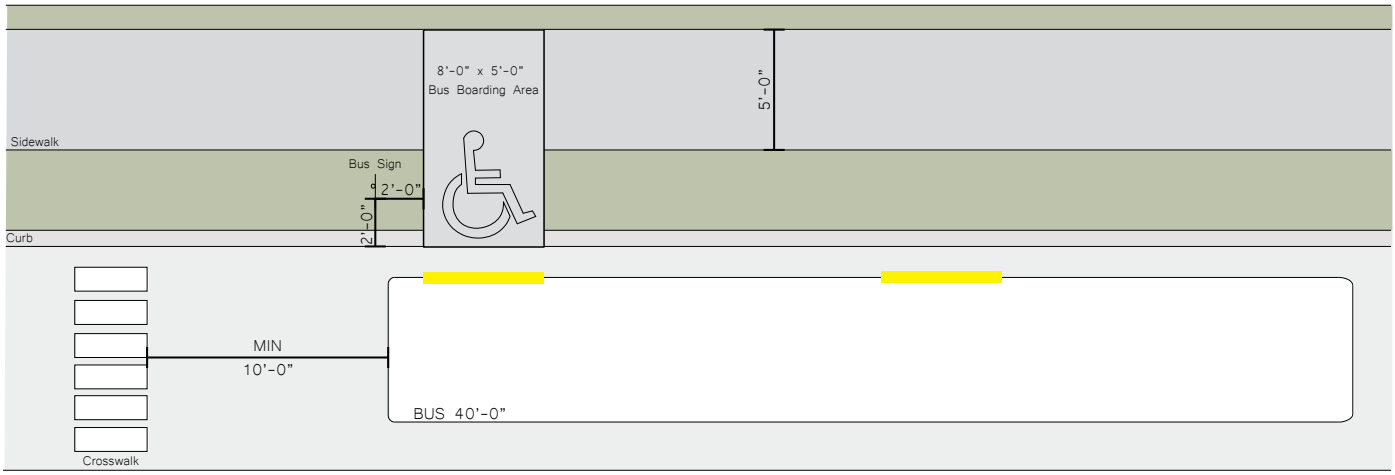
Recommended stop amenities by service type and ridership are shown in the following table. Place-making considerations include recommendations for improved pedestrian connections and user experience.

Stop Type	Ridership Threshold	Stop Amenities	Place-making
Basic Stop	< 10 daily boardings	• Sign • Route information	• Sidewalks and crosswalks leading to bus stop • Area lighting
Medium Ridership	10–30 daily boardings	• All the above • Bench • Trash Can	• All the above • Way-finding signage for bus system and nearby destinations • Advertising opportunities
High Ridership	31–60 daily boardings Plus any stop located at a hospital, civic building, transit-oriented-developments, or senior housing	• All the above • Shelter • Lighting	• All the above • Art opportunities
Rapid Bus Stop	Any stop on a Bus Rapid Transit or high-frequency network line	• All the above • Monument • Real-time information • System information	• All the above
Transit Transfer Facility	Any off-street stop located at transit transfer facility (typically > 60 daily boardings)	• All the above • Bike parking • Security cameras	• All the above • Transit-supportive developments

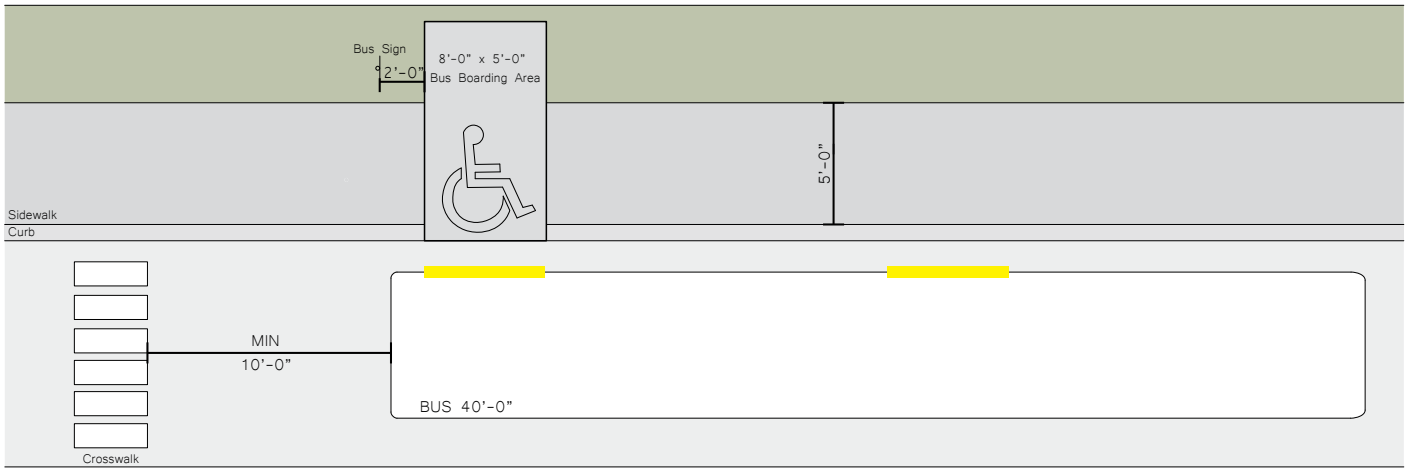
Typical Bus Stop Layouts

Based on the recommended amenities and features of each stop type, the standardized bus stop designs below guide implementation of a prototypical bus stop.

Basic Stop – Ride Gwinnett Bus Stop

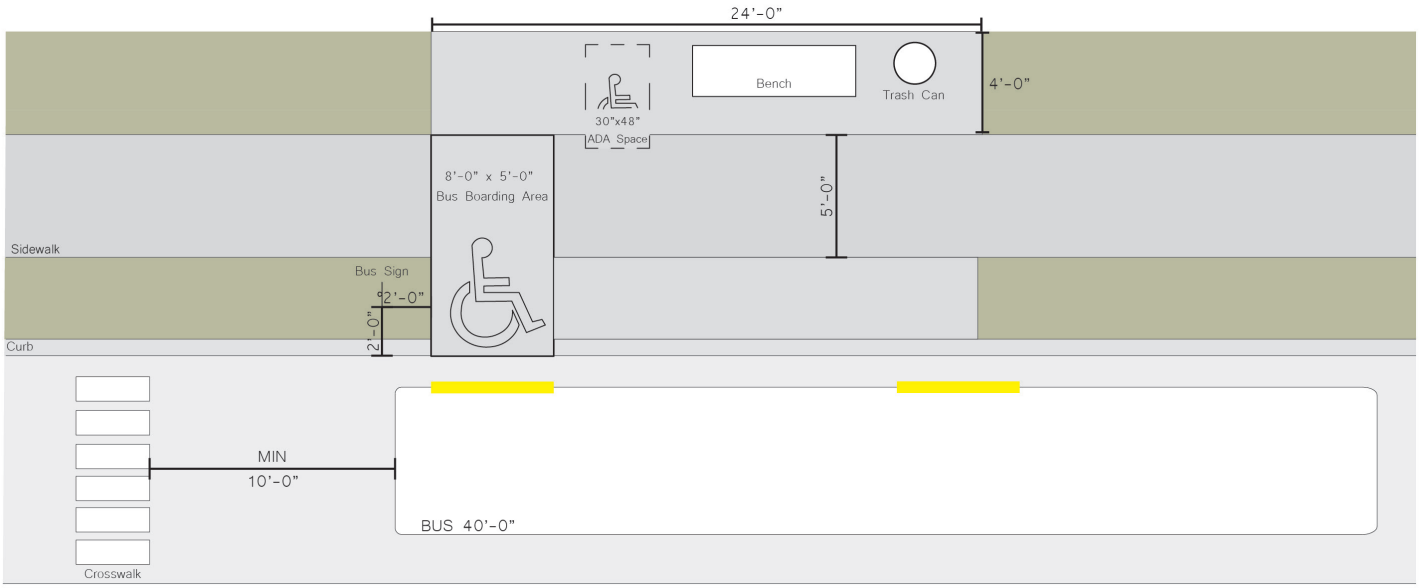


Sidewalk Pushed Back from Curb

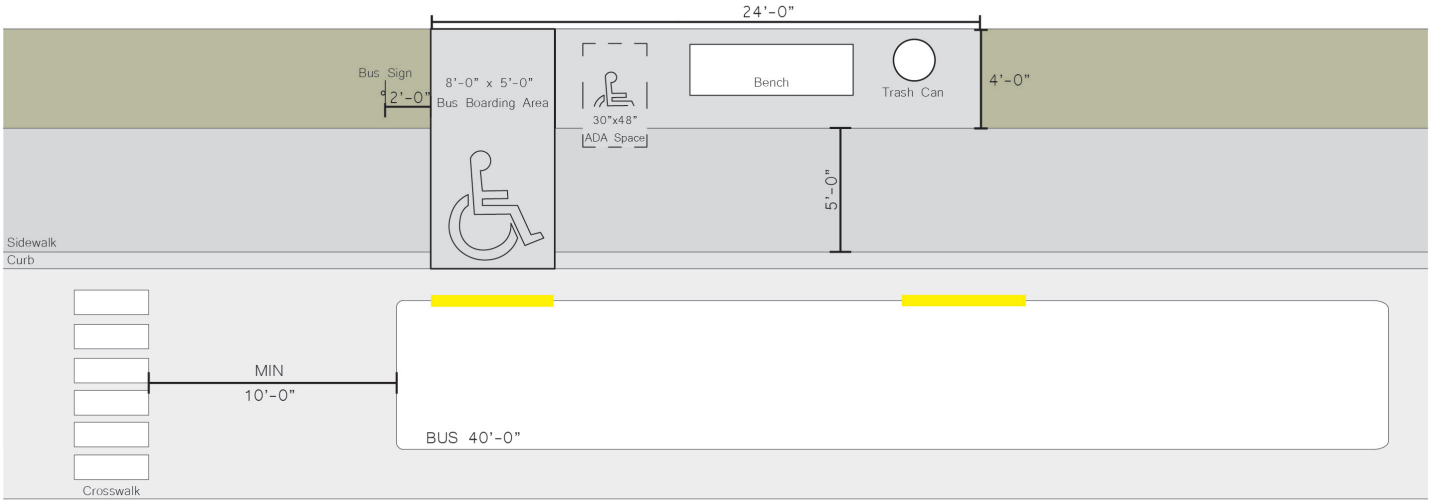


Sidewalk at Curb

Medium Ridership – Ride Gwinnett Bus Stop

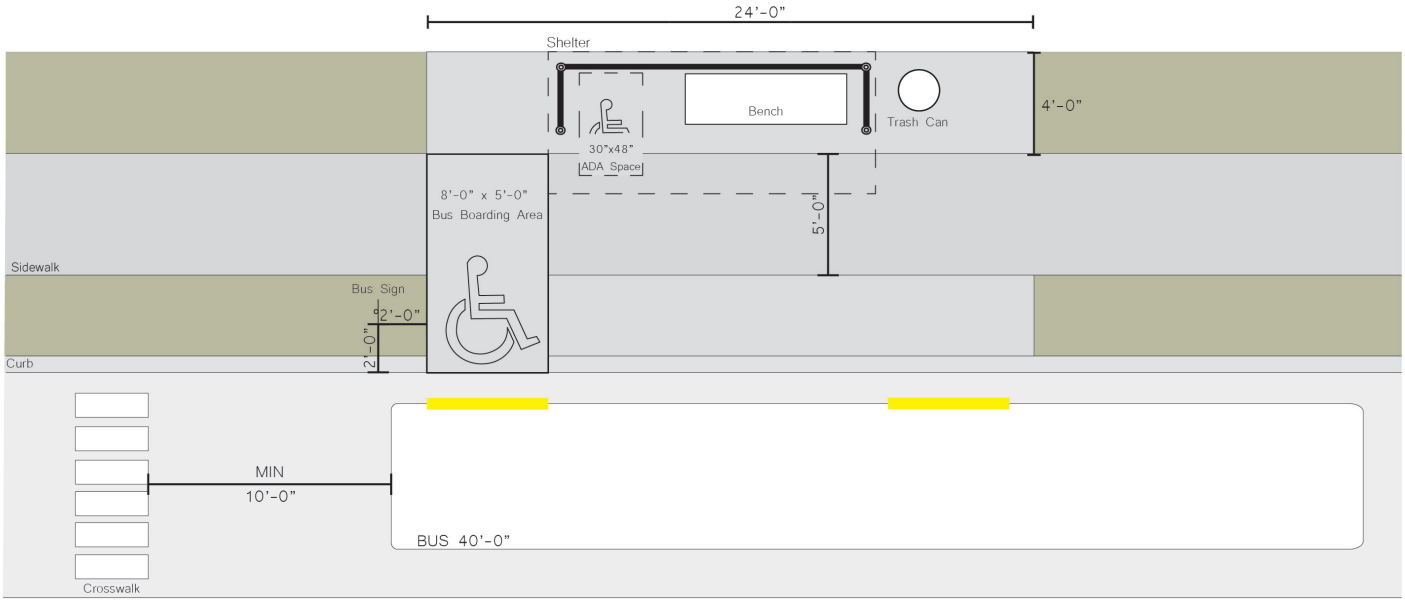


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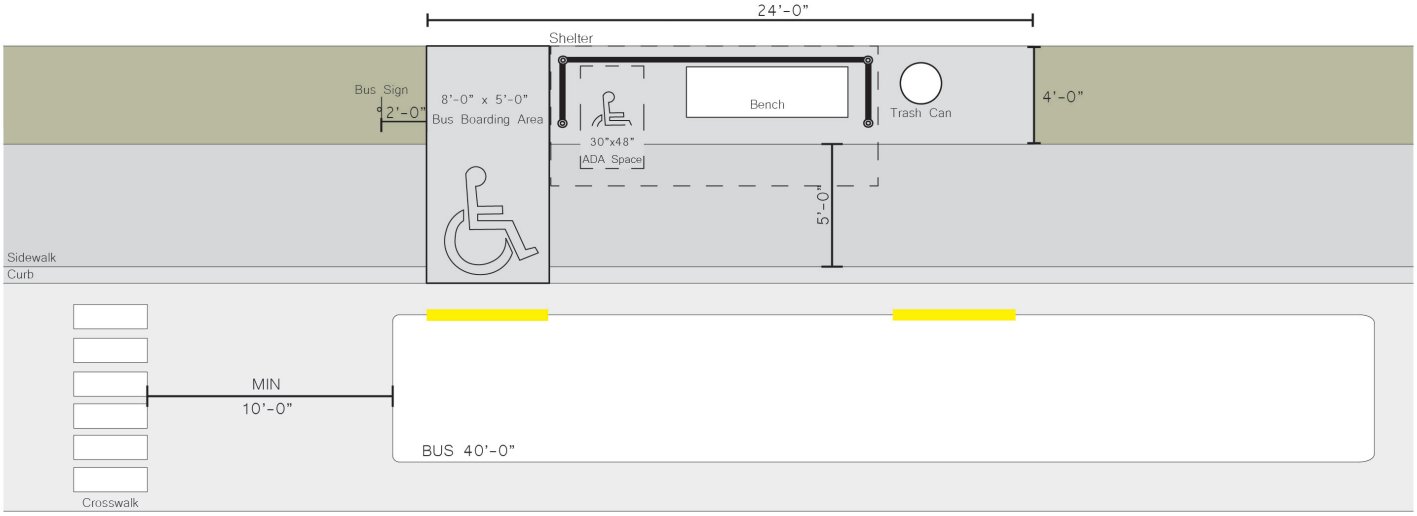


Sidewalk at Curb

High Ridership – Ride Gwinnett Bus Stop

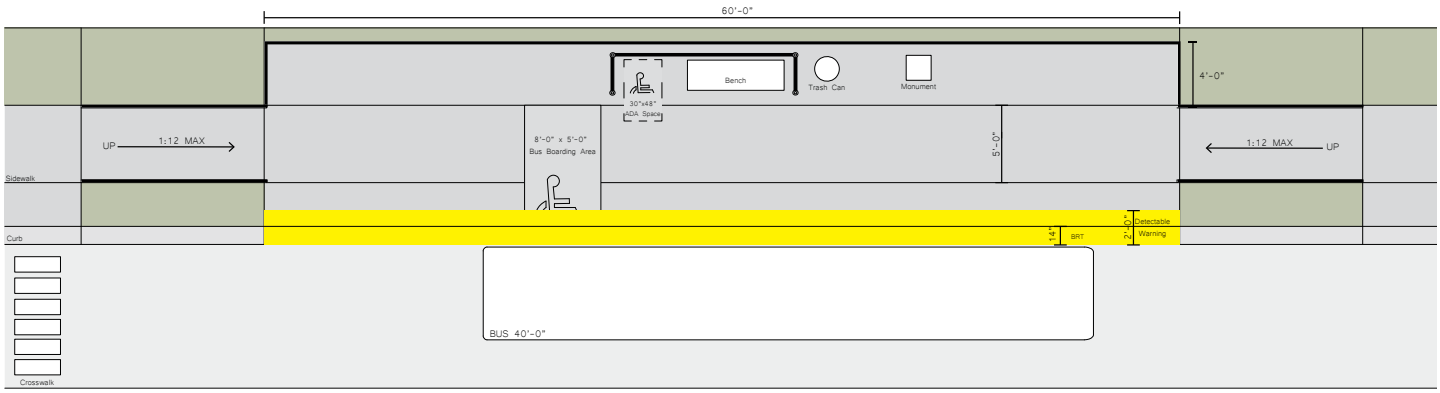


Sidewalk Pushed Back from Curb

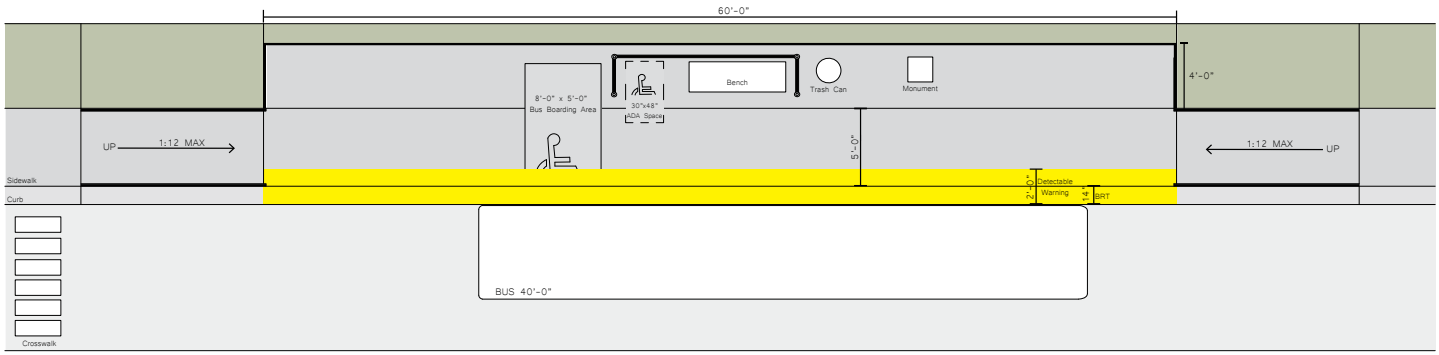


Sidewalk at Curb

Rapid Bus Stop – Ride Gwinnett Bus Stop

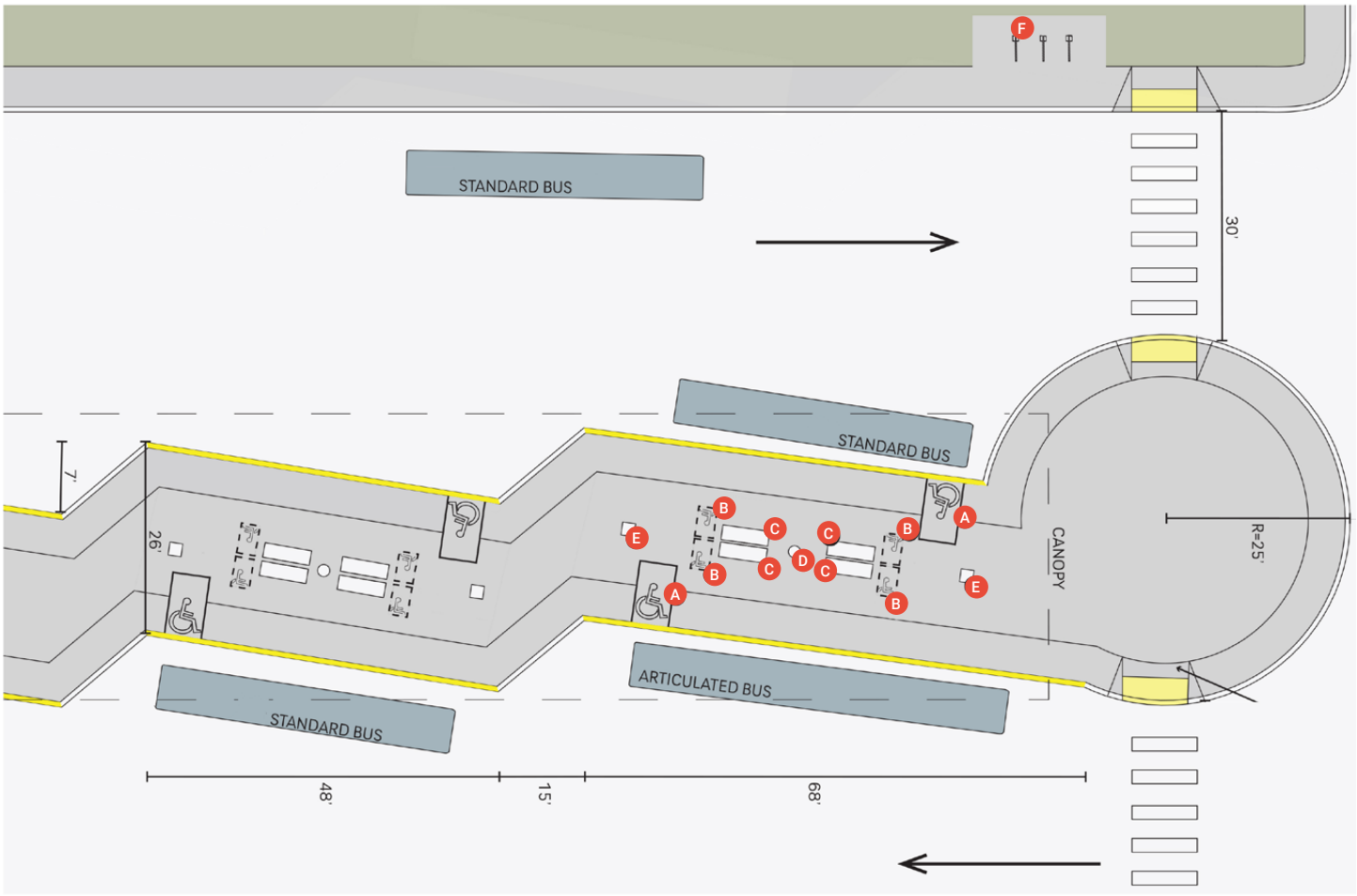


Sidewalk Pushed Back from Curb



Sidewalk at Curb

Transit Transfer Facility – Ride Gwinnett Bus Stop



General Principles

- A Bus Boarding Area 5'–0" x 8'–0"
- B ADA Space 30"x40"
- C Bench
- D Trashcan
- E Kiosk
- F Bike Racks

Amenity Recommendations

Specific considerations for amenities include:



Shelters

- A solid roof is recommended with ventilation accommodated through the structure because of the climate
- Opportunities for branding include the powder-coat finish of the shelter



Trash Receptacles

- Tamper-proof, bolted down trash cans are recommended with an interchangeable inner liner
- Opportunities for branding include the powder-coat finish of the receptacle



Benches

- Existing benches are functional, bolt down to the sidewalk, have backs, and contain advertising opportunities
- Benches mounted to the shelter structure may be considered for high-ridership stations



Signs

- Existing Ride Gwinnett signage is well branded and highly visible
- Continuing with existing standards is recommended



Bike racks

- Bike parking should be considered for transit transfer facilities
- Current bike racks appear to be standard rolling rack; specific arrangements should be reviewed based on facility design
- Covered bike parking is recommended



Lighting

- Lighting, beyond street lighting, should be considered for rapid and transit transfer facilities as part of the shelter design and at pedestrian routes



Security cameras

- Security cameras may also be implemented at these stations and can be incorporated into the shelters or architecture



Monuments

- Monuments may act as way-finding signage and station identifiers and also include system information maps and real-time signage

Chapter 1

Introduction

1.1 Why This Document?

Ride Gwinnett's on-street transit bus stops are often where the system's existing and potential riders first interact with the transit service. Stop elements and design have a bearing on all the key decision points in a transit trip. They affect whether a trip is taken by transit or a competing mode. They can even affect whether a trip is made at a specific time of day or in uncertain weather. Through this document, Ride Gwinnett is placing additional emphasis on its bus stop elements and design, recognizing that stops are an essential tool to attract riders, build the system's brand identity, and change both the perception and reality of transit service. Ride Gwinnett is committed to delivering outstanding transportation service to residents and visitors of Gwinnett County and ensuring accessibility for riders regardless of age or disability. This document supports this goal by providing guidelines for the design and placement of transit facilities and their associated passenger amenities. These guidelines represent the culmination of research into best practices of other transit agencies, input from Ride Gwinnett staff and Gwinnett County Department of Transportation, evaluation of existing conditions, and the foundation laid by Ride Gwinnett's existing standards.

The guidelines in this manual are intended to be applied to the design, construction, and modification of transit facilities located within Gwinnett County. This is to ensure that all new, relocated, and modified transit facilities meet minimum standards and comply with respective Americans with Disabilities Act (ADA) requirements. This manual will help coordinate Ride Gwinnett priorities with other agencies, developers, and designers to create consistent, well-designed transit facilities that meet the standards of Gwinnett County Department of Transportation, the State of Georgia, and the ADA. The public can use these guidelines to understand the current practices for the placement of transit facilities.



Chapter 01

Provides an introduction for the use of this document, terminology and an overview of Ride Gwinnett existing system, and the elements that factor into stop design.



Chapter 02

Defines the principles and procedures for establishing bus stop infrastructure while incorporating ADA access requirements. It also defines gaps for each stop level type and provides opportunities for consolidation and improvements.



Chapter 03

Defines the various amenities that can be incorporated into a stop to make the stop more comfortable and efficient for the rider.

The manual provides a guide to understanding Ride Gwinnett's system, including the basic philosophies and service standards. The guidelines presented in this manual are intended to supplement the Gwinnett Department of Transportation's engineering, design, and environmental standards for bus/transit stops and federal, state, and local municipality requirements for transit facilities. The design of any transit facility shall be fully compliant with all applicable state and local laws, rules, regulations, and codes. Nothing written or illustrated in this manual should be construed as a waiver of any applicable law, rule, regulation, or code, nor does it relieve the designer or developer of the responsibility to verify the compliance of their designs.

Bus System & Components Overview

Ride Gwinnett offers four types of bus services, of which two are fixed routes. These services include **(1) local fixed route, (2) commuter express, (3) micro-mobility/on demand, and (4) ADA/para-transit.** The bus stops serving fixed-route bus routes are the focus of this document; however, micro-mobility/on-demand services also may use bus stops, and all bus stops are required to meet federal ADA requirements.

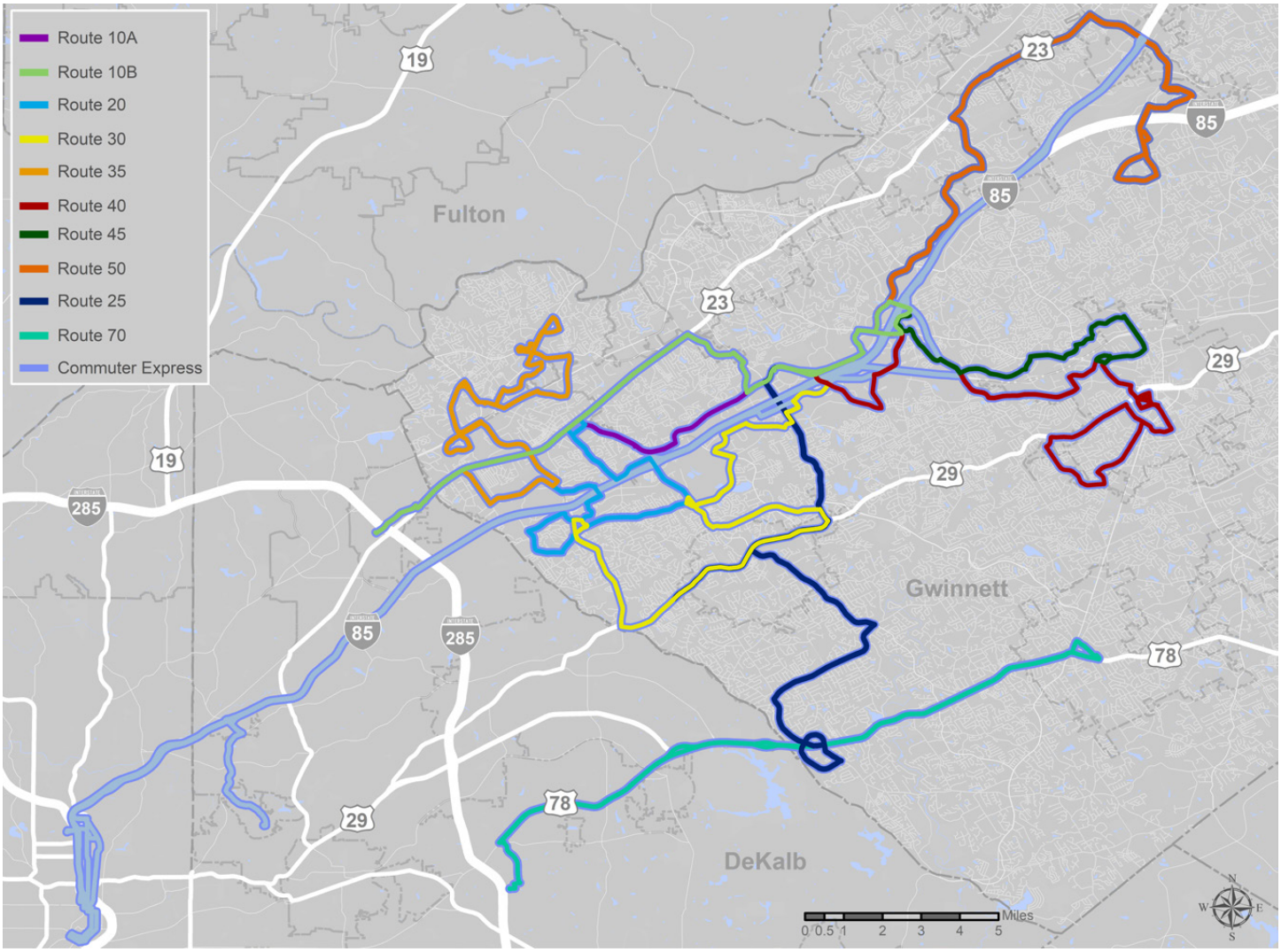
Ride Gwinnett operates 10 local routes, 5 commuter routes, 2 micro-transit zones in Lawrenceville and Snellville, and ADA para-transit service. The ten local routes operate Monday through Saturday between 5:30am and 10:30pm on weekdays and between 6:00am and 10:00pm on Saturday.[1] These routes connect with many major points of interest including the Gwinnett Place Mall, Sugarloaf Mills Mall, Norcross Library, The Forum, Best Friend Park, Mall of Georgia, Coolray Field, and Mountain Park.[2]

Ride Gwinnett's five commuter routes operate Monday through Friday during the morning and evening peak travel hours. Commuter express buses run from park and ride locations at Interstate 985 and State Route 20, Interstate 85 and Indian Trail, and Sugarloaf Mills to downtown Atlanta during the morning commute period. Commuter express buses run from downtown Atlanta to the previously mentioned park and ride locations during the afternoon/evening commute. Ride Gwinnett operates micro-mobility/on-demand service Monday through Saturday between 6:00am and 8:00pm in two designated zones: the Lawrenceville Zone and the and the Snellville Zone. This on-demand service provides connectivity to local fixed-route buses operating within and near the service zones. Ride Gwinnett also offers ADA para-transit services as part of their comprehensive public transportation system, providing shared-ride public transportation within 3/4 of a mile from local fixed-route service. ADA para-transit operates on a similar schedule as fixed-route service.

Figure 1 provides the Ride Gwinnett system map.

1.2 System Map

Figure 1 – Ride Gwinnett System Map



1.3 How to Use This Document

This document is intended to guide Ride Gwinnett staff and their consultants in designing bus stops that are appropriate for the service being provided and serve as a collection of the standards Ride Gwinnett requires for bus stop design. Multiple combinations of stop type paired with service type are possible, but funding and space limitations make it important to design a stop that maximizes the impact and cost effectiveness of the investment in the stop. The following is a set of guidelines for using this document to make the most of a design.

Identify Service Type and Vehicle

It is important to identify the service type, design vehicle, and expected or existing ridership because these elements are essential in determining the correct level of stop and design attributes.

Determine Stop Spacing and Placement

Use the guidelines to determine stop spacing and placement, especially on corridors with multiple service routes or poor access management. Site conditions will vary and the guidelines provide criteria to achieve efficient service conditions within the context of the surrounding land use.

Determine Stop Type

It is important to determine the appropriate stop type based on ridership, service type, and site context. While the placement of a stop determines to a large extent how transit passengers gain access to transit service, the design and configuration of stops and stations impacts how everyone on the street interacts with the transit system and has a large impact on the perception of the system and service.



Transit Service Example



Basic Stop Type

Meet All Codes and Standards

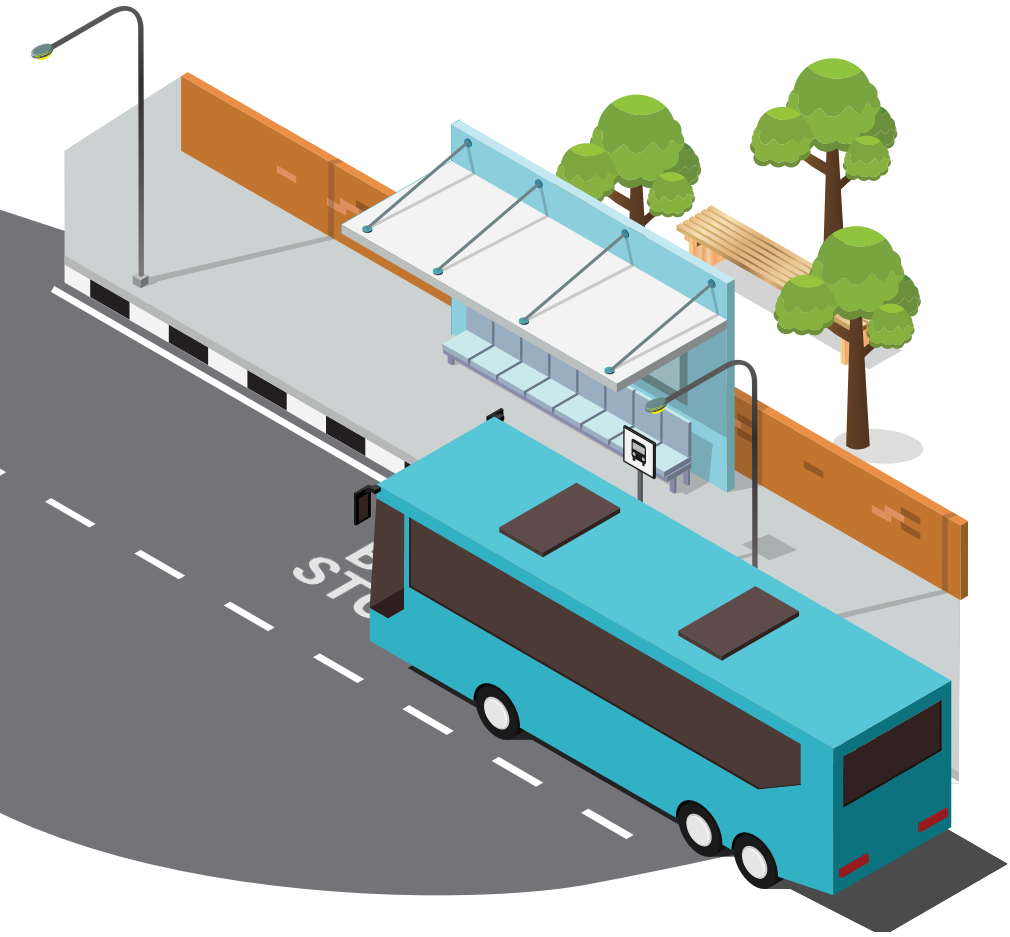
Always reference the most recent guidelines for ADA accessibility and design (Section 810) and Public Right-of-Way Accessibility Guidelines (PROWAG). Ride Gwinnett must adhere to federal, state, and local requirements in the design of its stops.

Apply Guidelines

Apply the amenities guidelines to select the appropriate vendors and materials for station elements. This document should be used as a resource for determining standard materials that are used in Ride Gwinnett bus stops so stops are consistent and familiar to the customer. Safety and accessibility are also improved by using standard features.

1.4 Stop Typology

This document acknowledges that Ride Gwinnett's bus stop exist on a continuum, ranging from Standard Bus Stops consisting of minimal design elements and amenities to Transit Transfer Facilities which include multiple design elements and amenities. This continuum of stops is articulated through stop typologies, each of which is informed by ridership and characterized by the stops' elements, design, and amenities. Recommendations for bus stop design and amenities are intended to help make Gwinnett's transit services more attractive and comfortable, increase service accessibility, improve operational efficiency, and support local economic development.



1.4.1 Stop Typology

Ride Gwinnett utilizes five main configurations within the three bus stop types listed below. The configurations are provided below.

1.4.2 Standard Bus Stops

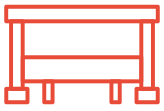
Standard bus stops primarily serve local bus services, identified as "County Ride" within the 2023 Ride Gwinnett *Transit Development Plan.*[3] Local service balances the accessibility of the system with speed of service. This means providing multiple access points for a route at convenient locations to find a strategic equilibrium between capturing riders and providing reasonable travel times. Standard bus stops are an essential component of local service provision and play an important supporting role for other service types, including rapid bus services when appropriate. Standard bus stops are typically placed on local streets that have lower speeds and as few as two bidirectional travel lanes.

Standard bus stops are located on-street and incorporated into the surrounding land use. There are three standard bus stop configurations. They are:



Basic Bus Stops

Stops consisting of a sign and an ADA landing pad (i.e., sign stops)



Medium-Ridership Stops

Stops consisting of a sign, an ADA landing pad, and bench seating (i.e., bench stops)



High-Ridership Stops

Stops consisting of a sign, an ADA landing pad, and sheltered seating (i.e., shelter stops)

Amenities can consist of the standard sign and a level, paved boarding area at a sign stop, and can be improved by adding benches, shelters, lighting, service maps/schedules, and trash cans. Addition of these amenities is based on space, ridership, and funding.

1.4.3 Rapid Bus Stops

Ride Gwinnett has plans to add Bus Rapid Transit (BRT) service and a high-frequency bus network to its system. The 2023 Ride Gwinnett *Transit Development Plan* identifies future BRT services as "Rapid Ride" and the high-frequency bus network as "Quick Ride." Gwinnett County does not currently have any operational "Rapid Ride" or "Quick Ride" services. BRT is focused on fewer stops across longer, linear corridors to provide faster and more convenient service between residential areas and activity centers. BRT services typically operate in their own travel lanes along existing roadways. BRT may operate in mixed traffic along existing roadways for short segments and use physical alterations to the roadway and technology to speed up the transit vehicle's trips. BRT can also operate in its own right-of-way on bus-ways that parallel travel corridors.

Ride Gwinnett envisions that its "Rapid Ride" service will include features such as off-board fare payment, bus-only lanes, limited stops, queue jumps, and transit signal priority to increase travel speeds, decrease trip times, maintain reliability, and enhance the customer experience.

"Quick Ride" will provide high-frequency service along existing travel corridors and use bus priority improvements such as transit signal priority, queue jumps, and enhanced stops to increase travel speeds, decrease trip times, and maintain reliability.

Rapid bus transit stops support Ride Gwinnett's "Rapid Ride" and "Quick Ride" services. Rapid bus transit stops are located on-street and are intended to be uniquely identifiable and highly visible to call attention to the level and quality of service provided. Rapid bus transit stops offer more amenities, such as off-board fare payment machines and real-time arrival displays, when compared to standard bus stops. This is because rapid bus transit stops are expected to have higher ridership and service frequencies in more heavily traveled corridors. At a minimum, rapid bus transit stop will consist of a paved boarding area that meets ADA requirements and will be large enough to accommodate a shelter with a bench, a trash can, shelter lighting, monument, system information, and real-time information.

1.4.4 Transit Transfer Facilities

Transit transfer facilities are the primary points of confluence between routes and are designed to be a multi-modal focal point of transportation. Transit transfer facilities are destination points that can serve as a transportation hub. The 2023 Ride Gwinnett *Transit Development Plan* identified three types of transit transfer facilities envisioned to be applied within the context of the future transit network. They are:



Small Transit Transfer Facility

Small transit transfer facilities are located at minor transfer points, facilitating connections between transit services.



Medium Transit Transfer Facility

Medium transit transfer facilities are larger facilities, typically located off street, that can accommodate connections to multiple routes and, in some instances, multi-modal transfers.



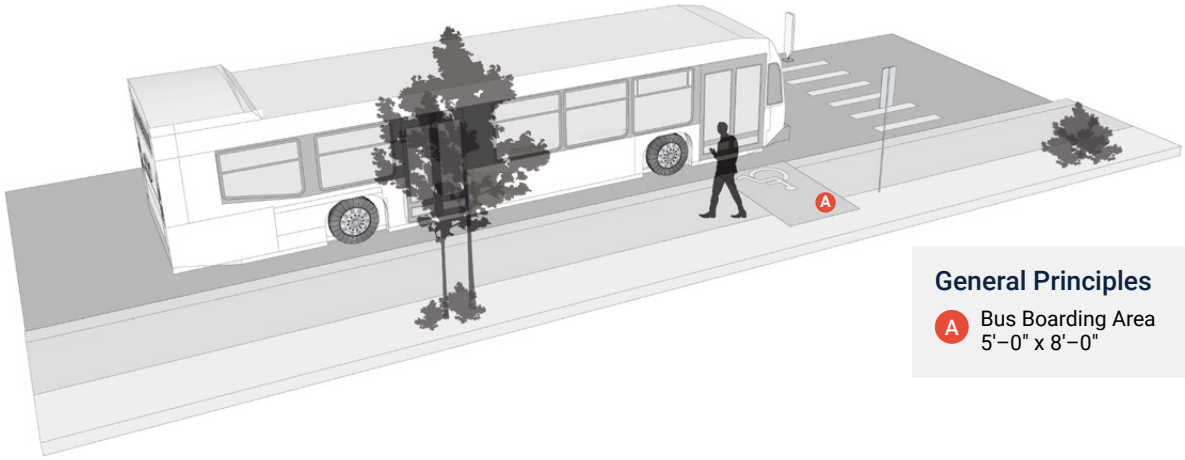
Large Transit Transfer Facility

Large transit transfer facilities represent the most important transfer nodes within the entire regional transit system. Many of these facilities will provide connections between local bus and high-capacity transit services like the planned BRT.

At a minimum, a transit transfer facility will consist of a paved boarding area that meets ADA requirements, a larger refuge area than a typical bus stop, and standard amenities that include sign, route information, system information, real-time information, bench, shelter, trash can, lighting, monument, bike parking, and security cameras. Other amenities such as passenger drop-off areas (Kiss & Ride), passenger parking (Park & Ride), transit staffing, restrooms, micro-mobility services like bike share and e-scooters, and Wi-Fi capability may be included as the size of the center increases with the number of routes served.

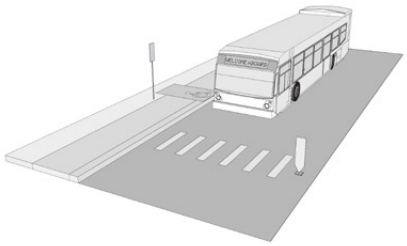
Appendix A provides the 2023 Ride Gwinnett *Transit Development Plan*.

Basic Bus Stops

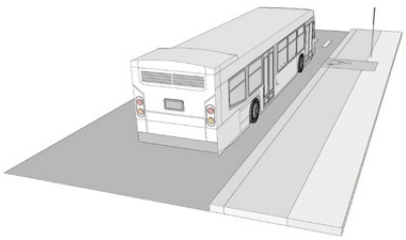


General Principles

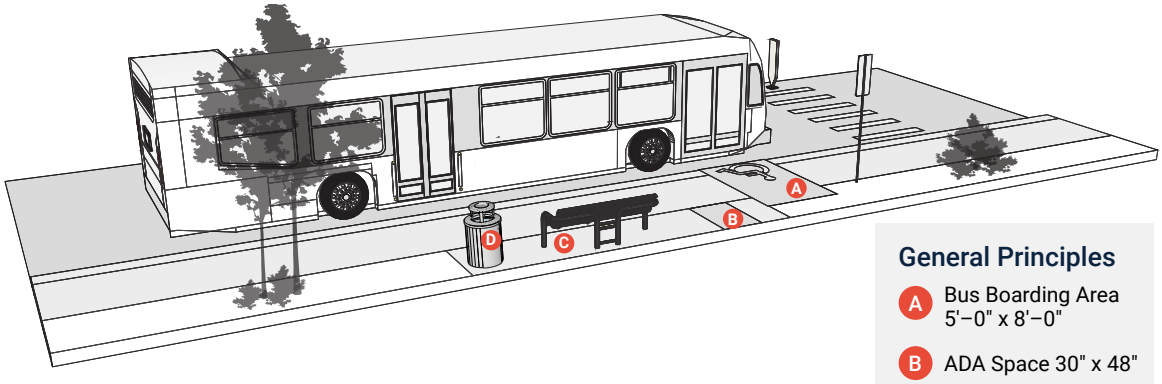
A Bus Boarding Area
5'–0" x 8'–0"







Medium-Ridership Stops



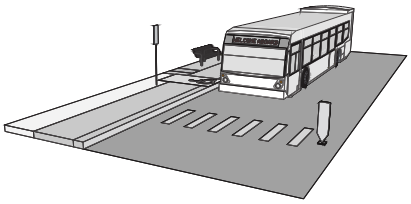
General Principles

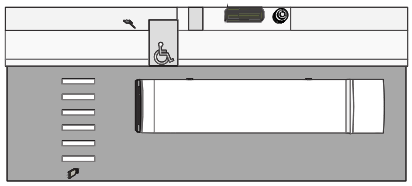
A Bus Boarding Area
5'–0" x 8'–0"

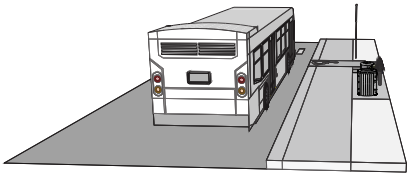
B ADA Space 30" x 48"

C Bench

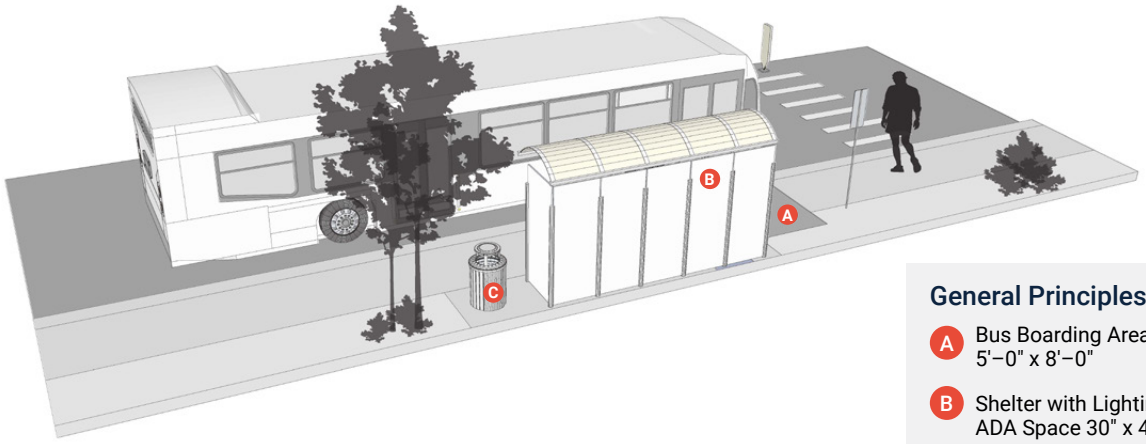
D Trash Can





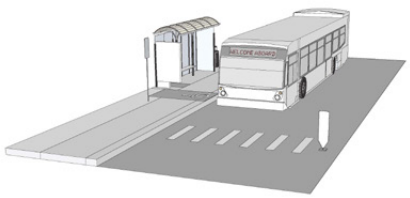


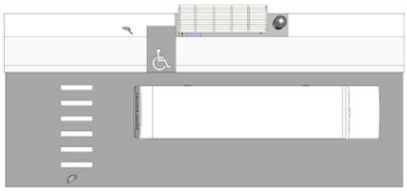
High-Ridership Stops

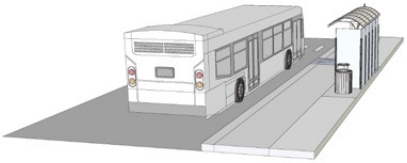


General Principles

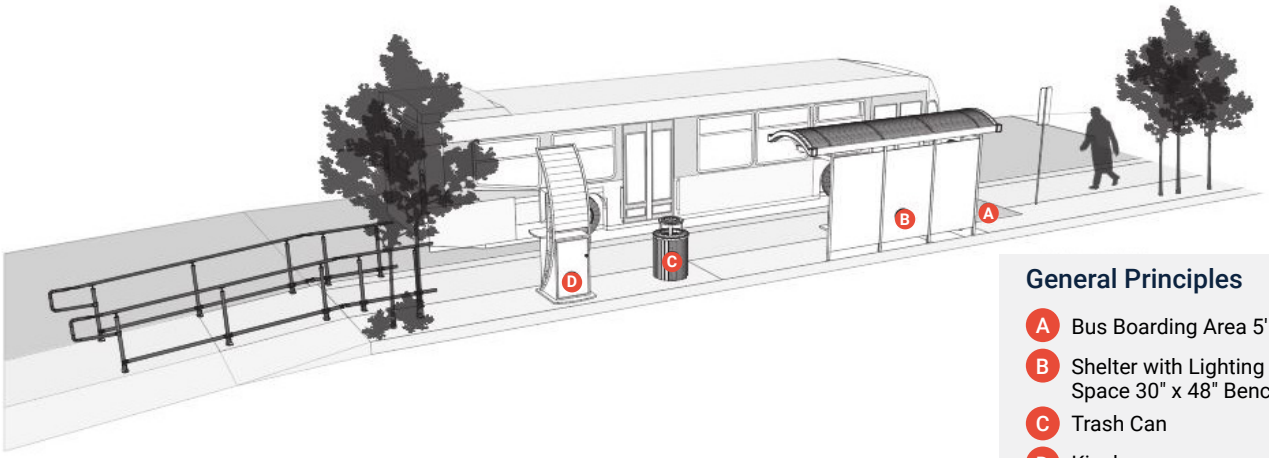
- **A** Bus Boarding Area 5'–0" x 8'–0"
- **B** Shelter with Lighting ADA Space 30" x 48" Bench
- **C** Trash Can





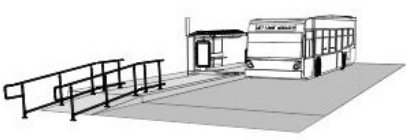


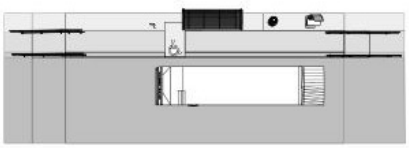
Rapid Bus Stops

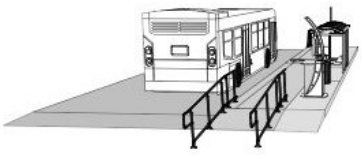


General Principles

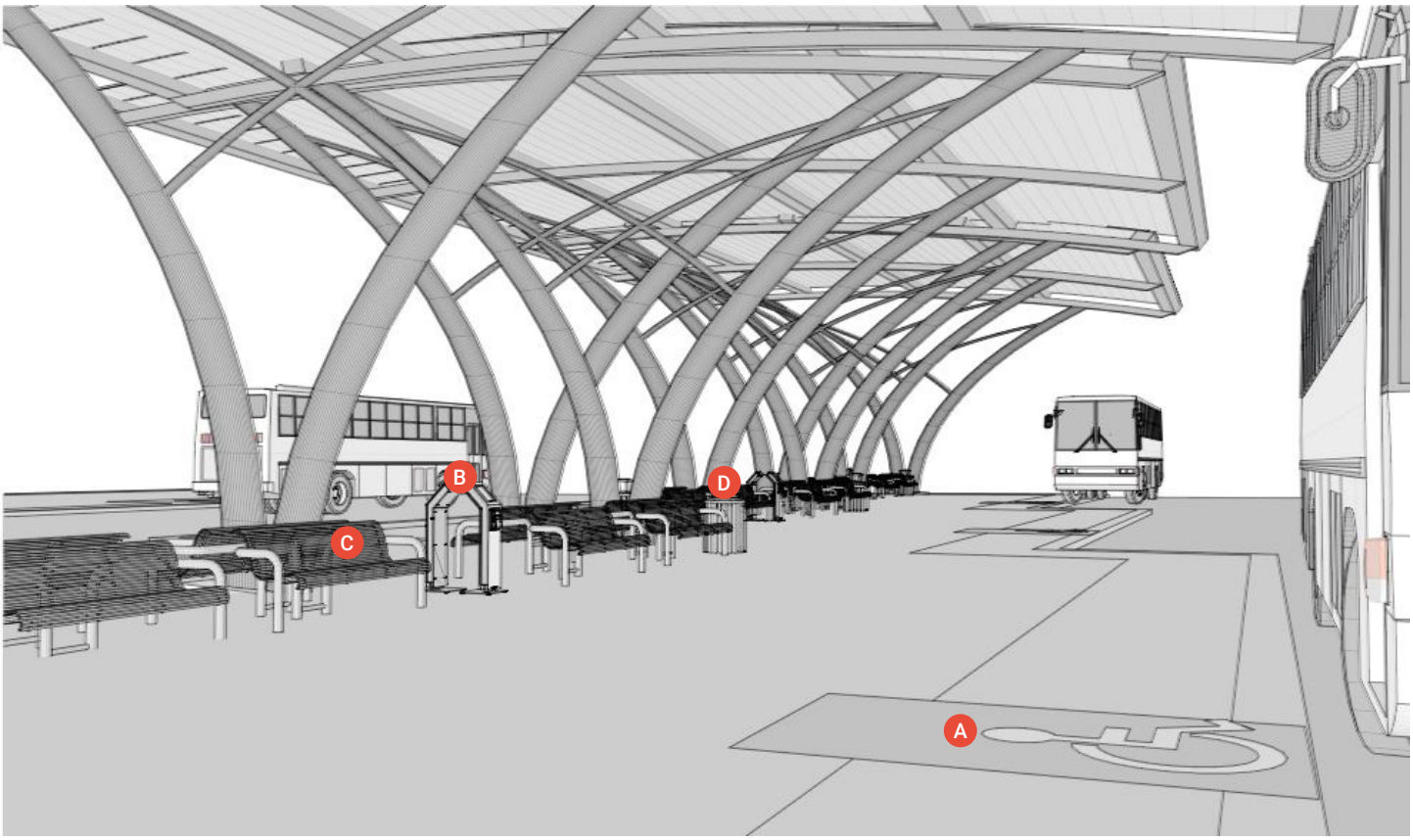
- **A** Bus Boarding Area 5'–0" x 8'–0"
- **B** Shelter with Lighting ADA Space 30" x 48" Bench
- **C** Trash Can
- **D** Kiosk







Transit Transfer Facilities



General Principles

- A Bus Boarding Area 5'–0" x 8'–0"
- B ADA Space 30"x40"
- C Bench
- D Trashcan
- E Kiosk
- F Bike Racks

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Chapter 2

Bus Stop Design

2.1 Guiding Principles

Creating a simple but pleasant experience at transit stops help grow the whole system's capacity and can transform the public's perception of transit as the travel mode of last resort. High-quality transit stop design and amenities can expand pedestrian capacity, improve transit operations and traveler safety, and promote transit as a viable and desirable mobility option. The following are some guiding principles that Ride Gwinnett will use to inform bus stop placement and design.

2.2 Bus Stop Location Considerations

There are three aspects to bus stop location and design. The first is the selection of the location based on spacing between bus stops, passenger demand, accessibility, and safety. The second is the placement of a bus stop (far-side, near-side, or mid-block). The third is the bus stop typology and physical configuration of the stop, which will allow customers to board, alight, and make transfers in a safe and efficient manner, and will minimize bus conflicts with other traffic. This chapter discusses these three aspects of bus stop location and typical design requirements.

The accessibility of a bus route, and hence its effectiveness, depends on the location and, to some extent, the physical design of the bus stop. An excessive number of bus stops will slow the bus service, reduce the bus route efficiency, and affect the level of customer riding comfort. A lack of sufficient bus stops, on the other hand, will increase customer walking distance and limit the accessibility of bus services. To maintain a balance between accessibility and efficiency, the locations of bus stops are generally governed by five factors: (1) network-based stop spacing guidelines, (2) passenger demand, (3) accessibility, (4) safety, and (5) other traffic considerations.

2.2.1 Bus Stop Spacing

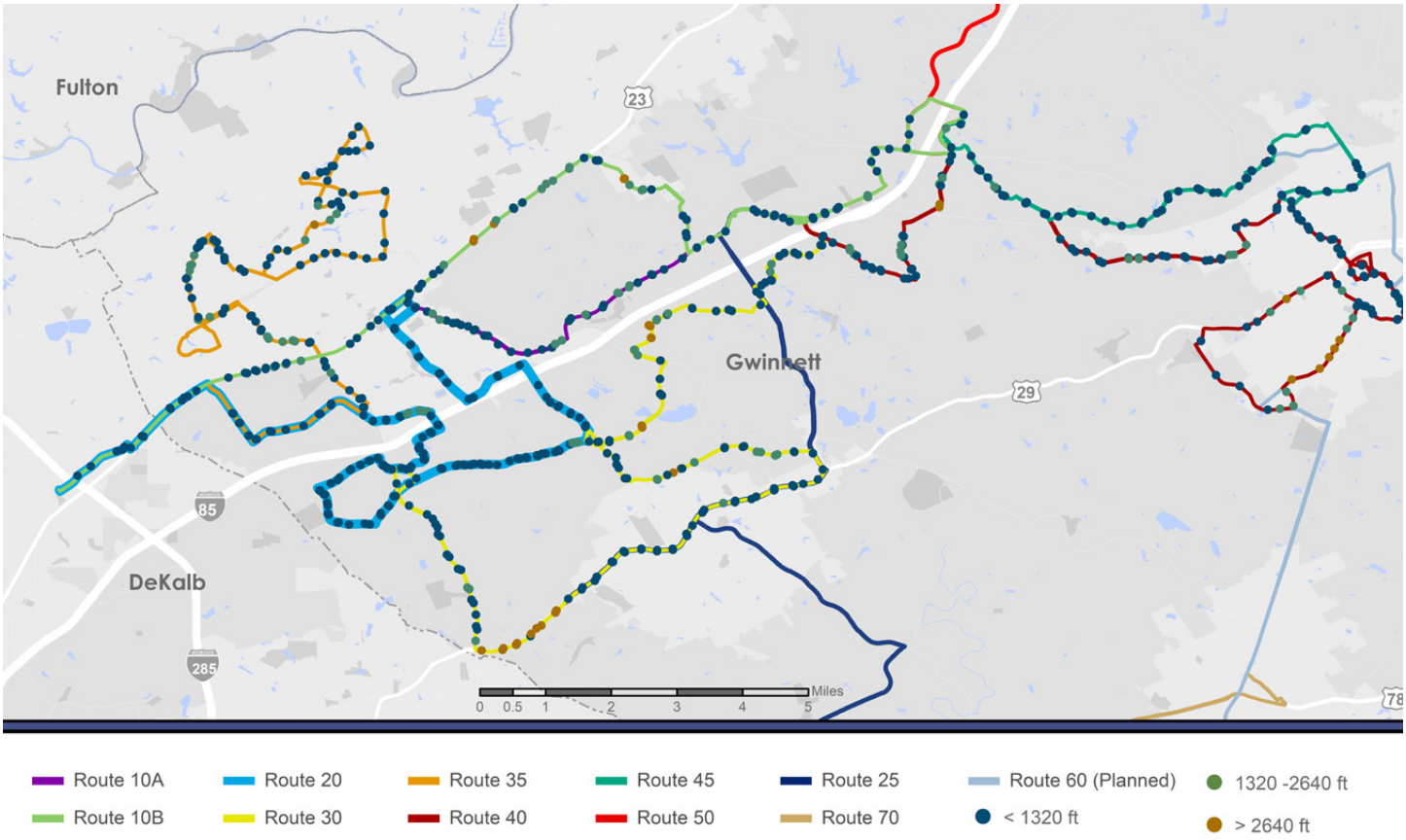
In the transit network, there is a balance between bus stop spacing and customer capture. In other words, the closer the bus stop spacing, the less distance passengers walk to a bus stop but the more stops a bus makes, which increases the in-vehicle travel time, reducing customer capture. Bus stop spacing and location consider factors such as walkability, safety, land use, Americans with Disabilities Act (ADA) compliance, available land, ridership, distance between stops, and on-time performance considerations.[4]

Multiple sources cite an approximate recommended bus stop spacing. The Federal Highway Administration (FHWA) indicates a passenger's likelihood of a 5- to 10-minute walking distance, which approximates 0.25 mile (1,320 feet) to 0.50 mile (2,640 feet) from a bus stop.[5] The American Public Transportation Association (APTA) estimates a range of 0.125 miles (660 feet) and 0.25 miles (1,320 feet) is an effective catchment area to capture a majority of the pedestrian access.[6] A longer distance can be accommodated when passengers travel by high-capacity services, such as BRT.[7]

Based on this guidance, Ride Gwinnett bus stops should be spaced between 0.25 - 0.47 (1,320 to 2,500 feet), well within FHWA's and APTA's recommended bus stop spacing. The bus stop spacing standards also creates an opportunity to potentially consolidate bus stops. Most Ride Gwinnett's current bus stops are spaced closer than 0.15 miles (792 feet).

Stop consolidation should be prioritized in higher density areas, at transit-oriented developments, and near transit-trip generating developments, such as civic buildings, senior housing, and hospitals. Stop consolidation also is applicable to high employment and densely populated areas that contribute to higher transit ridership and at bus stops adjacent to vacant land, specifically those stops with less than five average weekday daily boardings (AWDB). **Figure 2** shows existing bus spacing conditions in Gwinnett County. Appendix B provides a list of stop consolidation assessment.

Figure 2 – Existing Ride Gwinnett Bus Stop Spacing



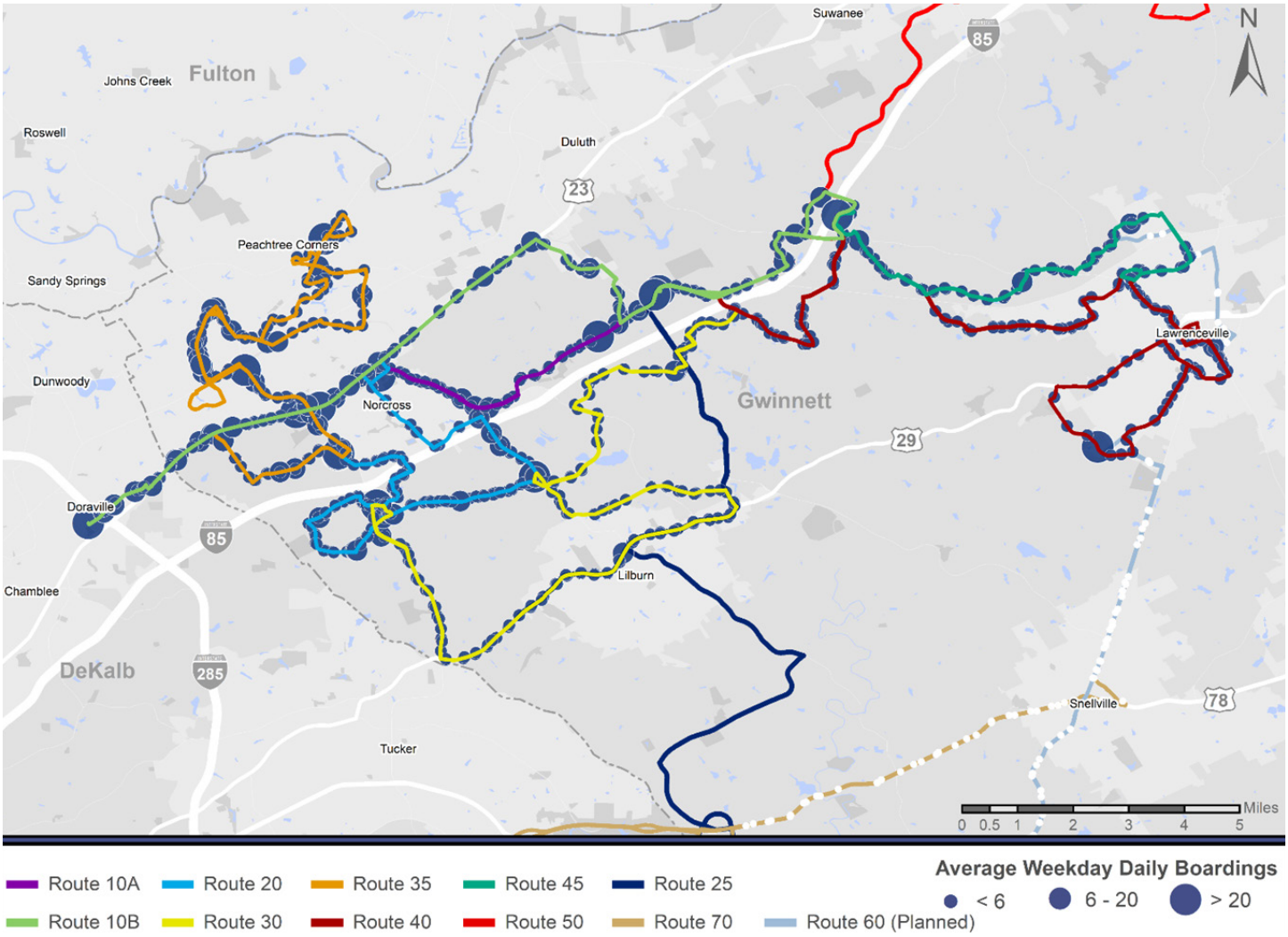
2.2.2 Passenger Demand

The existing transit conditions for Gwinnett County were studied to understand ridership patterns, most used routes, and amenities at different ridership classifications. In Gwinnett County, nearly 95 percent of all stops had an average weekday daily boardings (AWDB) of less than 10, and only 5 percent had more than 30. The following are a few important routes.

- Routes 10A and 10B have higher proportion of stops with higher boardings.
- Route 45 generated the least amount of total stops, consisting of 6.1 percent of total stops with 3.2 percent of average weekday boardings.
- Route 20 generated the greatest amount of stops, encompassing 18.9 percent of all stops assessed and 18.3 percent of the total average daily boardings.

Figure 3 illustrates existing bus stops by AWDB.

Figure 3 – Gwinnett County Average Weekday Daily Boardings



2.2.3 Bus Stop Accessibility

Bus Stop Zone. A bus stop zone is the curb and roadway area needed for the bus to safely service the stop. At bus stops where parking exists, no parking signs should be installed to create a dedicated bus stop zone. Ride Gwinnett cannot guarantee ADA compliance at bus stops unless the bus has a clear path to and from the curb.

ADA Access. Ensuring ADA compliance with bus stops and amenities is paramount to creating an inclusive and accessible public transit system. The ADA mandates that transit facilities, including bus stops, must be designed and constructed to accommodate individuals with disabilities, providing them equal access to transportation services. ADA-compliant bus stops include ramps or curb cuts for wheelchair access, tactile paving for individuals with visual impairments, and accessible boarding areas.[8] **Table 1** provides ADA guidelines that outline the minimum requirements for transit stops. **Table 2** highlights Gwinnett County's ADA parking requirements which are applicable to park and ride lots and transit centers with parking.

Upholding ADA compliance at bus stops reinforces the principles of equity, inclusivity, and accessible mobility, which benefits individuals, transit systems, and society. By prioritizing ADA compliance in the design and maintenance of bus stops and their amenities, communities ensure that public transit is accessible to everyone, regardless of their physical abilities, fostering a more inclusive and integrated transportation network.[9] Conceptual layouts for proposed bus stop designs are found in Section 2.4.2 Bus Stop Typology. Layouts also can be found in Appendix C.

Table 1 – ADA Guidelines Minimum Requirements for Bus Stops[10]

Minimum Bus Stop Area
• A firm, stable surface, including concrete, asphalt, brick, stone, tile, and wood. • If treated adequately with binders, consolidants, compaction, or grid forms, loose material such as gravel or stone dust meets the requirements. • Grass is not considered a firm, stable surface.
• An ADA landing pad is an area that is clear of obstructions and measures 8 feet (perpendicular to the curb) by 5 feet (parallel to the curb, connected to a pedestrian path or accessible walkway, and a firm, stable surface). • The landing pad can include part of the sidewalk. • The landing pad is best elevated above street level per Universal Design Best Practices. • The sidewalk route is best connected to the landing pad per Universal Design Best Practices with no benches, shelters, or trash cans installed on them.
• A cross slope no greater than 2 percent (1/50).
• Accessible connections to a street, sidewalk, path, etc. Must be at least 3 feet wide.
Minimum Bus Stop Shelters
• Clear path of 3 feet minimum in front or behind shelter for sidewalk.
• Entrance must be 2 feet 8 inches wide at minimum.
• Minimum clear floor area of 30 inches wide by 4 feet deep.
• Not placed on the ADA landing pad.
• Minimum height of 6 feet 8 inches. This is the minimum clearance under a shelter canopy, inclusive of any items mounted below the canopy.
• If it abuts a building, at least 12 inches must be between the shelter and the building.
• Connected to an accessible route which is connected to the landing pad.
• Accessible connections to a street, sidewalk, path, etc.
Minimum Bus Stop Signage
• Letters and numbers to be a width-to-height ratio between 3:5 and 1:1 and a stroke-width-to-height ratio between 1:5 and 1:10.
• Characters and numbers should be sized according to the viewing distance from which they will be read. The minimum height is measured using an uppercase "X."
• Accompany pictograms with the equivalent verbal description placed directly below, with a border dimension of 6 inches (152 millimeters) minimum in height.
• Characters and background of signs in a non-glare finish, with characters and symbols contrasting from their background.
• If mounted on a wall or telephone pole, place it between 27 inches and 80 inches off the ground; it cannot protrude into the pathway by more than 4 feet. Below 27 inches can protrude any amount.
• If it is mounted on its own pole, place it between 27 inches and 80 inches from the ground; it can overhang by up to 12 inches.
• If the bottom of the sign is mounted less than 80 inches from the ground, a barrier must be provided to warn the visually impaired.

Minimum Bus Stop Benches
• Seat dimensions: 20 inches minimum to 24 inches maximum in depth and 42 inches (1,065 millimeters) minimum in length.
• Seat height: 17 inches minimum to 19 inches maximum above the floor or ground.
• Back support: 42 inches minimum in length, extending from a point 2 inches maximum above the seat to a point 18 inches minimum above the seat.
• Structure supporting vertical or horizontal forces of 250 pounds applied at any point on the seat, fastener, mounting device, or supporting structure.
• Exposed benches: slip resistant and designed to shed water.
• When a bench is installed inside the shelter, it must be installed in such a manner to allow a wheelchair passenger to use the shelter (30 inches) still.
• Do not install a bench on the ADA landing pad.
• Minimum of 2 feet between the bench and the back face of the curb. • Minimum 3 feet circulation space on either side of the bench for access.
Minimum ADA Parking at Transit Centers
• At transit centers, provide ADA parking and ADA passenger loading zones.
• Car accessible parking spaces must be at least 96 inches wide, have an access aisle of at least 60 inches wide, and have a sign compliant with ADAAG.
• Accessible parking spaces shall be located on the shortest accessible route to the accessible facility entrance and connected by an accessible route to all other accessible elements on the site.
• Have a surface that is firm, stable, and slip-resistant.
• Good site planning should keep accessible parking spots in close adjacency to accessible entrances; however, standards do not limit this travel distance.
• Parking spaces and access aisles shall be level with surface slopes not exceeding 1:48 (20.8%) in all directions.
• Accessible parking space shall be at least 60 inches above grade from the bottom of the sign for accessible autos and 84 inches for accessible van parking spaces.

Table 2 – Total Number of Parking Spaces Provided in a Parking Lot or Facility

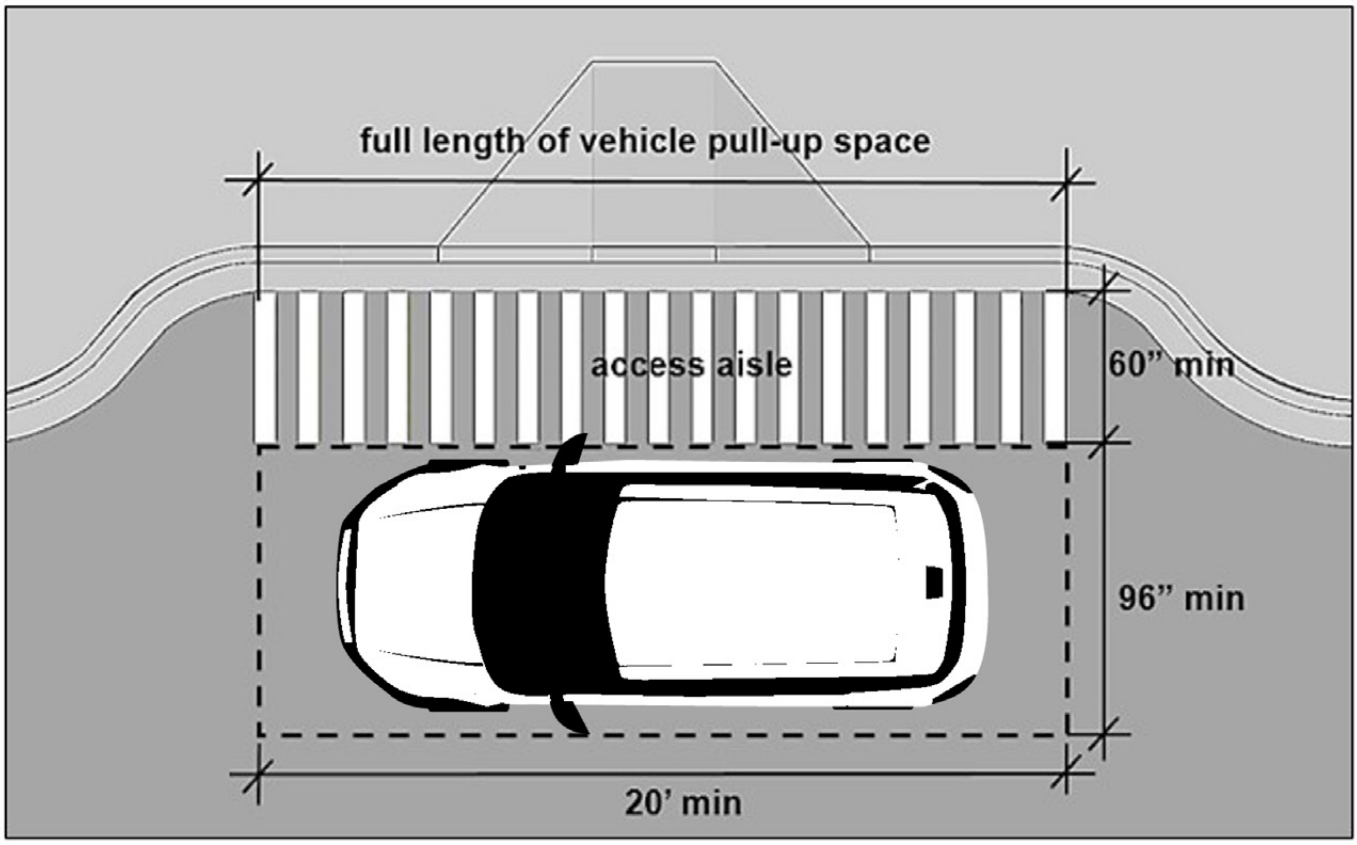
Total Number of Parking Spaces Provided in a Parking Lot or Facility	Minimum number of Accessible Parking Spaces Permitted
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
• At least one of every six spaces must be van accessible.	
• Gwinnett County zoning requires that developments exceeding 50 parking spaces shall provide at least one electric vehicle charging station for each 50 parking spaces.	
• It is recommended that electric vehicle parking spaces are also provided as ADA parking spaces in the same ratios as non-ADA parking spaces.	

Accessible Passenger Loading Zones. Passenger loading zones shall provide a vehicular pull-up space that is 96 inches (2.44 meters) wide and 20 feet (6.1 meters) long at a minimum. Passenger loading zones shall provide access aisles adjacent to the vehicle pull-up space. Access aisles shall adjoin an accessible route and shall not overlap the vehicular way. Access aisles serving vehicle pull-up spaces shall be 60 inches (1.525 meters) wide at a minimum. Access aisles shall extend the full length of the vehicle pull-up spaces they serve.

Figure 4 – Passenger Drop-Off and Loading Zone Access Aisle

Vehicle Pull-Up Space (§503.2)
The vehicle pull-up space must be at least 96" wide and at least 20' long.

Access Aisle (§503.3)
A marked access aisle is required next to, and at the same level as, the vehicle pull-up space. The access aisle must be at least 60" wide, extend the full length of the vehicle pull-up space, adjoin an accessible route, and cannot overlap vehicular ways. The marking method and color is not specified.



Surfaces (§503.4)
Vehicle pull-up spaces and access aisles must meet requirements for ground and floor surfaces (§302) and cannot have changes in level other than slopes not steeper than 1:48. Curb ramps cannot overlap access aisles or vehicle pull-up spaces.

Vertical Clearance (§503.5)
A vertical clearance of 114" is required at the vehicle pull-up space and access aisle and along a vehicular route connecting them to a vehicle entrance and exit.

Accessible passenger loading zones are not required to be identified by the International Symbol of Accessibility.

Sidewalks and Pedestrian Crossing Distance. Sidewalk availability and pedestrian crossing distance are essential components in evaluating bus stop location and safety. Sidewalk availability was evaluated in conjunction with low ridership (less than five daily boardings) and low bus spacing (less than 1,320 feet). The analysis found that 120 bus stops have no sidewalk connectivity. More than 60 percent or 443 of Ride Gwinnett bus stops are located less than 0.1 miles (528 feet) from the nearest pedestrian crossing. Approximately 18 percent or 133 of stops are located more than 0.2 miles from the nearest pedestrian crossing. Bus stop totals are summed per route and stops serving multiple routes may have been counted multiple times.

Existing Ride Gwinnett bus stop placements should integrate Federal Transit Administration and National Association of City Transportation Officials (NACTO) bus stop placement guidelines to improve safety, maximize accessibility, and enable efficient transit performance. As Ride Gwinnett staff considers new bus stop placement and consolidation of existing stops, their analysis should account for transit ridership at individual stops, the stops' proximity to major transit generators, and the distance between stops and pedestrian crossings. Because transit riders are also pedestrians, bus stop placement is critical to helping improve pedestrian safety, most notably by discouraging jaywalking. As such, it is worth considering block lengths, especially suburban corridors without closely spaced intersections as these may require mid-block stops. Bus stop placement should also account for signal coordination that takes advantage of transit loading and unloading to maximize advantage from timed signals.

Figure 5 shows the distance to pedestrian crossing within Gwinnett County, and **Figure 6** exhibits bus stops with no connecting sidewalks of low bus spacing and low ridership.

Figure 5 – Distance to Pedestrian Crossing in Gwinnett County

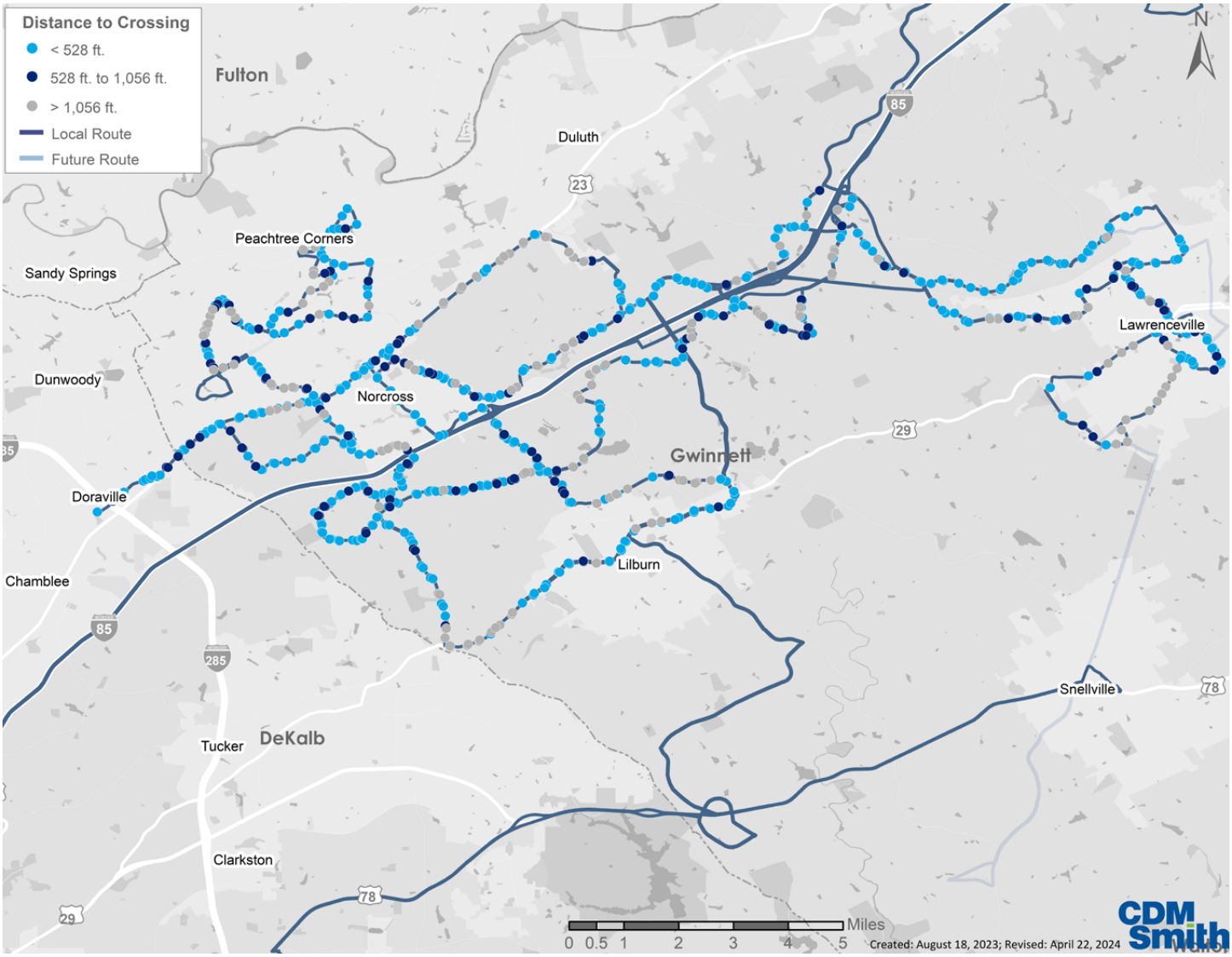
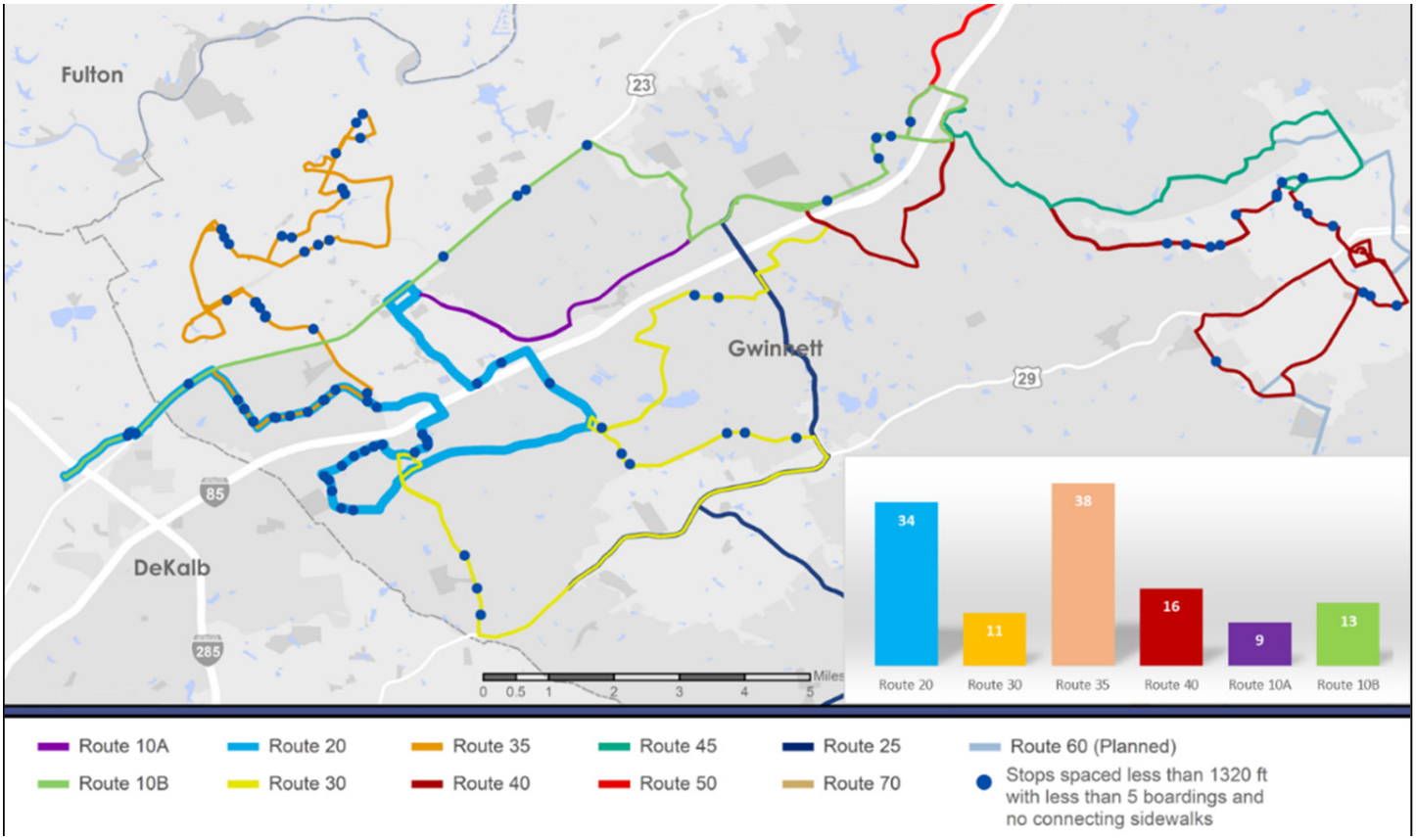


Figure 6 – Bus Stops with No Connecting Sidewalks, Low Boardings, and that are Too Close



2.2.4 Safety

Safety is essential for transit ridership. The safer it is to commute the more likely customers will ride and at different times of the day. Safety factors to consider in bus stop placement include:

- Passenger protection from passing traffic
- Access for people with disabilities
- All-weather surface to step from/to the bus
- Good driver and pedestrian visibility
- Availability and condition of pedestrian signals
- Proximity to passenger crosswalks and curb ramps
- Proximity, density, and traffic volumes of nearby driveways (avoid driveways)
- Proximity to major trip generators
- Convenient passenger transfers to routes with nearby stops
- Proximity of stop for the same route in the opposite direction
- Street lighting[4]

It is best practice for bus shelters, when available, to be well lit and transparent, and for bus stops to have paved areas with pedestrian crossings nearby. The design must comply with the ADA and enable bus drivers to have a clear sight line to the shelter or bus stop to enable sufficient time to view and load passengers. More information about ADA accessibility is included below. Furthermore, bus stops or shelters should be near destinations (e.g., adjacent to nearby active land uses) and consider ease of transfers and proximity to pedestrian crossings, which reduces jaywalking and are essential in increased safety.[11]

Additional security measures to increase safety, especially at an intersection within a higher crime area, may include adding video camera surveillance, increased police presence, and emergency call boxes.[12] Signage and way-finding are also essential to ensure passengers are going in the right direction. This could include system maps and enabled texting instructions on the bus stop sign.

2.2.5 Other Traffic Considerations

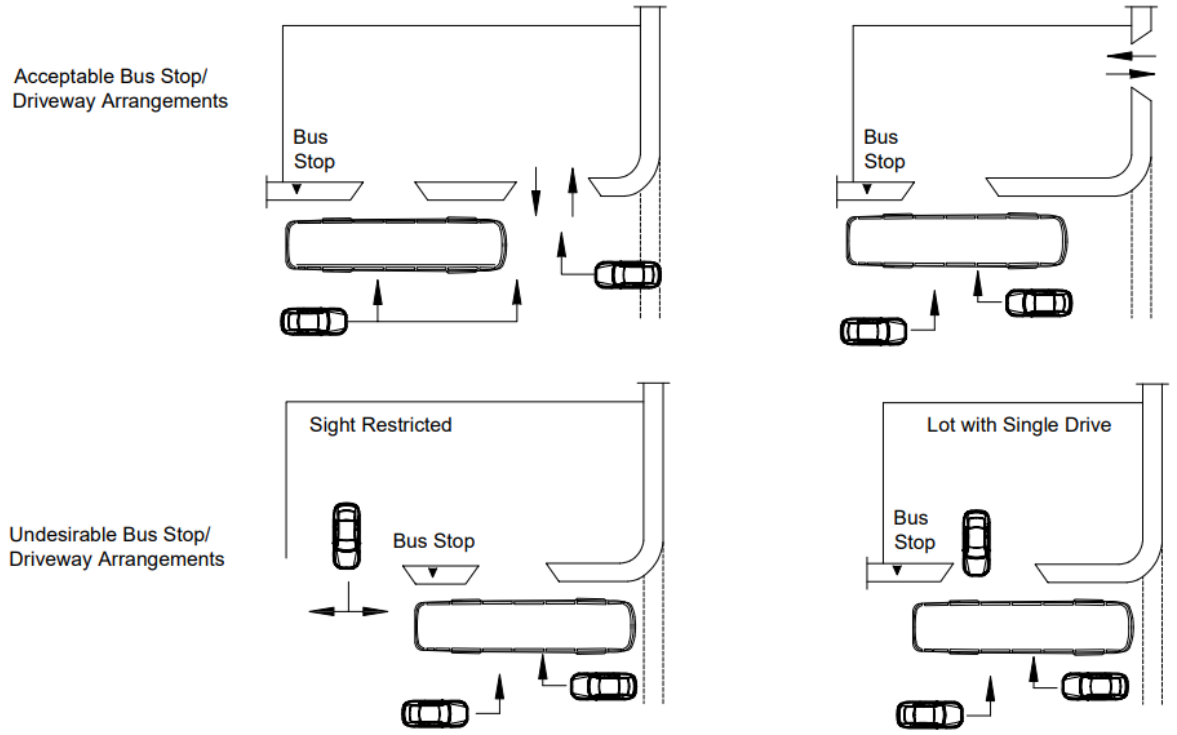
Driveways.[13] Ideally, bus stops should not be located close to a driveway. However, major travel corridors in Gwinnett County reflect the county's suburban character meaning that the corridors often have long block lengths, are oriented towards commercial development, and are saturated with individual driveways providing access to adjacent businesses. Bus stop placement near driveways in corridors such as these may be unavoidable. However, there are strategies that Ride Gwinnett can employ to improve passenger safety and comfort, and transit vehicle safety in corridors with lots of driveways. These include:

- Avoid blocking driveway exits and entrances when loading/unloading passengers.
- Maintaining visibility for vehicles exiting adjacent properties
- Minimizing vehicle/bus conflicts
- Do not force passenger to wait for the bus in the middle of the driveway
- Locate the stop so patron board directly from/ alight directly to the curb vs. the driveway.

Preservation of safe passenger loading zones will require that Ride Gwinnett work closely with state and local jurisdictions on driveway permitting. When driveways are unavoidable, Ride Gwinnett should work cooperatively with local jurisdictions and property owners to find an alternative.

Figure 7 shows undesirable driveway situations where either visibility is restricted or the only drive into a parking area is blocked. The figure also shows acceptable driveway situations where visibility is enhanced, and access is allowed. **Figure 8** illustrates how a typical bus stop might be paced in a location with driveways.

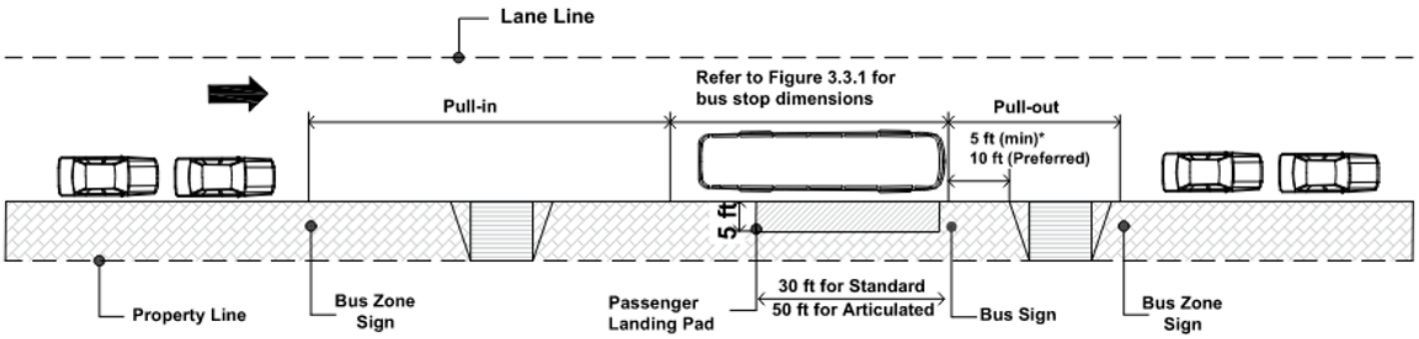
Figure 7 – Bus Stop Location Relative to Driveways



While visibility is enhanced for many of the movements, sight restrictions are still present for left turning vehicles

Source: TRCP Report 19

Figure 8 – Bus Stop Between Property Access Driveways



If a bus stop is warranted, the stop location will be influenced by the following traffic safety factors:

- Merging sight distance requirements for bus operators, especially on vertical and/or horizontal curves, should be considered.
- Pedestrian routes to/from the stop should be considered, with attention to safety risks such as crossings of high-speed or high-volume roadways. As much as possible, the bus stop should be located where proper pedestrian access is available.
- After leaving a bus stop, if a bus must turn left at the next downstream intersection, the location of the stop will be determined by the distance required by the bus to complete the lane change prior to the beginning of the left-turn bay or the leftmost lane. This distance is governed by the bus tracking , typical queuing related to the traffic volume, and the prevailing speed of the traffic.
- A bus should be able to access the stop efficiently without being significantly delayed by traffic queues.
- Bus stops should be installed at locations where at least a minimum passenger landing pad and wheelchair pad can be provided.
- Wheelchair accessible bus stops should not be located on road sections with grades greater than 8%.
- For security reasons, bus stops should be installed at locations with adequate lighting, whenever possible.
- Conflicts with other curb-side activities such as commercial loading zones, banking machines and other passenger drop-off/pickup areas should be avoided, wherever possible.
- A bus at a bus stop should not create any sight line problems for an adjacent crosswalk or driveway.
- Bus stops should be located away from the vehicle entrance of adjacent properties, wherever possible, particularly near commercial and multi-family residential development. This would avoid potential conflicts between customers waiting at the bus stop and the automobile traffic generated by the properties.
- Street furnishings such as utility poles, trees, and fire hydrants shall not obstruct the doorways of the bus.

Provision of new bus stops and consolidation of and modifications to existing bus stops, are identified directly by Ride Gwinnett. New bus stops and requests to consolidate or modify existing bus stops may be requested by the municipality.

2.3 Bus Stop Placement and Layout

2.3.1 Bus Stop Placement

Determining the proper location of bus stops involves choosing among far-side, near-side, and mid-block stops. The following describes the different bus stop placement options, the advantages and disadvantages of each bus stop placement location, and general guidelines for bus stop placement.

NACTO bus stop guidelines encompass a comprehensive array of crucial elements about the design, implementation, and enhancement of bus stops within urban contexts. These guidelines notably contain bus stop placement, prioritizing strategic locations that maximize accessibility, minimize travel times, and foster efficient transit operations. **Table 3** summarizes the NACTO bus stop placement guidelines.

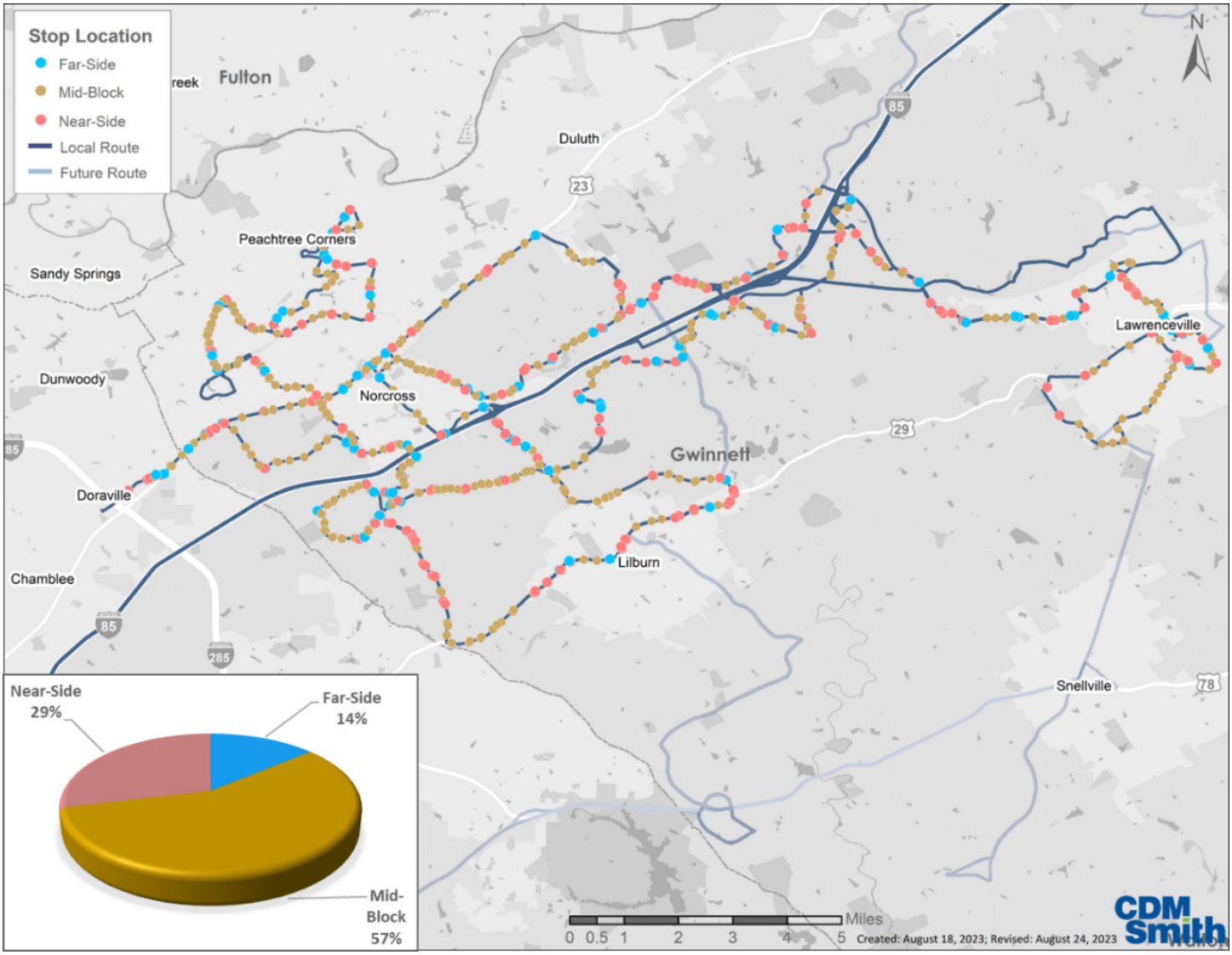
Table 3 – National Association of City Transportation Officials Guidelines for Bus Stops Placement

Bus Stop Placement	Bus Stop Placement
Stops are placed at locations: • That are safe for passengers and vehicles. • That are easily accessed by the surrounding neighborhood, major transit generators, and/or intersecting transit services. • Where improvements in safety, convenience, and/or reduced trip times outweigh negative impacts.	**Stops should be placed on the near side of the road:** • If near-side curb extension prevents vehicles from trying to turn right in front of a bus. • If two or more consecutive stops have signals, alternate near-side and far-side stops (starting with a near-side stop) to maximize advantage from timed signals. • If prominent, heavy single-direction transfer activity, one near-side stop and one far-side stop to eliminate crossing required to transfer.
Stops should be placed on the far side of the road: • If it is safe for passengers and vehicles. • If it is easily accessed by the surrounding neighborhood, major transit generators, and/or intersecting transit services. • If improvements in safety, convenience, and/or reduced trip times outweigh negative impacts.	**Stops should be placed on the mid-block of the road:** • If blocks are too long to have all stops at intersections. • If major transit generators are not served by stops at intersections. • If mid-block pedestrian crossing is defined by refuge island and striping. **Stops should be placed on the off street of the road:** • If it is a transit center. • If major transit generators cannot be served by on-street stops, or where ridership gain will far outweigh the inconvenience to passengers already onboard.

Gwinnett County has a mix of far-side, near-side, and mid-block bus stops. Far-side stops account for 14 percent of the 748 total stops assessed. Near-side stops account for 29 percent of total stops, and mid-block stops account for 57 percent of total stops.

Figure 9 presents an inventory of Ride Gwinnett bus stops by stop placement. The inventory identifies bus stop placement along trunk-line routes relative to intersecting cross streets.

Figure 9 – Gwinnett County Bus Stop Placement



Far-Side Bus Stops. Ride Gwinnett generally prefers far-side stops to minimize sight distance or intersection capacity problems that frequently occur with near-side stops, particularly where right-turn traffic at the intersection is heavy.

Gwinnett County's preference for far-side bus stops stems can be attributed to the following:

- At signalized intersections, far-side stops allow transit vehicles to clear an intersection before stopping.
- Far-side placement confers benefits especially at complex intersections, heavy turn volumes, and where the bus turns.
- Far-side stops at intersections where transit vehicles turn, simplifies the turn and allows pedestrians to better anticipate turning movements.

Table 4 highlights the advantages and disadvantages of these bus stops. **Figure 10** illustrates the different bus stop placements.

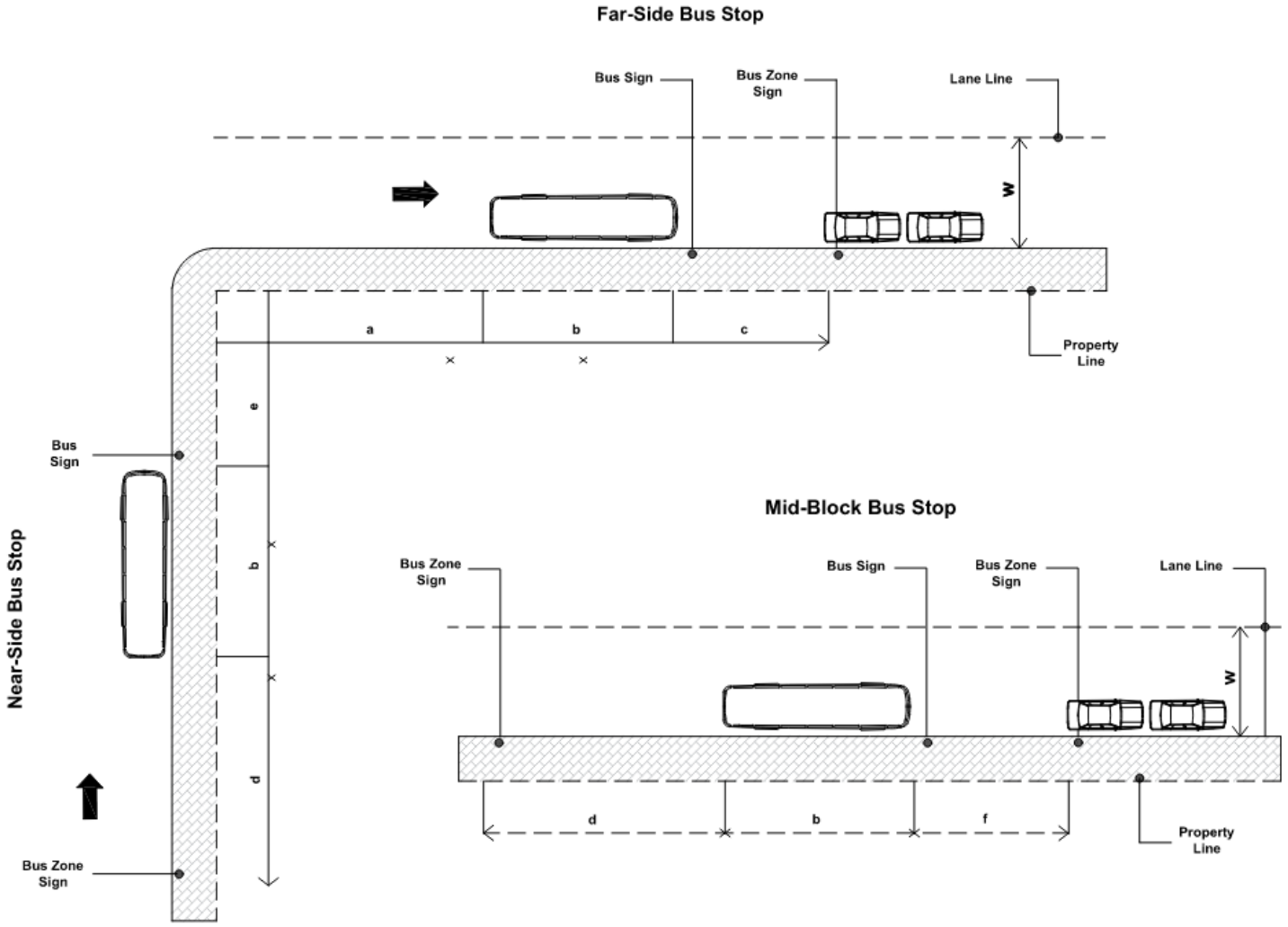
It is recommended that existing near-side stops in long travel corridors be systematically relocated to far-side except in cases when providing alternating far-side near-side stops helps the transit vehicle's progression through the corridor or the existing stop placement facilitates faster route transfers.

Table 4 – Bus Stop Placement: Advantages and Disadvantages[14]

Type	Advantages	Disadvantages
Near Side	• Passengers access buses closest to crosswalk	• Conflicts with right-turning vehicles are more common
	• Intersection available to help in pulling away from curb	• Stopped buses may obscure curbside traffic control devices and crossing pedestrians
	• No double stopping at stop light and for loading	• Sight distance is obscured for crossing vehicles that stop to the bus's right
	• Buses can load and unload passengers while at a red light	• The through lane may be blocked during peak periods by queuing buses
	• Provides driver with ability to spot other passengers and buses looking to transfer while waiting at red light	
Far Side	• Minimizes conflicts between stopped buses and right-turning vehicles	• Queuing buses may result in intersection blockage
	• Minimizes sight distance problems as one approaches the intersection	• Sight distance may be obscured for crossing vehicles
	• Encourages pedestrian crossing behind the bus	• Pedestrians crossing suffer from increased sight distance problems
	• Buses require shorter deceleration distance	• Stopping at far side after stopping at a red light interferes with bus operations
	• Allows for traffic flow gaps that enable buses re entering the traffic flow	• May increase rear-end accidents as drivers do not anticipate buses stopping twice after stopping at a red light
Mid-block	• Minimizes sight distance problems for pedestrians and vehicles	• Requires additional distance for no-parking restrictions
	• Passenger waiting areas experience overall less pedestrian congestion	• Encourages jaywalking at mid-block stops
		• Increases total walking distance

*** Note: Ride Gwinnett does not allow/utilize flag stops**

Figure 10 – Bus Stop Dimensions



Type of Bus	Bus Length (b)	Far-Side Stop		Near-Side Stop		Mid-Block Stop		Width (w)
		Corner Clearance (a)(1) (2)	Pull Out (c)	Pull In (d) (3)	Corner Clearance (e) (1)	Pull In (d) (3)	Pull Out (f)	
Standard Bus Coach	40	20 or 60	50	65	Minimum 10	65	50	Minimum 20 Preferred 24
Articulated Bus	60			70		70		
Van/Cut Away	27			40		40	20	

1. Minimum clearance distance of 10 feet m between the stopped bus and the crosswalk edge; the approach of a flashing beacon, stop sign, or traffic control signal located at the side of a roadway; or the property line of an intersecting street.
2. The clearance distance between the crosswalk edge and the rear of the bus is to be 20 feet for a bus making the through movement and 60 feet for a bus making the left-turn or right-turn movement.
3. 3.For bus bays, an extra 10 feet should be included at the stop for a standard/articulated bus to straighten out.

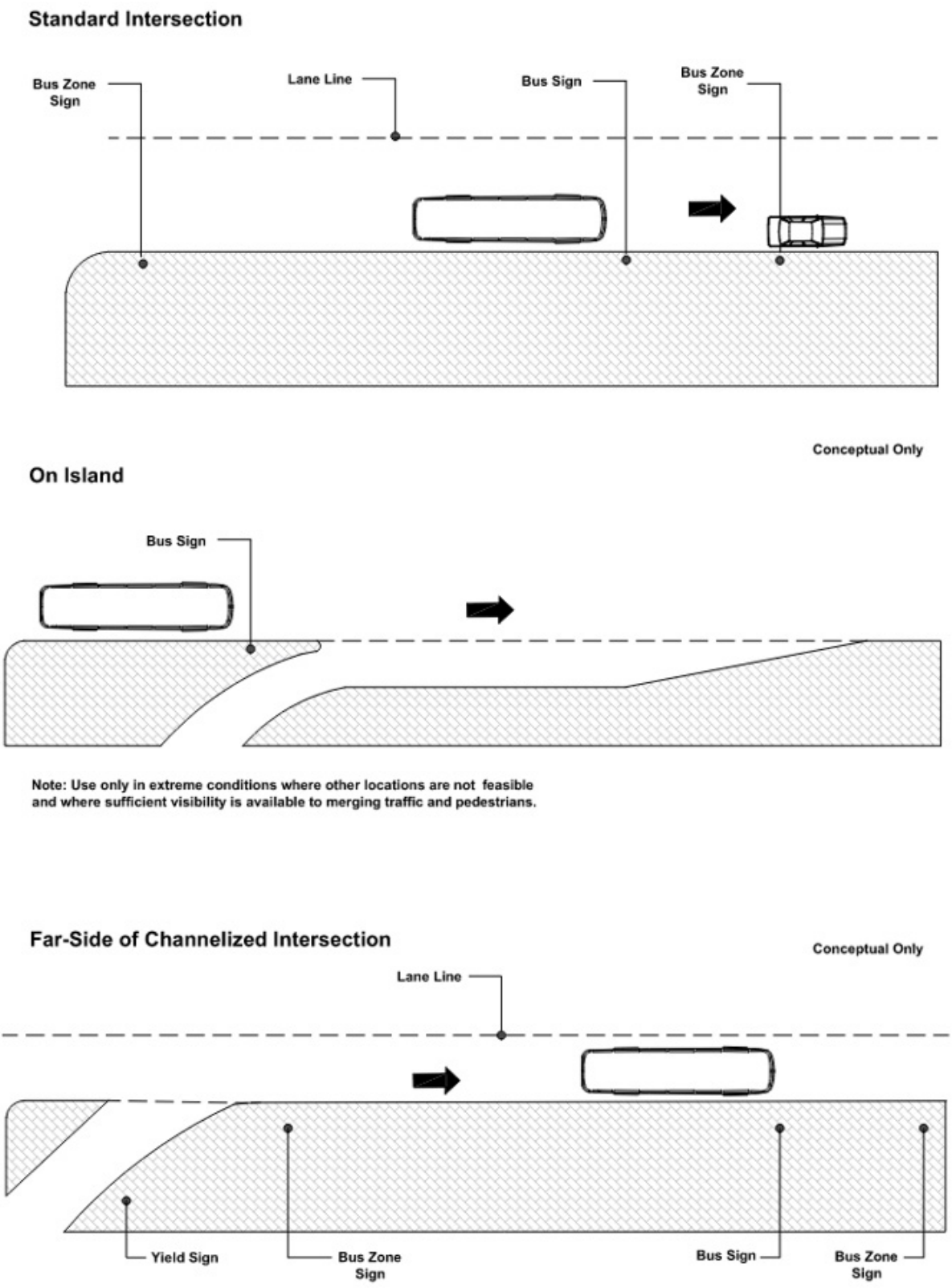
Far-side stops should be placed at least 10 feet behind the crosswalk. Stops placed far-side after a turn should be placed at least 60 feet from the crosswalk of the intersection to allow the bus to complete the turn and align with the curb. At least 35 feet of clear zone should be provided on the sidewalk adjacent to the bus stop for 40-foot buses and 55 feet of clear zone for articulated buses.

When placing a far-side stop at a channelized intersection or in an acceleration lane, special consideration should be given to eliminating the potential weaving conflicts between buses approaching the stop area and right-turn traffic from the cross street. By placing the stop at the channelization island, buses do not need to weave against right-turn traffic from

the cross street. However, the presence of buses at the channelization island may potentially reduce the available merging sight distance for right-turn traffic from the cross street.

Figure 11 provides a general illustration of far-side bus stop placement.

Figure 11 – Far-Side Bus Stop Arrangements



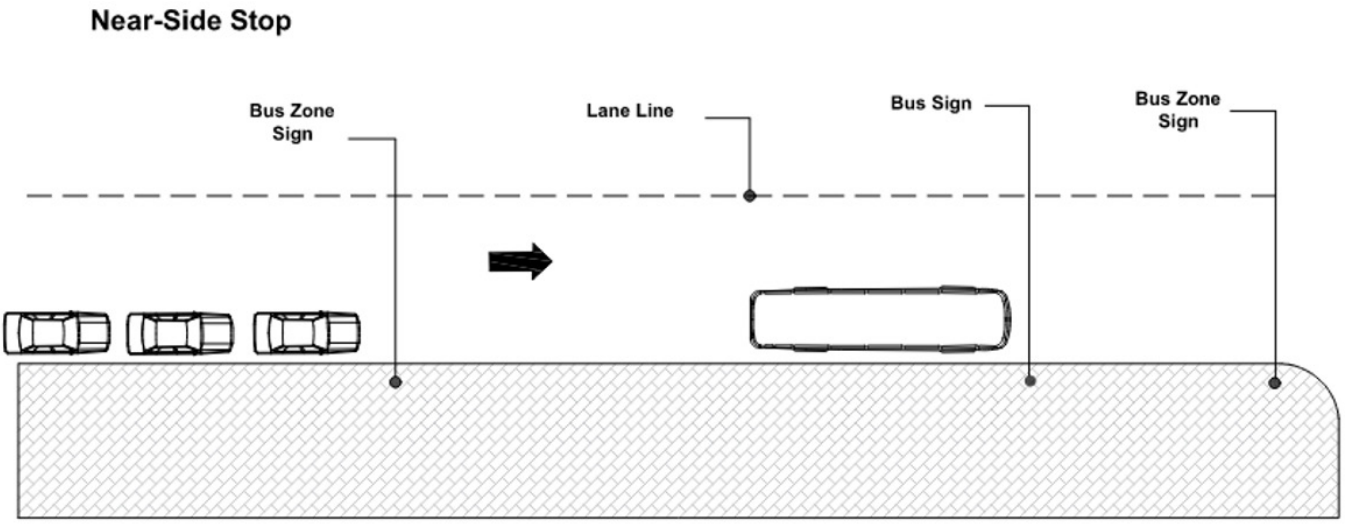
Near-Side Bus Stops. Near-side stops may be acceptable at an intersection if the far-side position is physically infeasible or if efficient customer transfer with a cross-street route is required; however, the following conditions should generally be met:

- The buses will not be blocked by a traffic queue at the intersection;
- The curb lane continues on the far-side of the intersection; and
- The right-turn traffic volume at the intersection is low.

To ensure safe and efficient operation, the length of the bus pull-out section should be reviewed for potential conflicts between bus operation and the right-turning traffic, considering the volume and visibility of vehicles making right turns in front of the stopped bus, and the type of traffic control at the intersection. If required, the near-side stop may have to be located closer to the mid-block to separate the right-turn conflicts spatially.

Typical near-side bus stop placement for a Standard Bus is shown in **Figure 12**. Typical dimensions of a near-side bus stop are shown in **Figure 10**.

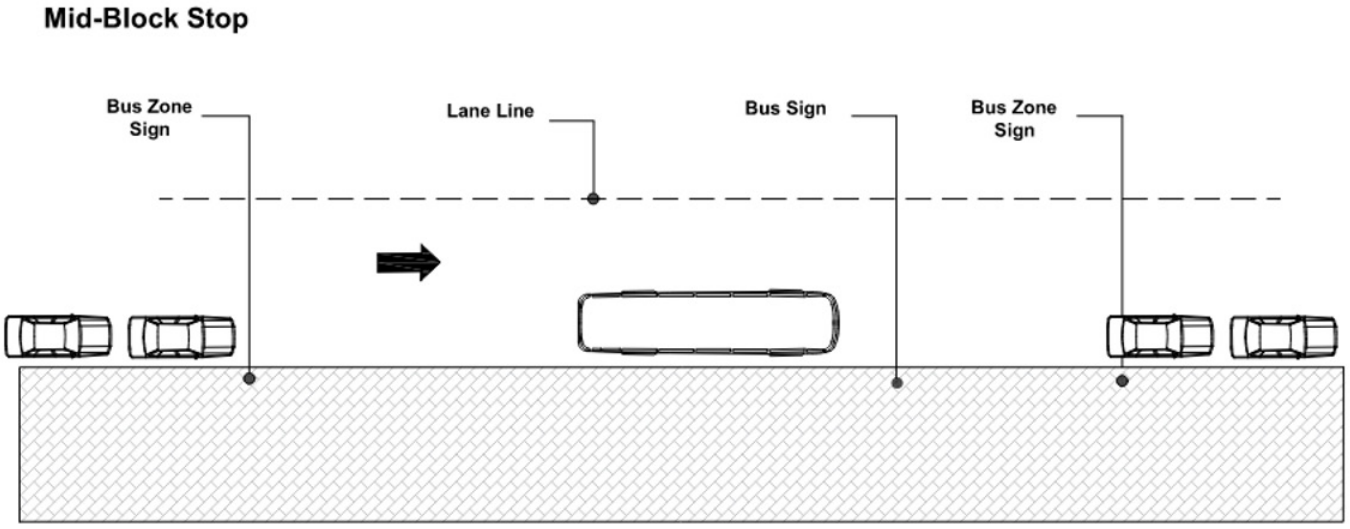
Figure 12 – Near-Side Bus Stop



Mid-Block Bus Stops. Mid-block bus stops are stops located approximately equidistant from the nearest intersections Mid-block stops are typically used when passenger origins and destinations cannot be easily served at or near the intersection. Mid-block stops may also be used when the physical or environmental conditions prohibit near-side or far-side stops, or when the block length is exceedingly long. Mid-block stops require the most amount of dedicated space, especially when on-street parking is present. Ride Gwinnett does not generally prefer mid-block stops.

The typical placement for a mid-block stop is shown in **Figure 13**.

Figure 13 – Mid-Block Bus Stop

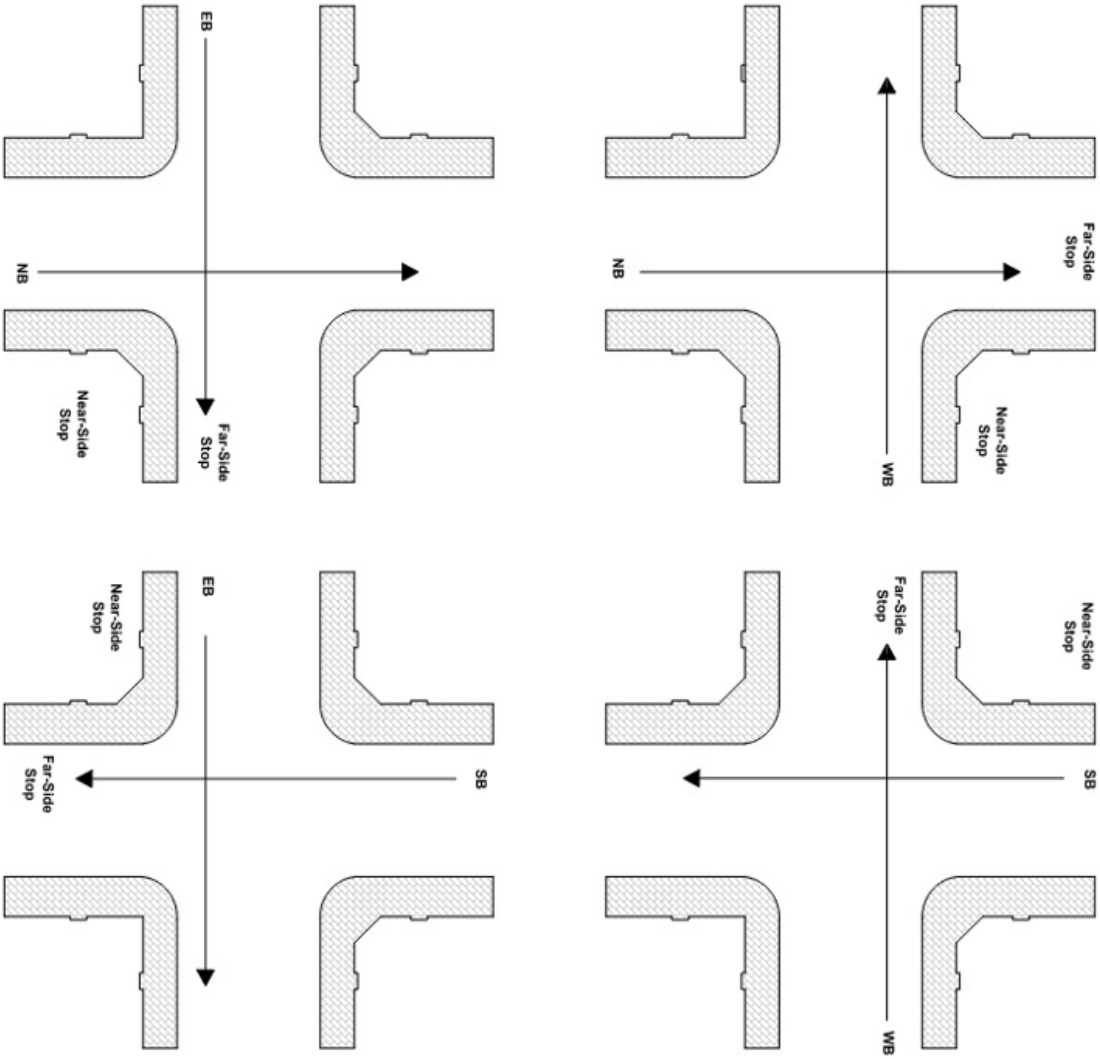


Mid-block bus stops should only be considered when:

- When traffic or street/sidewalk conditions at the intersection are not conducive to a near-side or far-side stop
- When the interval between adjacent stops exceeds stop spacing standards
- When the passenger traffic generator is in the middle of the block / major destination
- When a high visibility pedestrian crossing can be provided at the stop location
- Modifications to the sidewalk (such as curb extension/bulb) can be made, and
- When a mid-block stop is compatible with a corridor or small area/district plan

Bus Route Transfer Coordination. Special consideration should be given to coordinating bus stop placement at intersecting bus routes to facilitate customer transfer movements between routes. **Figure 14** illustrates the special arrangements for transfer coordination at an intersection. If a near-side stop does not meet the service requirements, a complementary far-side stop may also be considered at the same intersection.

Figure 14 – Bus Stop Placement for Transfer Coordination



2.3.2 Bus Stop Layout

These guidelines include proposed layouts for the different bus stop typologies and incorporates universal design concepts. Universal design is a method of designing based on a set of principles that work to make environments, services, and products, usable by the highest number of people. It has a goal of removing barriers so that the broadest possible range of users might be served rather than trying to address individual accessibility or inclusion objectives. As described in Section 2.3.1, Bus Stop Placement, on-street stops may be located near-side, mid-block, or far-side.

These **Bus Stop Guidelines** recommends four different bus stop layouts: (a) In-lane Stops, (b) Bus Boarding Bulbs (c) Duckout/Pull-Out Stops, and (d) Off-Street Stops. Note, bus boarding bulbs are a type of in-lane stop that physically extends the adjacent curb and sidewalk to the edge of the travel lane allowing the transit vehicle to remain in the rightmost travel lane to pick-up and drop-off riders.

In-Lane Bus Stops. In-lane stops are locations where the bus stops in the travel lane, parking lane or shoulder. These types of bus stops are most used because of their operating efficiency.

In-lane layouts will result in a more inclusive, efficient, and appealing bus system that encourages ridership and aligns with sustainable urban transportation goals. They allow for increased accessibility and improved safety through incorporating ADA and user-centric amenities like shelters, real-time information displays, and lighting. In-lane bus stops also provide easy access for bus operators and improve transit travel times by making passenger boarding and alighting more efficient, minimizing service delays, improving the transit vehicle's movement through its travel corridor, and resulting in a better riding experience. They also reduce wear on transit vehicles and street infrastructure by avoiding lane shifts during braking. In addition, these types of stops can be established, relocated, or eliminated with relative ease.

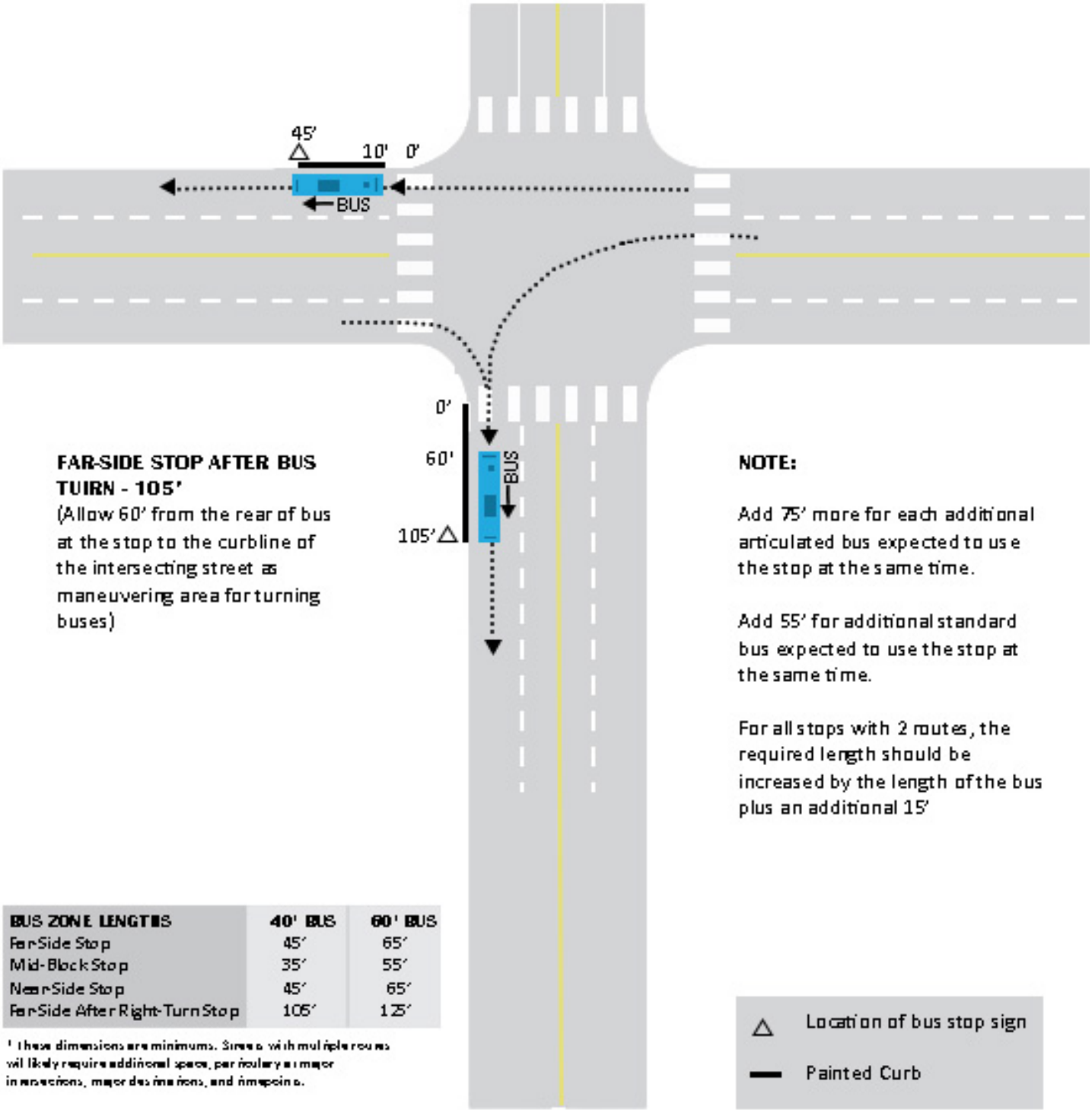
Ride Gwinnett's preferred bus stop placement is the far-side stop, and in-lane stops at the far side of an intersection confer the highest priority to transit operations at most signalized intersections. In-lane stops are especially valuable on streets operating at or near vehicle capacity, or on streets with long signal cycles. However, in-lane stops should be avoided at:

- Locations with high volumes of rider activity at which the bus may be stopped for significant periods of time as this could possibly cause queues behind the bus and disrupt the traffic
- Corridors whose traffic volumes indicate that the bus may cause severe congestion, and
- Corridors with high auto speeds

Landscaping and vertical obstructions should be limited within the clear zone to provide adequate space for passenger loading and wheelchair ramp deployment and access.

Figures 15 through **17** illustrate the bus zone spacing for in-lane bus stops.

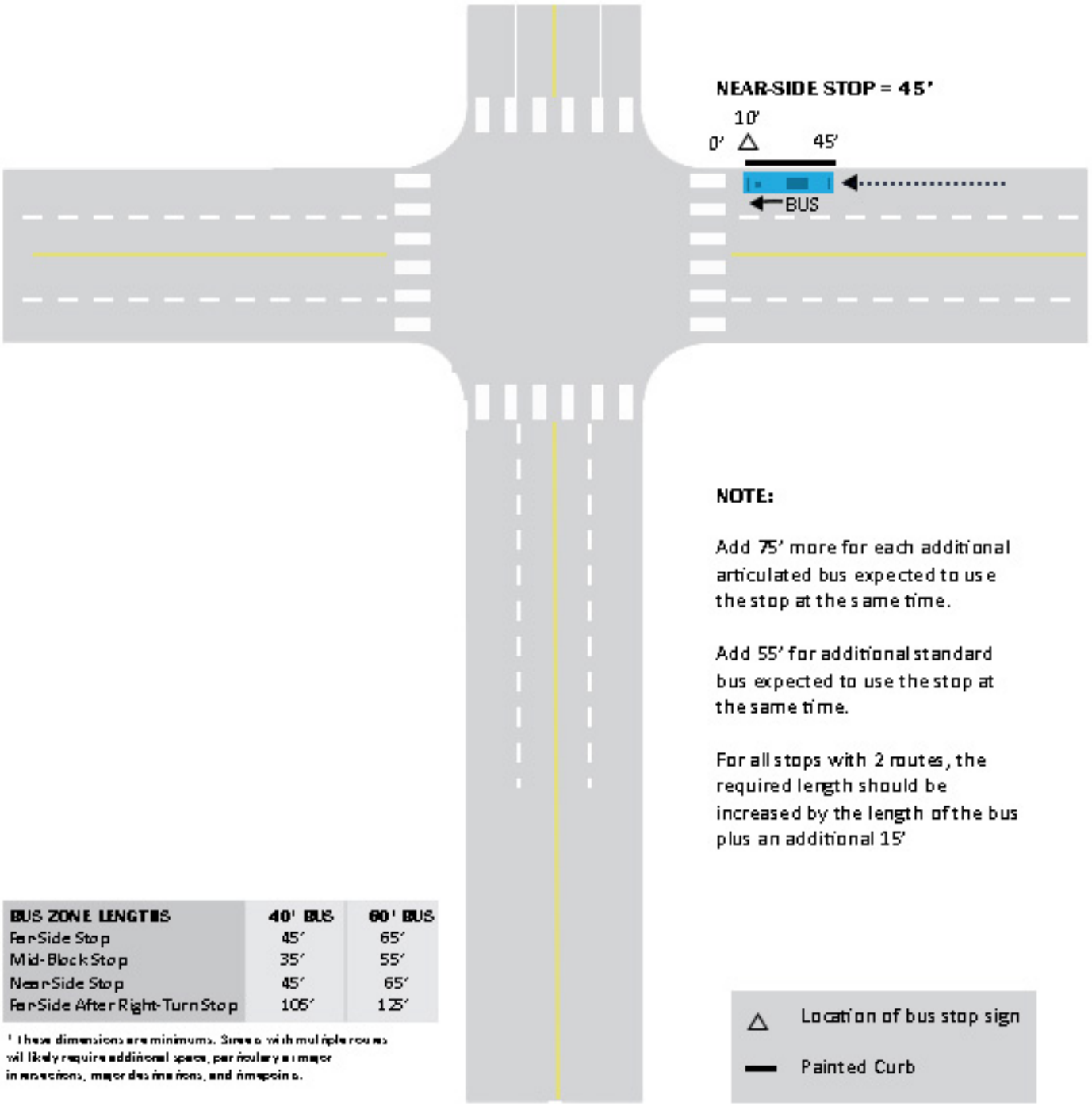
Figure 15 – In-Lane Bus Stop Dimensions | Far-Side



BUS ZONE LENGTHS	40' BUS	60' BUS
Far-Side Stop	45'	65'
Mid-Block Stop	35'	55'
Near-Side Stop	45'	65'
Far-Side After Right-Turn Stop	105'	125'

1 These dimensions are minimums. Streets with multiple routes will likely require additional space, particularly at major intersections, major destinations, and timepoints.

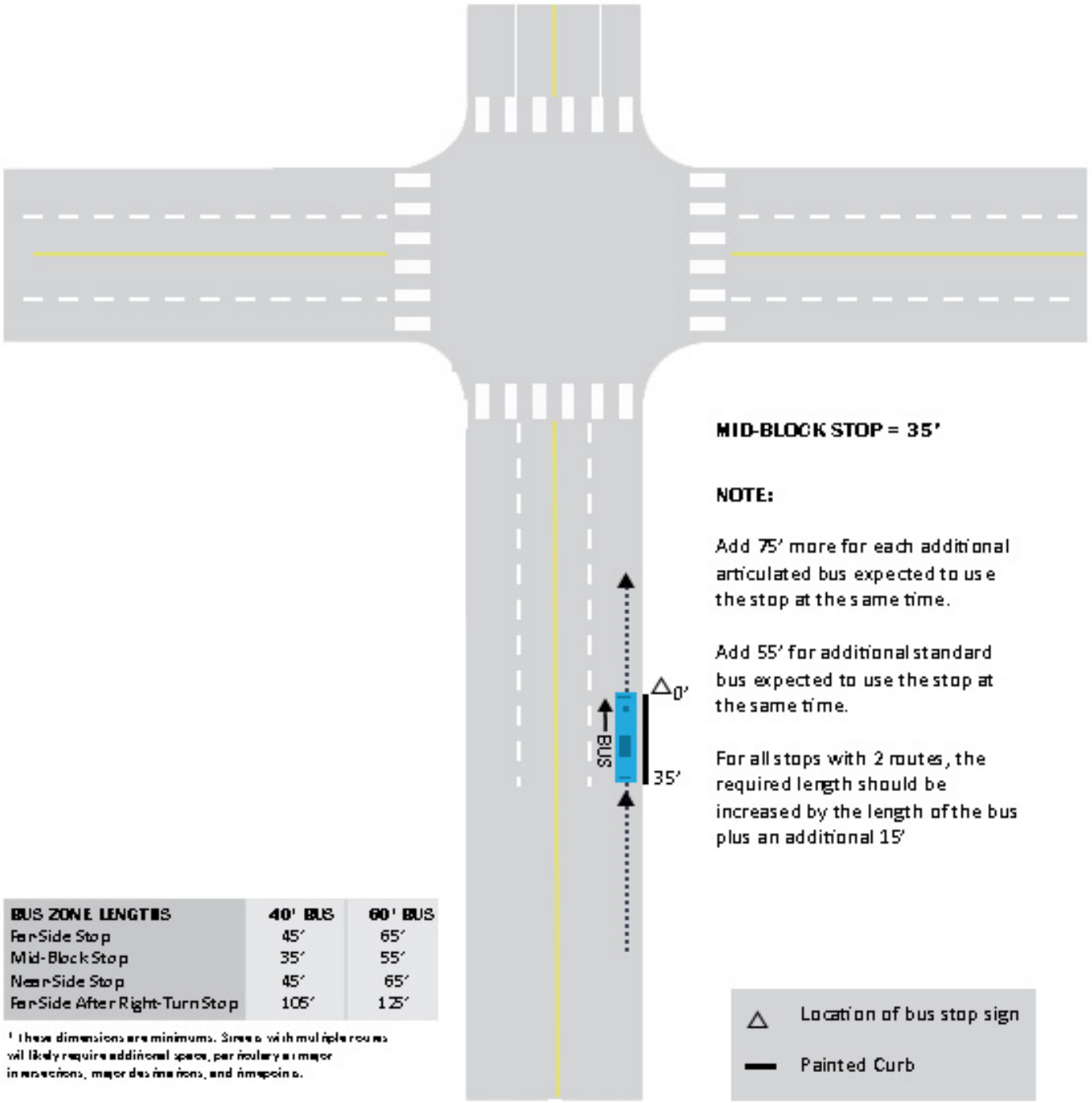
Figure 16 – In-Lane Bus Stop Dimensions | Near-Side



BUS ZONE LENGTHS	40' BUS	60' BUS
Far-Side Stop	45'	65'
Mid-Block Stop	35'	55'
Near-Side Stop	45'	65'
Far-Side After Right-Turn Stop	105'	125'

[1] These dimensions are minimums. Streets with multiple routes will likely require additional space, particularly at major intersections, major destinations, and timepoints.

Figure 17 – In-Lane Bus Stop Dimensions | Mid-Block



BUS ZONE LENGTHS	40' BUS	60' BUS
Far-Side Stop	45'	65'
Mid-Block Stop	35'	55'
Near-Side Stop	45'	65'
Far-Side After Right-Turn Stop	105'	125'

[1] These dimensions are minimums. Streets with multiple routes will likely require additional space, particularly at major intersections, major destinations, and timepoints.

Boarding Bulb Stops. Bus boarding bulb stops use curb extensions that align the transit stop with the parking lane allowing transit vehicles to make in-lane stops. There are several advantages of bus boarding bulbs for transit operations:

- Delay can be reduced since the bus does not have to pull back into the travel lane.
- If the bus pull-out area is frequently blocked by vehicles stopped illegally in the bus zone, a bus bulge will eliminate this problem as the bus pull-out zone is no longer required.
- The passenger landing area is larger to better serve transit customers and provide space to install a larger bus shelter, more benches, and other customer amenities.
- The lane change associated with entering and exiting a curbside bus stop is eliminated, improving safety and customer comfort.

Bus boarding bulb stops are especially applicable where merging into traffic from pull-out stops creates operational delays. Boarding bulb stops can be installed at near-side, far-side, and mid-block stops, at both signalized and unsignalized locations. When placed at intersections, boarding bulb stops also act as curb extensions to shorten pedestrian crossings.

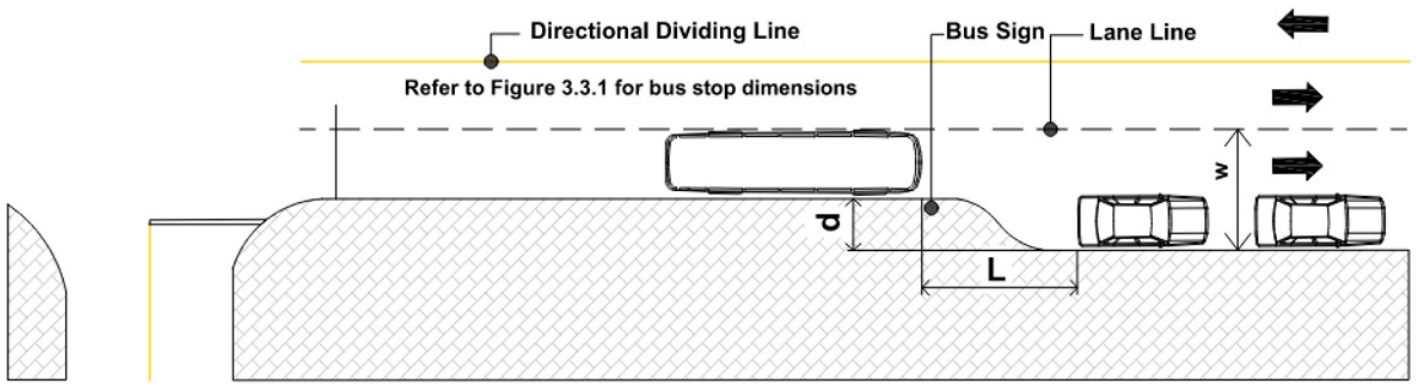
Table 5 lists the advantages and disadvantages of boarding bus bulbs. **Figure 18** shows a typical layout for a bus boarding bulb.

Table 5 – Advantages and Disadvantages of Boarding Bus Bulbs[15]

Advantages	Disadvantages
• Eliminates re-entry delays	• Requires at least two travel lanes in bus's direction of travel to avoid blocking traffic while passengers board and alight
• Reduced pedestrian crossing distance	• May cause vehicle drivers to make maneuvers unsafely to change lanes and avoid stopped buses
• Permits more on-street parking by eliminating need for taper associated with bus pull outs	• Bicycle lanes require special consideration
• Separates pedestrians from bus passengers waiting for their bus	• Costs more to install compared to curbside stop
• Provides bus patrons better sight lines	
• Riding comfort increased when buses don't pull in and out of stops	

Figure 17 shows a typical layout for a bus bulb design.

Figure 18 – Typical Bus Board Bulb Layout



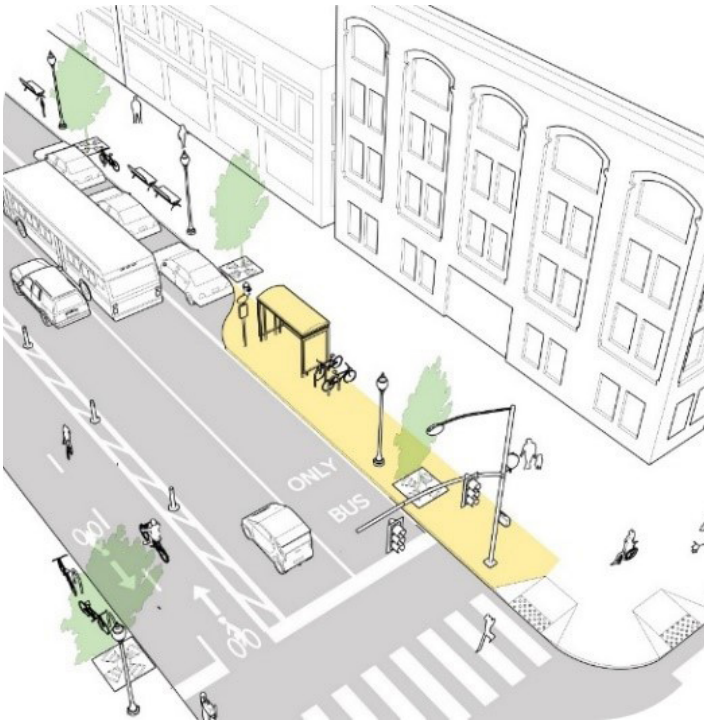
Width of Curb Lane w(ft)	Depth of Bus Bulb d(ft)	Distance between Bus Sign and End of Parked Car L(ft)
18.4	6.3	16.4
	7.5	22.9
18.8	3.3	16.4
	6.3	22.9

A narrow depth (D) may require a longer distance (L) between the bus stop ID post and parked cars downstream for the bus pulling away from the curb to safely pass parked cars. Field tests should be conducted to verify the dimensions and the relationship between the depth of the bulge and the distance between the bus stop ID post and parked cars downstream.

General design considerations include:

- A boarding bulb should be located in a far-side position to encourage pedestrians to cross the street at the intersection where traffic control, such as a traffic signal, is available.
- The rear of the second (or last) bus should be far enough from the intersection to allow other vehicles to complete a right or left turn from the cross street without being blocked by the stopped bus.

Figure 19 – Bus Bulb-Outs



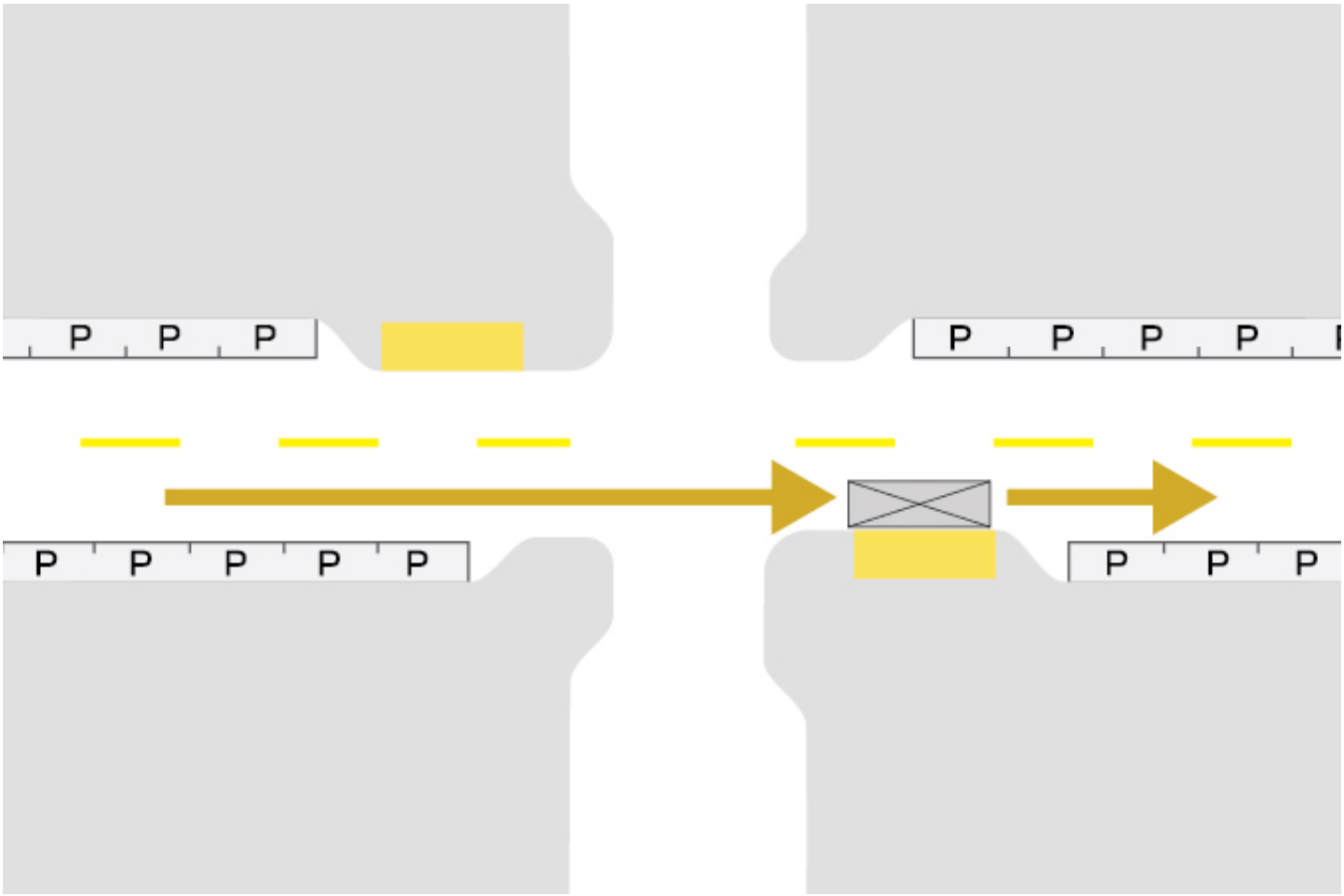
Source: NACTO Transit Street Design Guide 2013

In addition to the transit operations benefits, boarding bulbs can become a focal point for improved public space along the street, creating space for waiting passengers, furnishings, bike parking, and other pedestrian amenities and community facilities without encroaching on the pedestrian through zone. At a minimum, boarding bulb stops should include passenger features like shelters, seating, way-finding, and route information. However, street furnishing within the boarding bulb's passenger zone should not block the safe and efficient loading/ unloading of transit riders.

Figures 19 and **20** illustrate boarding bulb stops and how they work in context with vehicle traffic.

Ride Gwinnett should consider Boarding Bulbs for stops with high passenger volumes requiring a larger dedicated waiting area than is available on the sidewalk.

Figure 20 – Bus Boarding Bulb Stop | Far-Side



Source: NACTO Transit Street Design Guide 2013

Duckout/Pull-Out Stops. Bus Duckout/Pull-Out stops are where the bus completely exits the travel-way, minimizing disruption to the flow of traffic. They may include locations where on-street parking lanes are provided or a bus duckout/pull-out is constructed. Duckout/pull-out stops may be placed on either the near-side or far-side, with each placement having advantages and disadvantages. **Table 6** shows the advantages and disadvantages of bus duckout/pull-out by stop placement.

Table 6 – Advantages and Disadvantages of Duckout/Pull-Out Stops[16]

Duckout/ Pull-Out Stop Placement	Advantages	Disadvantages
Flag Near Side	• Helps facilitate transfer between two intersecting routes if one is near-side and the other is far-side	• Automobile traffic flow is priority.
	• Can facilitate boarding during red signal phases.	• Significant difficulty re-entering the traffic stream, i.e., bus can get trapped. on high-volume streets
	• Can be used as queue jump lanes with active transit signal priority.	• May cause vehicle drivers to make unsafe maneuvers to change lanes and avoid stopped buses
	• Functions as a right-turn lane when buses are not present.	• Traffic queues can block transit vehicle access to bus stop
		• Right-turning vehicles can block transit vehicle access to bus stop.
		• Right-turning vehicle can conflict with/cross in-front of bus if stop is too close to the intersection.
Far Side	• Minimal impact on general traffic if bus pulls completely out of traffic	• Buses may be significantly delayed in re-entering the travel stream on high-volume streets
	• Minimal delay to buses by reducing merging delay	
	• Shortens the transition distance needed when shifting to the right while crossing the intersection.	• Buses might partially pull out of the travel lane to avoid being blocked in if the vehicle experiences repeated trouble re-entering the traffic stream.
	• Creates additional space to receive left-turning transit vehicles and trucks.	
	• Travel times savings of more than 4%	

Duckout/pull-out stops prioritize through-traffic, including through-moving transit. They are most useful where flow is a priority or where in-lane stops would be problematic. These include local stops along a route with rapid or express service, time-point stops, and other stops with long dwell times.

Duckout/pull-out stops should be considered based upon roadway geometry, volumes, dwell time, and roadway speed. Pull-out stops should be considered on a case-by-case basis where one of the following criteria apply:

- At time points or end-of-route
- On streets with low-frequency bus service and through traffic speeds (≥35 mph)
- Where in-lane stops are not geometrically feasible
- Locations with a high rear end vehicle collision history

For any stop where the bus pulls out of the traffic flow (near-side or mid-block), a minimum of 105 feet of clear space should be provided from the start of the bus zone to the front of the bus berth. For this extent, on-street parking would be prohibited. For any stop where the bus merges back into traffic (mid-block or far-side), 50 feet should be provided in front of the bus zone where parking is prohibited. For mid-block stops, the required length for the stop is thus comprised of both the clear space to pull-out of traffic to the stop and the distance required to merge back in.

For mid-block duckout/pull-out stops, the bus must be able to leave and enter the travel-way at comfortable deceleration

Figure 21 illustrates duckout/pull-out stops where the bus is able to decelerate in the travel lane. **Figure 21a** shows the the stop where the bus can enter the bay at or below 20 mph. **Figure 21b** shows the stop where the bus enters the bay at an approach speed between 30 and 40 mph. On roadways with posted speed limits greater than 40 mph, consideration should be given to incorporating acceleration/deceleration lanes as a part of the duckout/pull-out bay area. **Figure 22** provides an illustration of how acceleration/deceleration lanes might be included in duckout/pull-out stop design. Longer approach and departure tapers may be required on higher speed streets. Add 10 feet additional to the passenger loading zone for articulated buses.

The design of duckout/pull-out stops should be closely coordinated with Ride Gwinnett and the roadway owner/operator. Additional design guidance for bus bays is available in the following references.

Far-side and near-side stops typically utilize the intersection for either the pull-out or merge distances.

Figure 21a – Conventional Mid-Block Duckout/Pull-Out Stop | Low-Speed Configuration

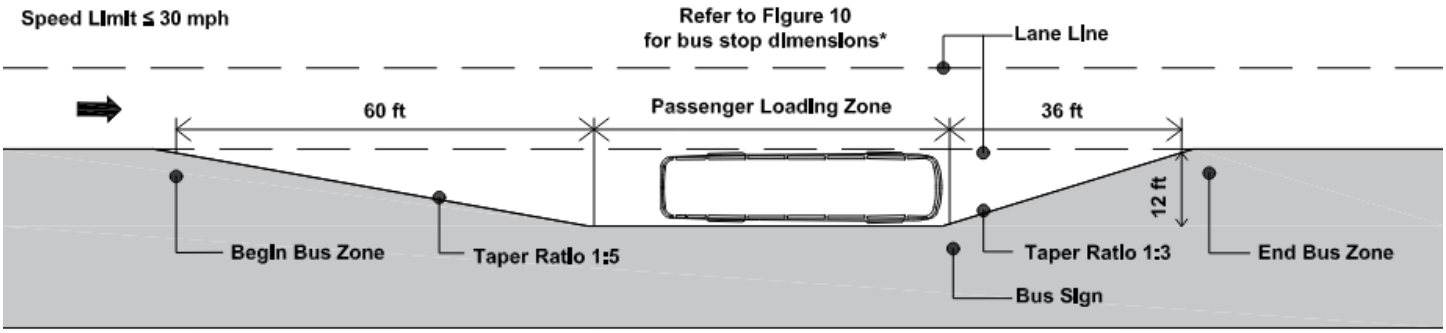
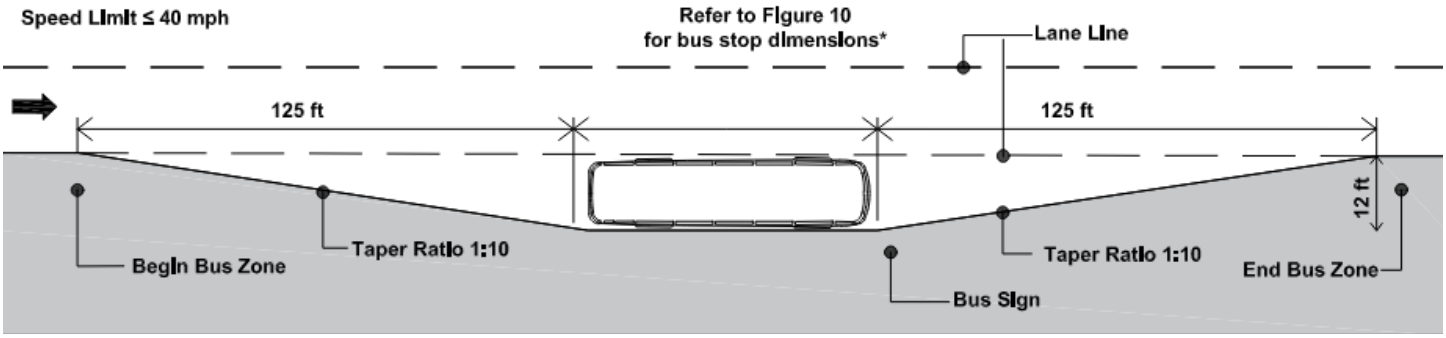


Figure 21b – Conventional Mid-Block Duckout/Pull-Out Stop | Moderate-Speed Configuration



Bus Approach Speed	Entrance Taper		Exit Taper	
	Length	Ratio	Length	Ratio
20 mph approach	60 ft (min)	1:5	36 ft	1:3
20-30 mph approach	80 ft (min)	1:6	80 ft	1:6
40 mph approach	125 ft (min)	1:10	125 ft	1:10

Notes:
1.Passenger loading zone length is 50 feet for standard 40-foot buses and 70 feet for 60-foot articulated bus.

2.The desirable bus bay length is 12 feet. For traffic speeds under 30 mph, a 10-foot minimum width is acceptable. Bus bay widths do not include gutter width.

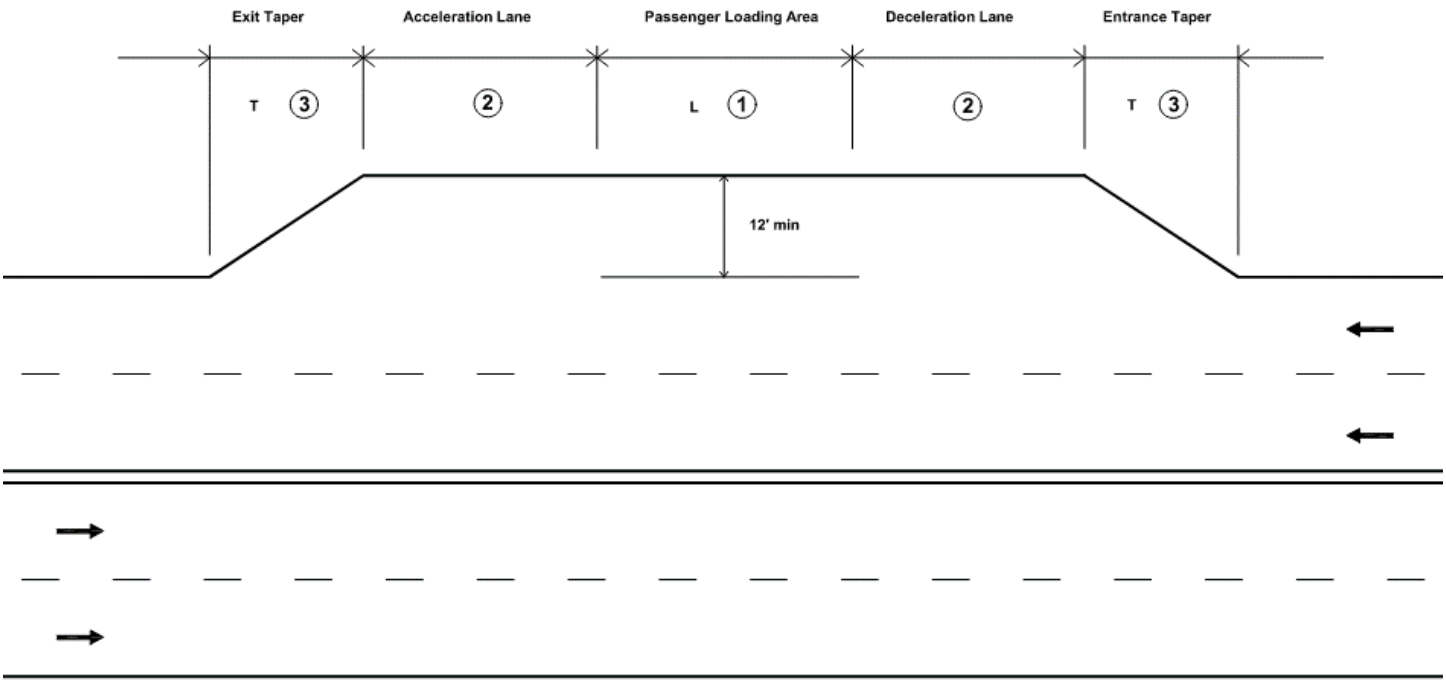
3.Duckout taper length varies according to approach speed.

4.Assume 12' adjacent lane

Figures 21 through **25** illustrate the spacing required for duckout/pull-out stops based on their placement and the presence of on-street parking. The width of the pullout lane should be a minimum of 12 feet, with 14 feet required at roadway speeds greater than 25 miles per hour.

Figures 23 through **27** illustrate the spacing required for duckout/pull-out stops based on their placement. The width of the duckout/pullout lane should be a minimum of 12 feet. The width of the duckout/pullout lane could increase as roadway speeds increase beyond 25 miles per hour. A detailed engineering assessment should be performed to determine the duckout/pullout lane width.

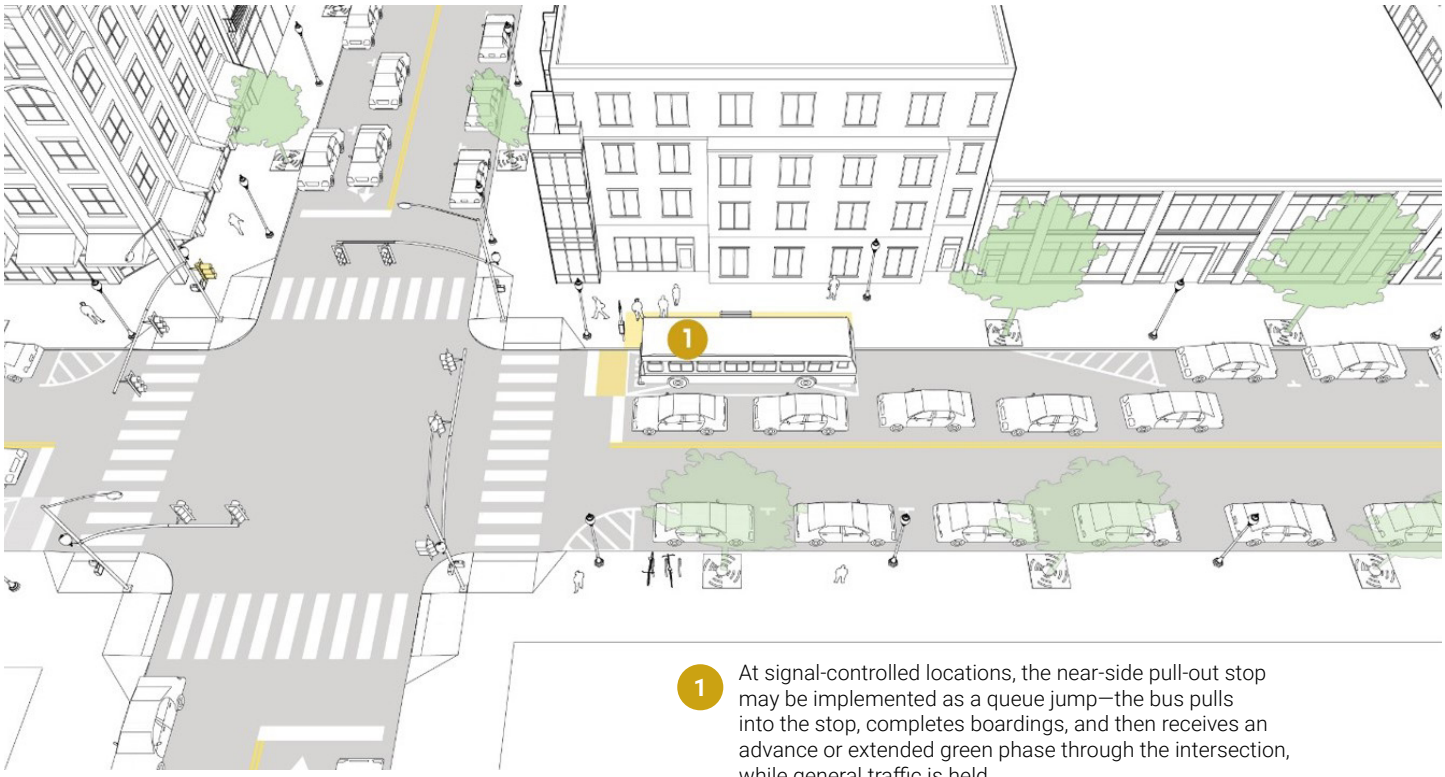
Figure 22 – Duckout/Pull-Out Stops with Acceleration/Deceleration Lanes[17]



[a] Bus speed at the end of the taper: At the end of the taper, buses should be within 10 mph of the travel lane vehicle speed.
[b] Based on a 2.5 mph/sec deceleration rate.

Posted Speed (mph)	Approach Speed [a] (mph)	Length of Acceleration Lane (Feet)	Length of Deceleration Lane [b] (Feet)	Length of Taper (Feet)
50	40	975	470	230
55	45	1400	595	250
60	50	1900	735	270

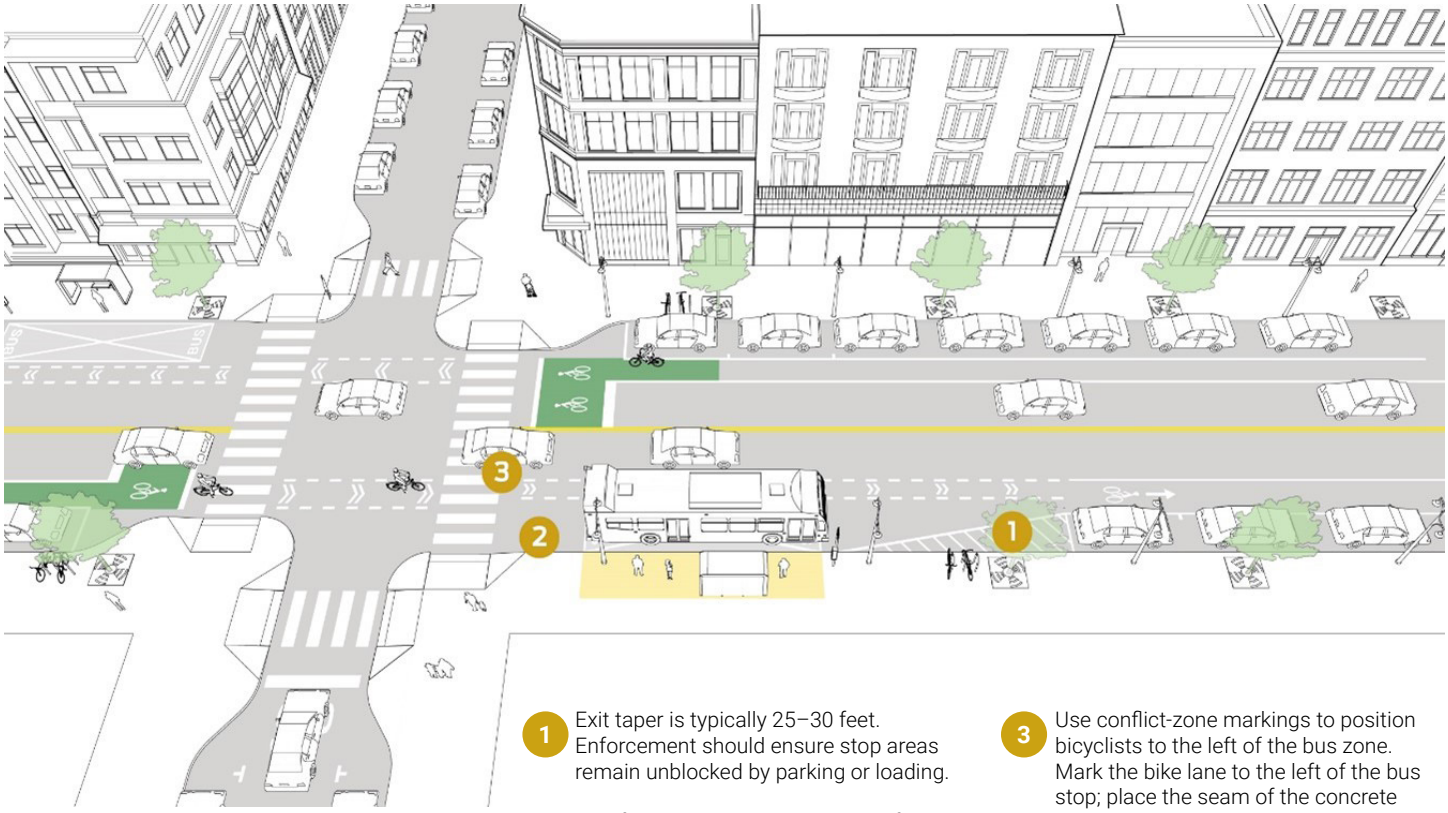
Figure 23 – Near-Side Pull-Out Stop



1 At signal-controlled locations, the near-side pull-out stop may be implemented as a queue jump—the bus pulls into the stop, completes boardings, and then receives an advance or extended green phase through the intersection, while general traffic is held.

Source: NACTO Transit Street Design Guide 2013

Figure 24 – Far-Side Pull-Out Stop with Bike Lane



1 Exit taper is typically 25–30 feet. Enforcement should ensure stop areas remain unblocked by parking or loading.

2 Platform length includes length of the bus plus 10 feet of clearance from back of vehicle to crosswalk.

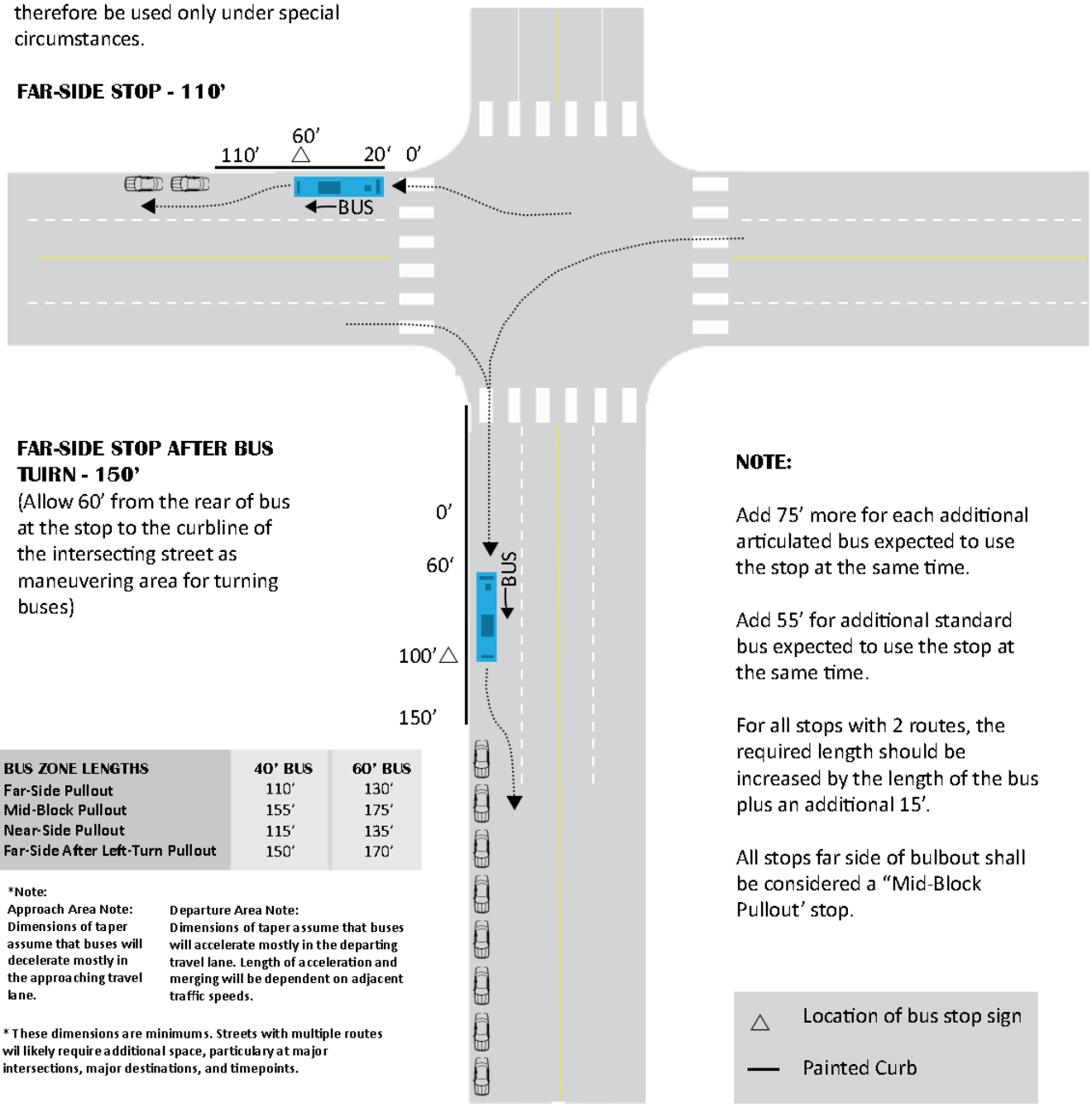
3 Use conflict-zone markings to position bicyclists to the left of the bus zone. Mark the bike lane to the left of the bus stop; place the seam of the concrete bus pad to either side of the bike zone, as seams and cracks pose a hazard to bike wheels. The bike zone should be at minimum 4 feet wide (refer to the *Urban Bike-way Design Guide*).

Source: NACTO Transit Street Design Guide 2013

Figure 25 – Duckout/Pull-Out Bus Stop Dimensions | Far-Side Stop

General Note:
Bus pullouts are widened sections of roadway designed for buses to pull out of the traffic stream. While advantageous to get general traffic, pullouts make it difficult for buses to re-enter the flow of traffic. They should therefore be used only under special circumstances.

FAR-SIDE STOP - 110'



FAR-SIDE STOP AFTER BUS TUIRN - 150'
(Allow 60' from the rear of bus at the stop to the curbline of the intersecting street as maneuvering area for turning buses)

BUS ZONE LENGTHS	40' BUS	60' BUS
Far-Side Pullout	110'	130'
Mid-Block Pullout	155'	175'
Near-Side Pullout	115'	135'
Far-Side After Left-Turn Pullout	150'	170'

*Note:
Approach Area Note: Dimensions of taper assume that buses will decelerate mostly in the approaching travel lane.

Departure Area Note: Dimensions of taper assume that buses will accelerate mostly in the departing travel lane. Length of acceleration and merging will be dependent on adjacent traffic speeds.

* These dimensions are minimums. Streets with multiple routes will likely require additional space, particulary at major intersections, major destinations, and timepoints.

NOTE:

Add 75' more for each additional articulated bus expected to use the stop at the same time.

Add 55' for additional standard bus expected to use the stop at the same time.

For all stops with 2 routes, the required length should be increased by the length of the bus plus an additional 15'.

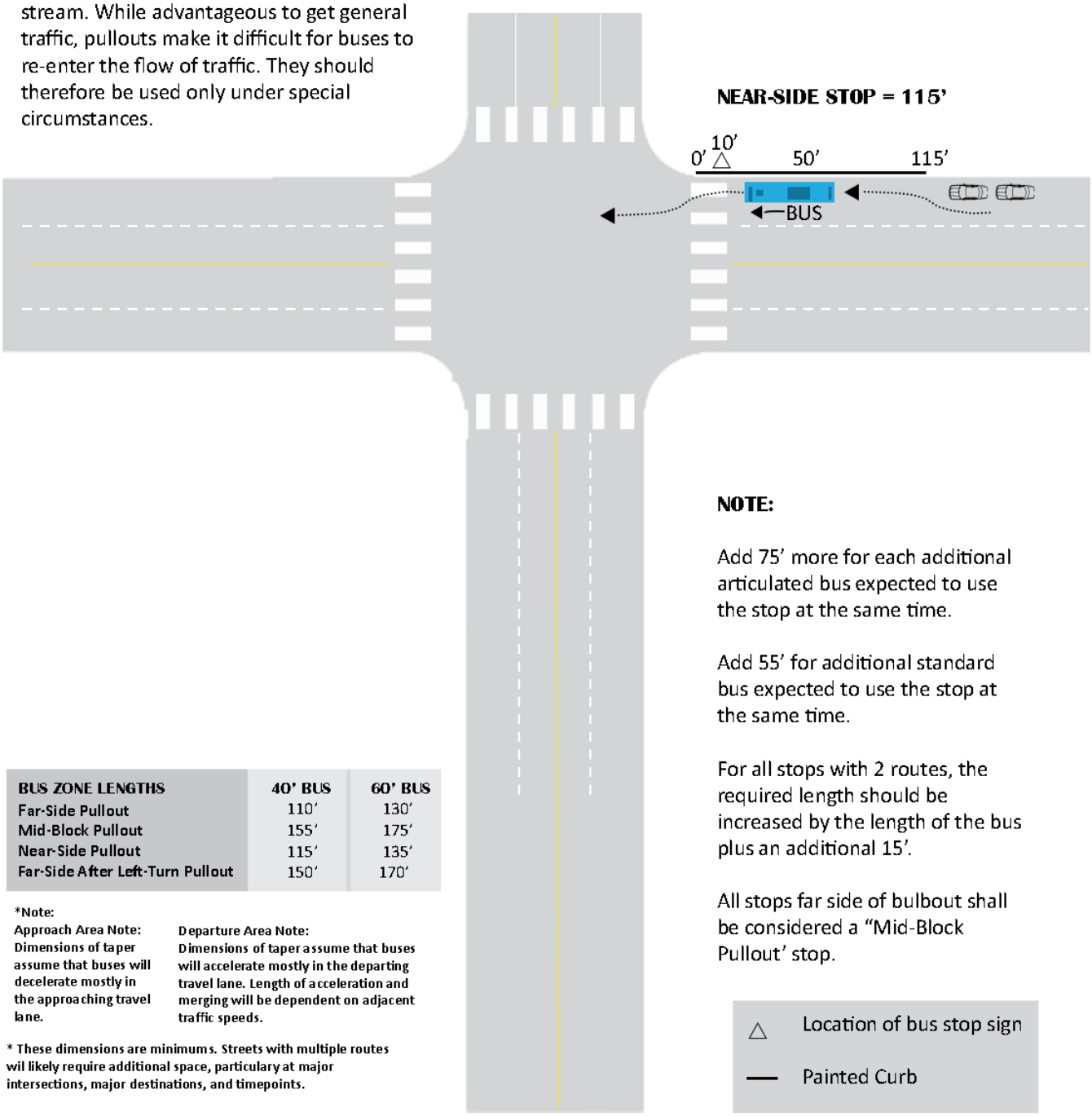
All stops far side of bulbout shall be considered a "Mid-Block Pullout' stop.

△ Location of bus stop sign

— Painted Curb

Figure 26 – Duckout/Pull-Out Bus Stop Dimensions | Near-Side Stop

General Note:
Bus pullouts are widened sections of roadway designed for buses to pull out of the traffic stream. While advantageous to get general traffic, pullouts make it difficult for buses to re-enter the flow of traffic. They should therefore be used only under special circumstances.



NOTE:

Add 75' more for each additional articulated bus expected to use the stop at the same time.

Add 55' for additional standard bus expected to use the stop at the same time.

For all stops with 2 routes, the required length should be increased by the length of the bus plus an additional 15'.

All stops far side of bulbout shall be considered a "Mid-Block Pullout' stop.

△ Location of bus stop sign

— Painted Curb

BUS ZONE LENGTHS	40' BUS	60' BUS
Far-Side Pullout	110'	130'
Mid-Block Pullout	155'	175'
Near-Side Pullout	115'	135'
Far-Side After Left-Turn Pullout	150'	170'

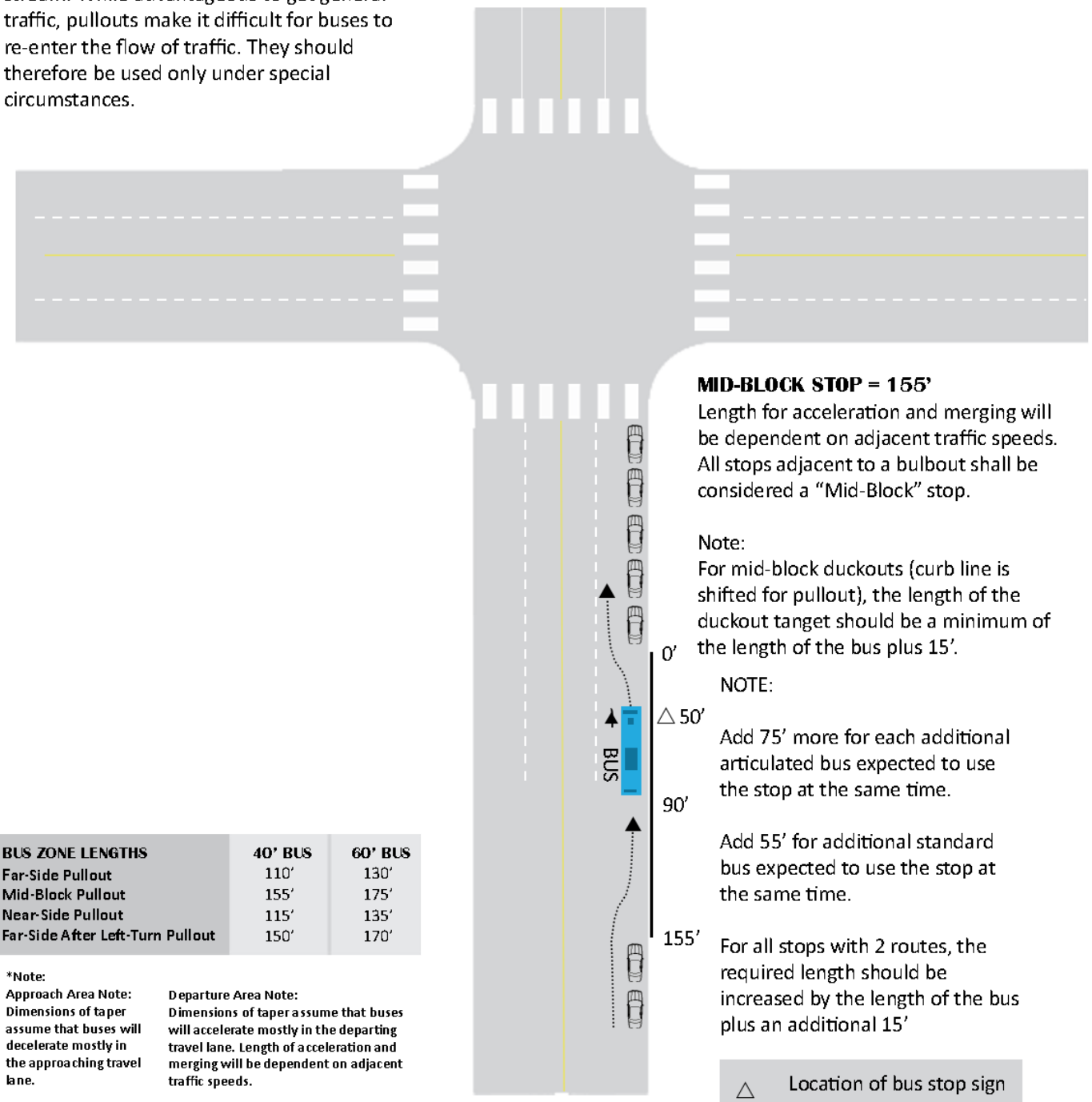
*Note:
Approach Area Note: Dimensions of taper assume that buses will decelerate mostly in the approaching travel lane.

Departure Area Note: Dimensions of taper assume that buses will accelerate mostly in the departing travel lane. Length of acceleration and merging will be dependent on adjacent traffic speeds.

* These dimensions are minimums. Streets with multiple routes wil likely require additional space, particulary at major intersections, major destinations, and timepoints.

Figure 27 – Duckout/Pull-Out Bus Stop Dimensions | Mid-Block Stop

General Note:
Bus pullouts are widened sections of roadway designed for buses to pull out of the traffic stream. While advantageous to get general traffic, pullouts make it difficult for buses to re-enter the flow of traffic. They should therefore be used only under special circumstances.



MID-BLOCK STOP = 155'
Length for acceleration and merging will be dependent on adjacent traffic speeds. All stops adjacent to a bulbout shall be considered a "Mid-Block" stop.

Note:
For mid-block duckouts (curb line is shifted for pullout), the length of the duckout tanget should be a minimum of the length of the bus plus 15'.

NOTE:

Add 75' more for each additional articulated bus expected to use the stop at the same time.

Add 55' for additional standard bus expected to use the stop at the same time.

For all stops with 2 routes, the required length should be increased by the length of the bus plus an additional 15'

△ Location of bus stop sign

— Painted Curb

BUS ZONE LENGTHS	40' BUS	60' BUS
Far-Side Pullout	110'	130'
Mid-Block Pullout	155'	175'
Near-Side Pullout	115'	135'
Far-Side After Left-Turn Pullout	150'	170'

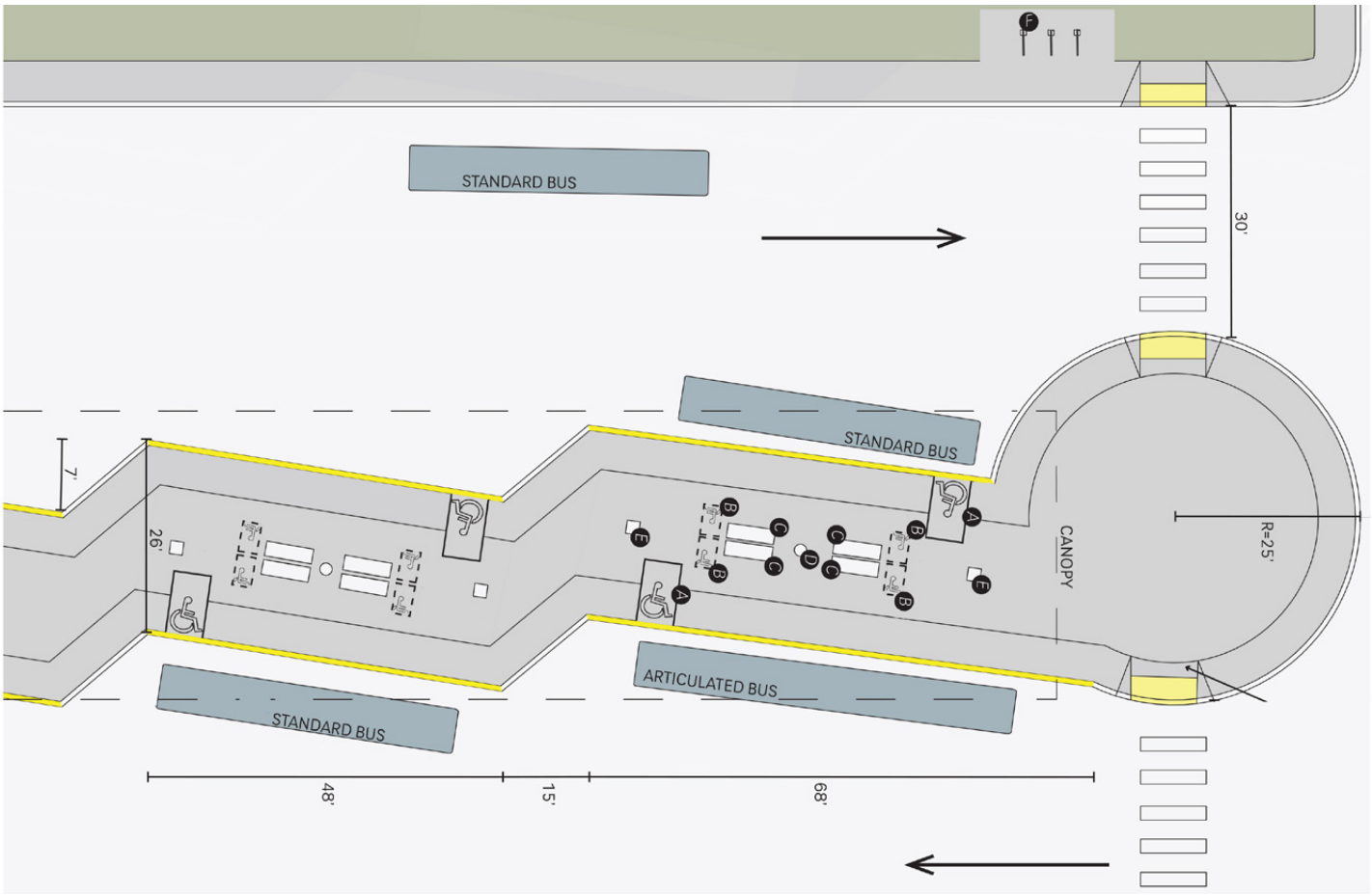
*Note:
Approach Area Note: Dimensions of taper assume that buses will decelerate mostly in the approaching travel lane.

Departure Area Note: Dimensions of taper assume that buses will accelerate mostly in the departing travel lane. Length of acceleration and merging will be dependent on adjacent traffic speeds.

* These dimensions are minimums. Streets with multiple routes wil likely require additional space, particulary at major intersections, major destinations, and timepoints.

Off-Street Stops. Off-street stops, typically found at transit centers and park-and-ride locations, have their own layout requirements to facilitate the safe movement of buses in a confined space. Off-street stops generally are in the form of "sawtooth" bus bays or "straight curb" bus bays. Sawtooth bays are a more efficient use of space by allowing the bus to get parallel to the curb without a long pull-in/pull-out length. Straight curb bays allow for greater flexibility in bay assignment if the fleet includes vehicles of differing sizes. The length of bays is dependent on the length of buses in the fleet, articulated buses require longer bus bays. **Figure 28** illustrates potential off-street stop concepts.

Figure 28 – Off-Street Stop - Transit Centers



2.4 Bus Stop Design and Amenities

2.4.1 Guiding Principles

Universal Design. Universal design is a method of designing based on a set of principles that work to make environments, services, and products, usable by the highest number of people. It has a goal of removing barriers so that the broadest possible range of users might be served rather than trying to address individual accessibility or inclusion objectives.

Universal design for bus stops considers the collective needs of the entire community, including persons with disability for mobility, visual, hearing, and cognitive. Tactile, visual, and audible design elements are employed together to guide people of all abilities through the street environment, making the transportation system easier to use because design elements are reinforced through repetition. Likewise, detectable surfaces, contrasting colors, and audible warnings make communicating system information easier, enhancing safety and accessibility.

Universal design strategies such as accessible paths and slopes reduce operational costs by substituting for ramp or lift deployment and reducing the need for costly para-transit trips, minimizing or eliminating the use of one of the most expensive transit vehicle subsystems. Likewise, pedestrian-scale lighting - typically lamps less than 25 feet high - increases comfort and safety around stops.

Ride Gwinnett's bus stop design efforts should utilize universal design elements to address these core considerations, ensuring that at every point a customer accesses the system offers users an accessible, inclusive, usable, and equitable experience.

Open Design. In addition to employing universal design for its bus stops, Ride Gwinnett should employ open design principals at stops to minimize clutter within the stop area and adjacent circulation paths. Poorly orchestrated amenities can affect the customer perception of the quality of service and affect site security and monitoring. Placing amenities in such a way that blocks circulation or sight-lines makes it more difficult for customers to efficiently navigate the stop and read key information while also affecting passenger safety and security by reducing visibility. Standardizing the placement of stop elements in an open and efficient manner can improve operational efficiency and customer satisfaction.

2.4.2 Bus Stop Typology

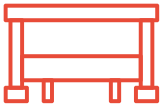
As described in Chapter 1, Ride Gwinnett bus stops are classified by ridership. There are three bus stop typologies determined by the average weekday daily boardings. The breakdown is shown below.

Standard Bus Stops. Standard bus stops in the Ride Gwinnett system have three configurations. They are:



Basic Bus Stops

Stops consisting of a sign and an ADA landing pad (i.e., sign stops)



Medium-Ridership Stops

Stops consisting of a sign, an ADA landing pad, and bench seating (i.e., bench stops)



High-Ridership Stops

Stops consisting of a sign, an ADA landing pad, and sheltered seating (i.e., shelter stops)

Standard bus stops primarily serve local bus services, i.e., "County Ride." They are typically placed on local streets that have lower speeds and as few as two bidirectional travel lanes.

Rapid Bus Stops. Rapid bus stops serve Ride Gwinnett's planned future Rapid Ride and Quick Ride services, i.e., bus rapid transit and high-frequency bus network, respectively. Rapid bus stops are expected to have higher ridership and service frequencies, and will offer more amenities, such as off-board fare payment machines and real-time arrival displays, when compared to standard bus stops.

Transit Transfer Facilities. Transit transfer facilities are the primary points of confluence between routes and are designed to be a multi-modal focal point of transportation. Transit transfer facilities are destination points that can serve as a transportation hub. Ride Gwinnett identified three types of transit transfer facilities envisioned to be applied within the context of the future transit network. They are:



Small Transit Transfer Facility

Small transit transfer facilities are located at minor transfer points, facilitating connections between transit services.



Medium Transit Transfer Facility

Medium transit transfer facilities are larger facilities, typically located off street, that can accommodate connections to multiple routes and, in some instances, multimodal transfers.



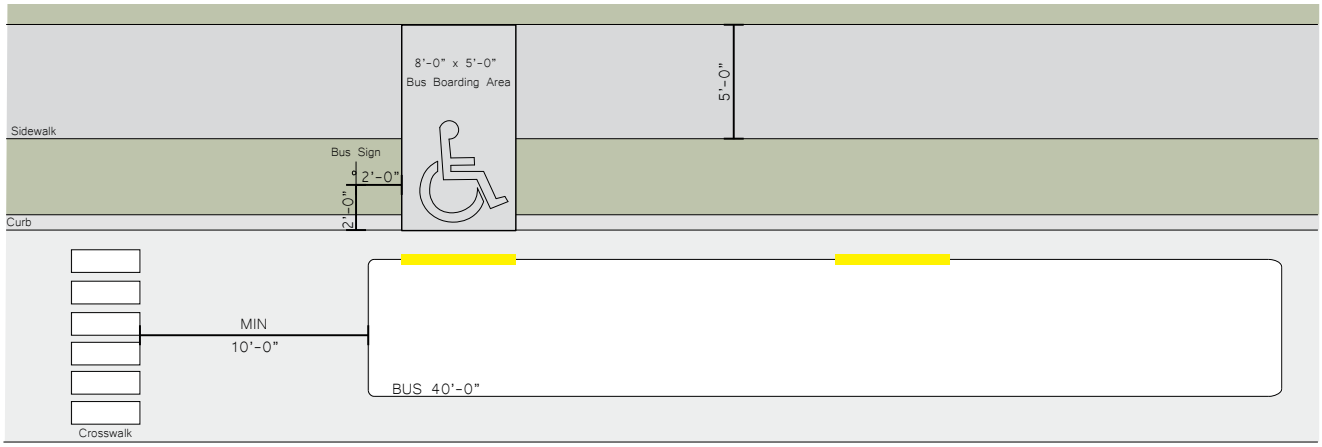
Large Transit Transfer Facility

Large transit transfer facilities represent the most important transfer nodes within the entire regional transit system. Many of these facilities will provide connections between local bus and high-capacity transit services like the planned BRT.

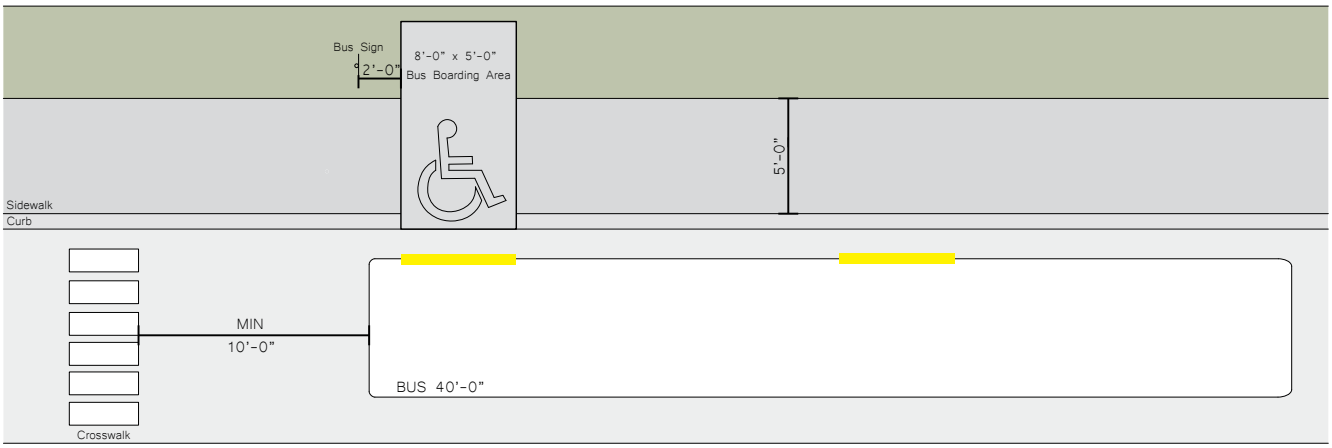
Figures 29 through **33** provide layout illustrations of the different bus stops by typology.

Basic Stop – Ride Gwinnett Bus Stop

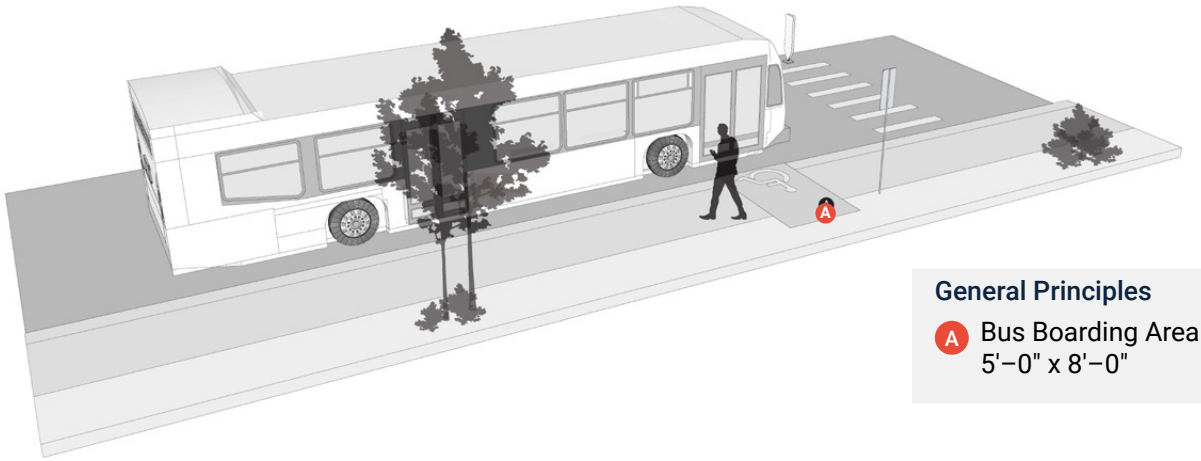
Figure 29 – Basic Stop Conceptual Layout (< 10 Average Daily Weekday Ridership)



Sidewalk Pushed Back from Curb

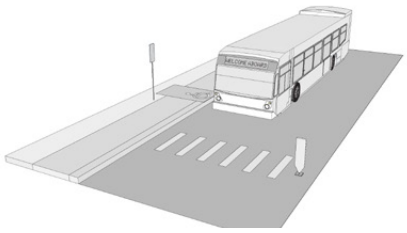


Sidewalk at Curb

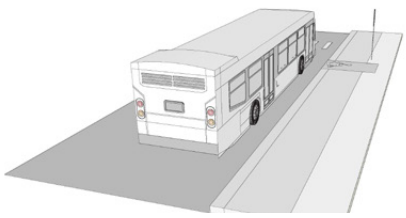


General Principles

A Bus Boarding Area 5'–0" x 8'–0"

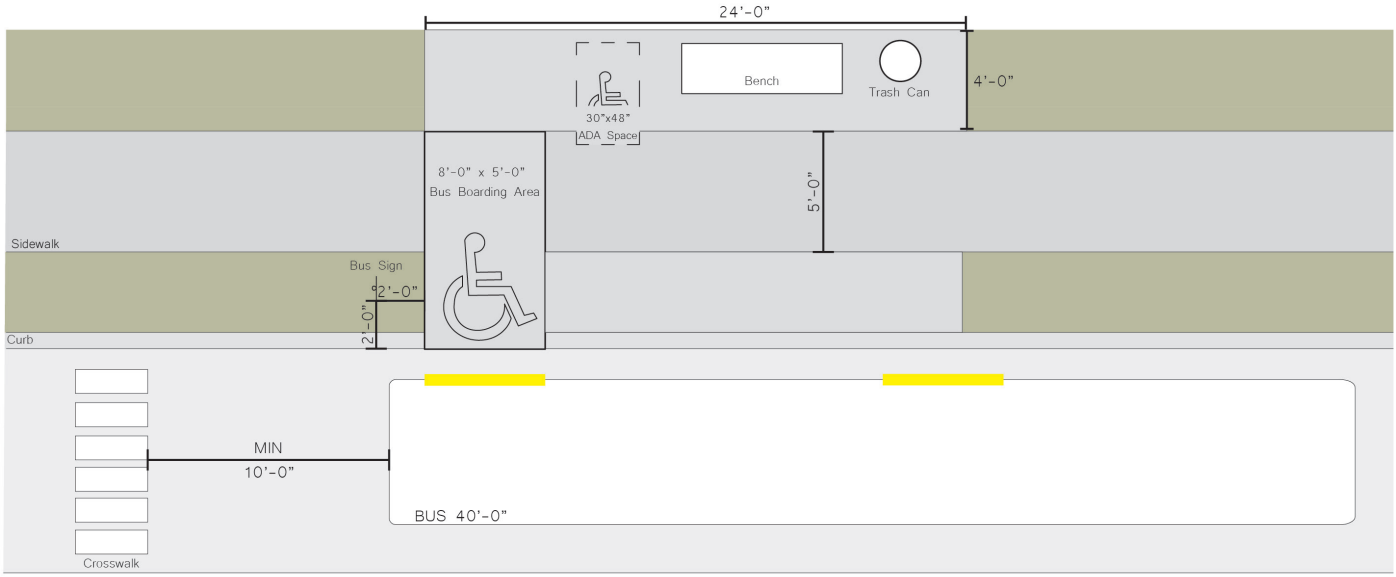




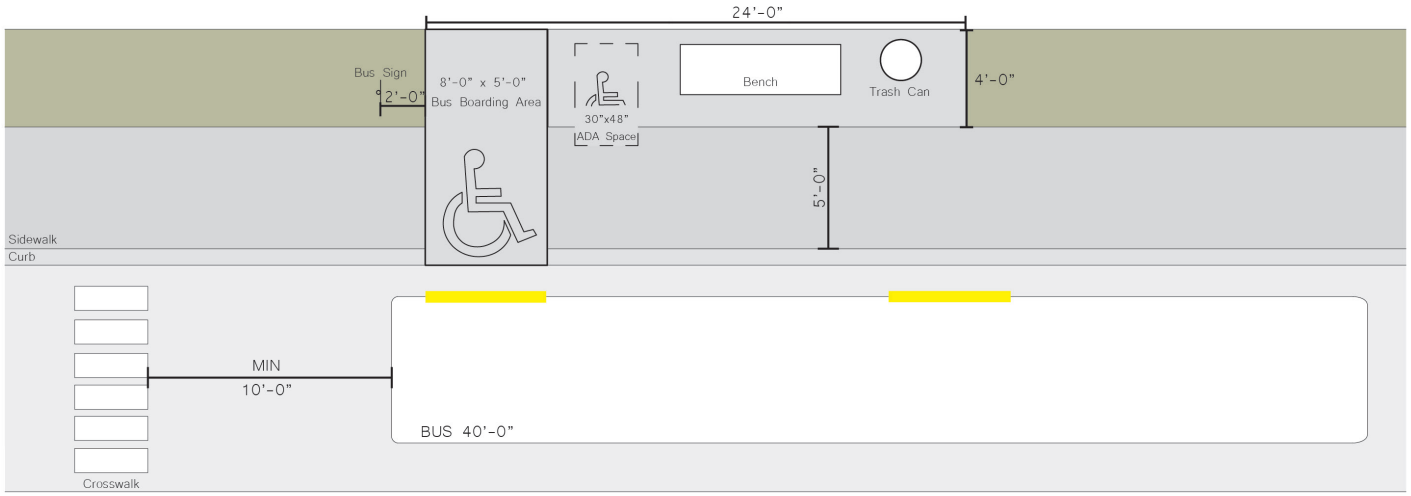


Medium Ridership – Ride Gwinnett Bus Stop

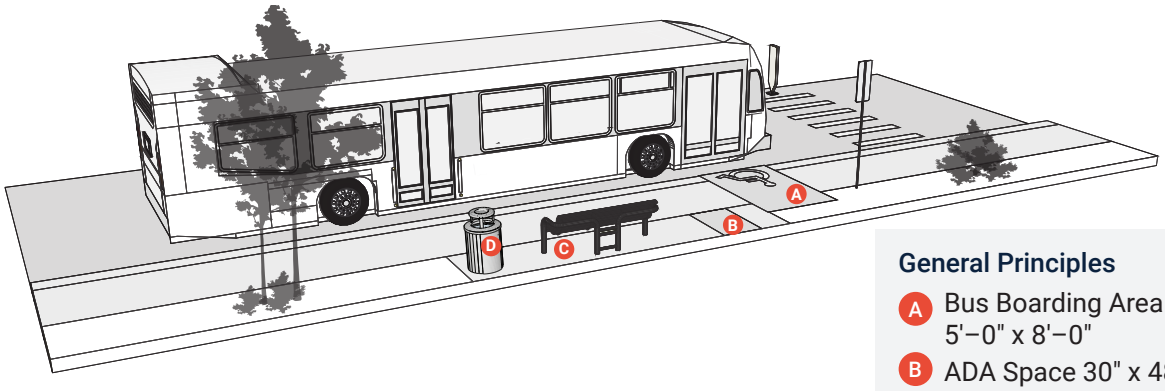
Figure 30 – Medium-Ridership Stops Conceptual Layout (10–30 Average Daily Weekday Ridership)



Sidewalk Pushed Back from Curb

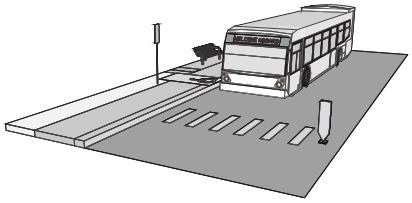


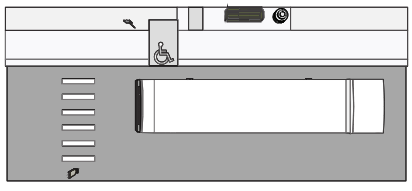
Sidewalk at Curb

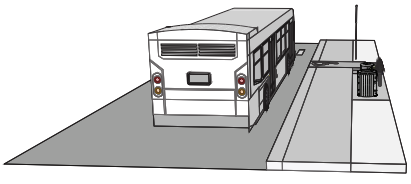


General Principles

- **A** Bus Boarding Area 5'–0" x 8'–0"
- **B** ADA Space 30" x 48"
- **C** Bench
- **D** Trash Can

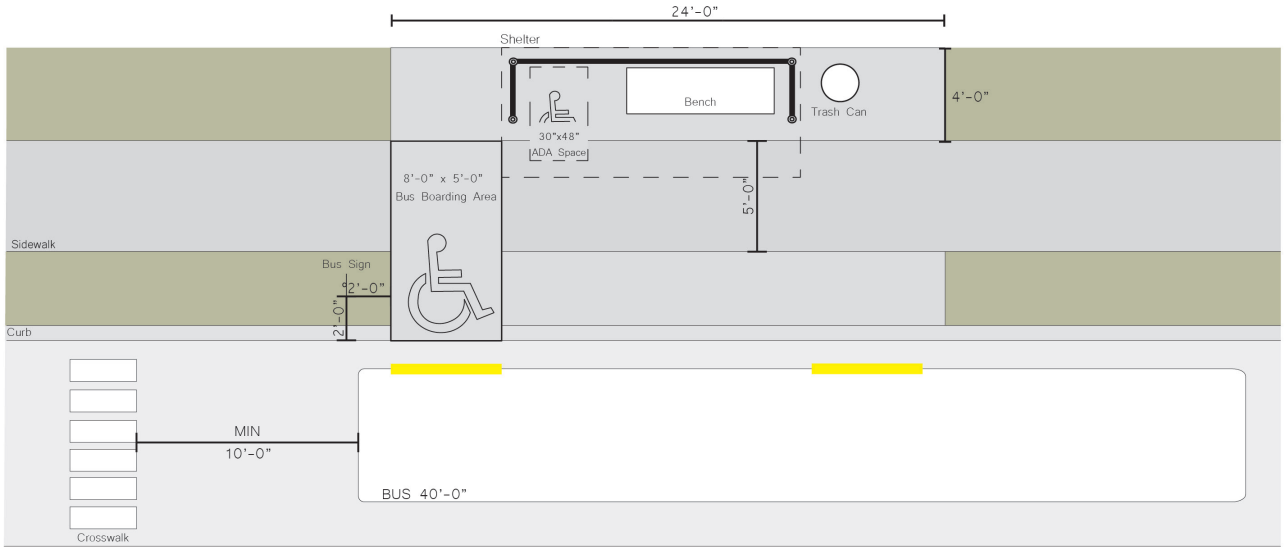




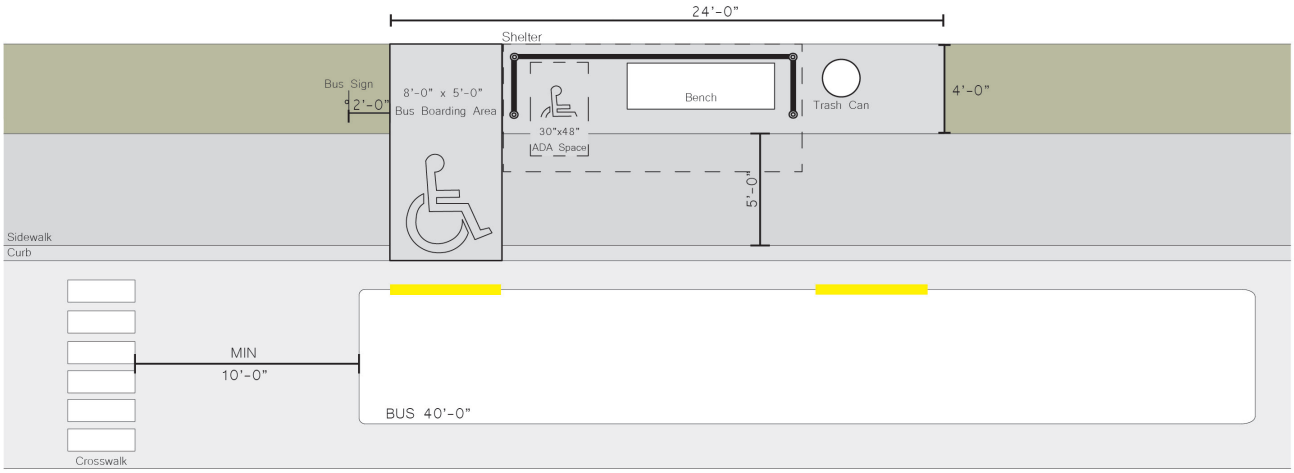


High Ridership – Ride Gwinnett Bus Stop

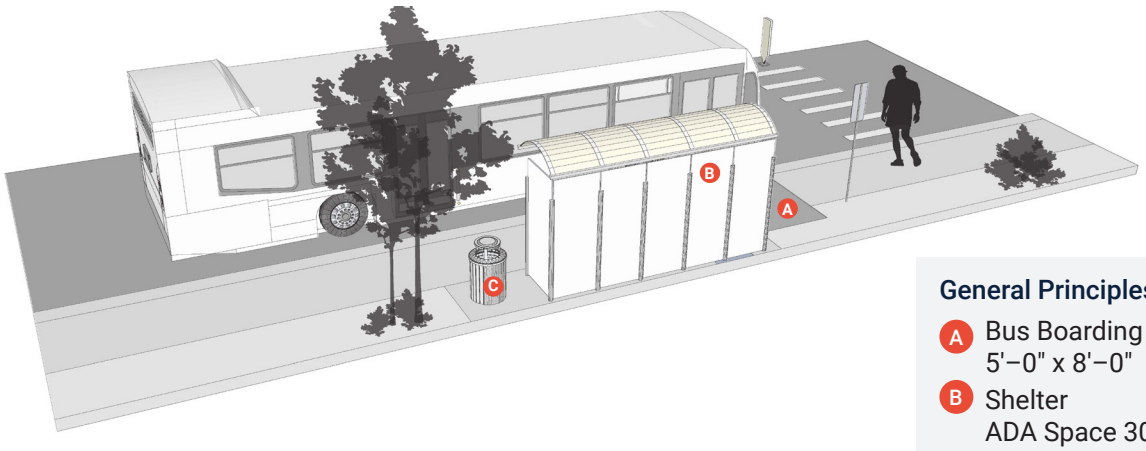
Figure 31 – High-Ridership Stops Conceptual Layout (31–60 Average Daily Weekday Ridership)



Sidewalk Pushed Back from Curb

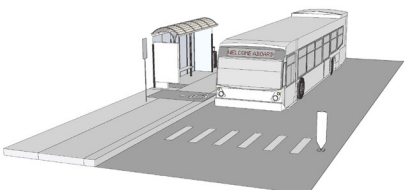


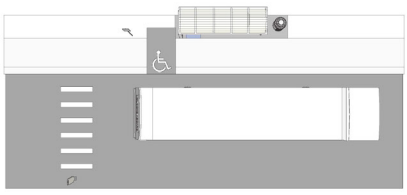
Sidewalk at Curb

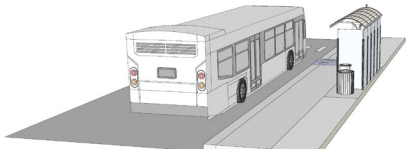


General Principles

- **A** Bus Boarding Area 5'–0" x 8'–0"
- **B** Shelter
  ADA Space 30" x 48"
  Bench
- **C** Trash Can

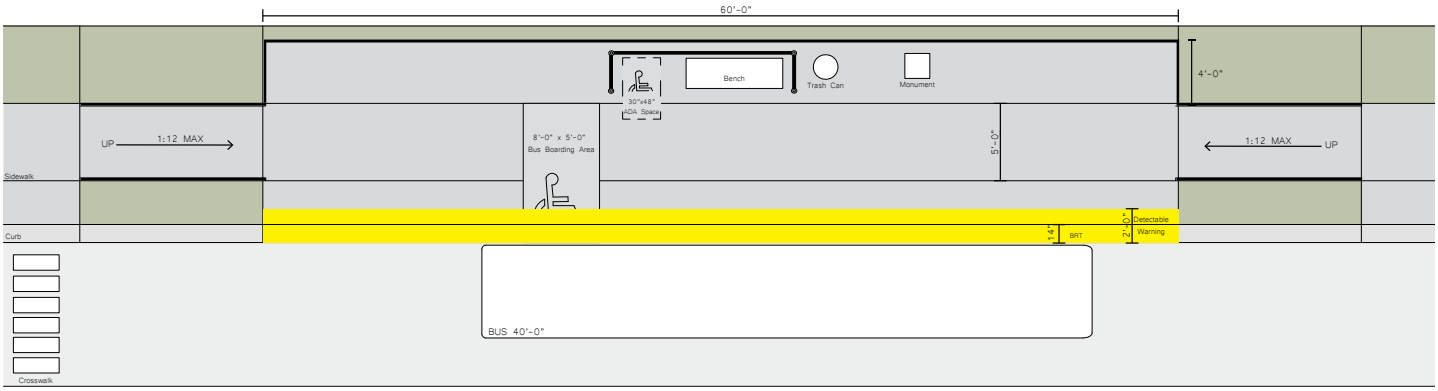




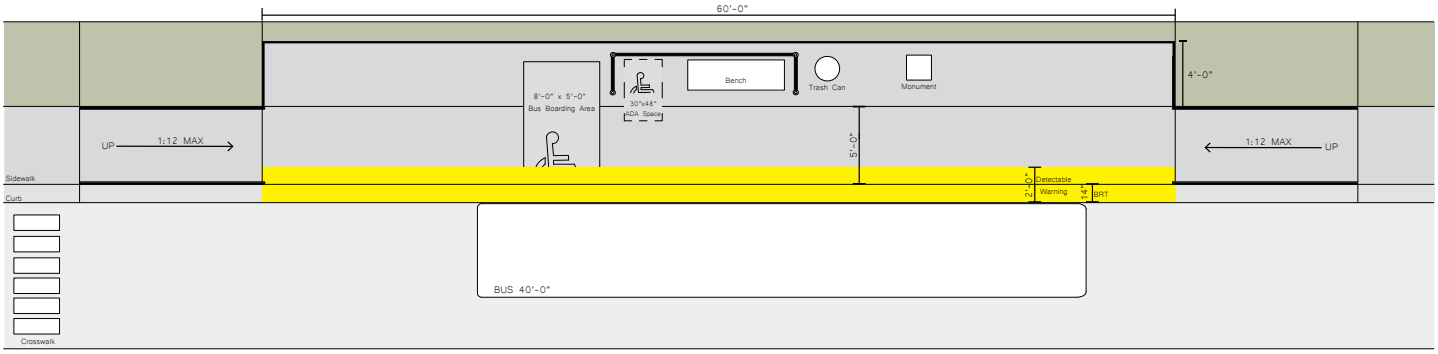


Rapid Bus Stop – Ride Gwinnett Bus Stop

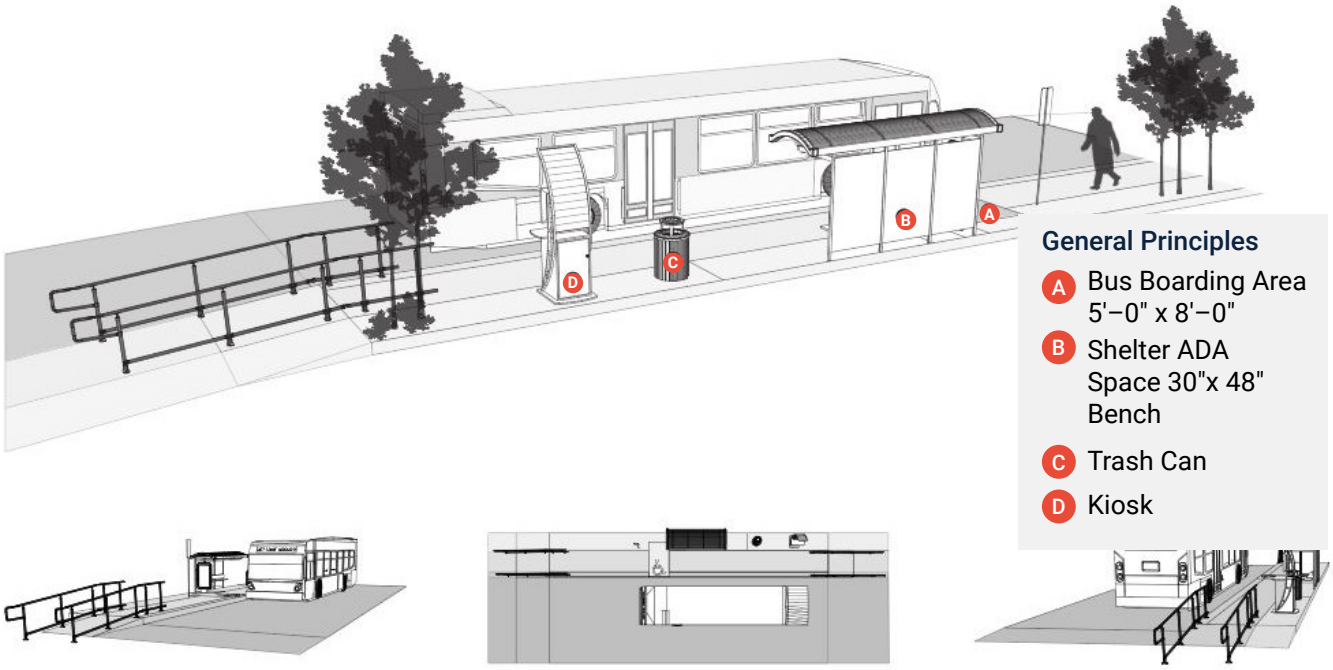
Figure 32 – Rapid Bus Stops Conceptual Layout



Sidewalk Pushed Back from Curb



Sidewalk at Curb

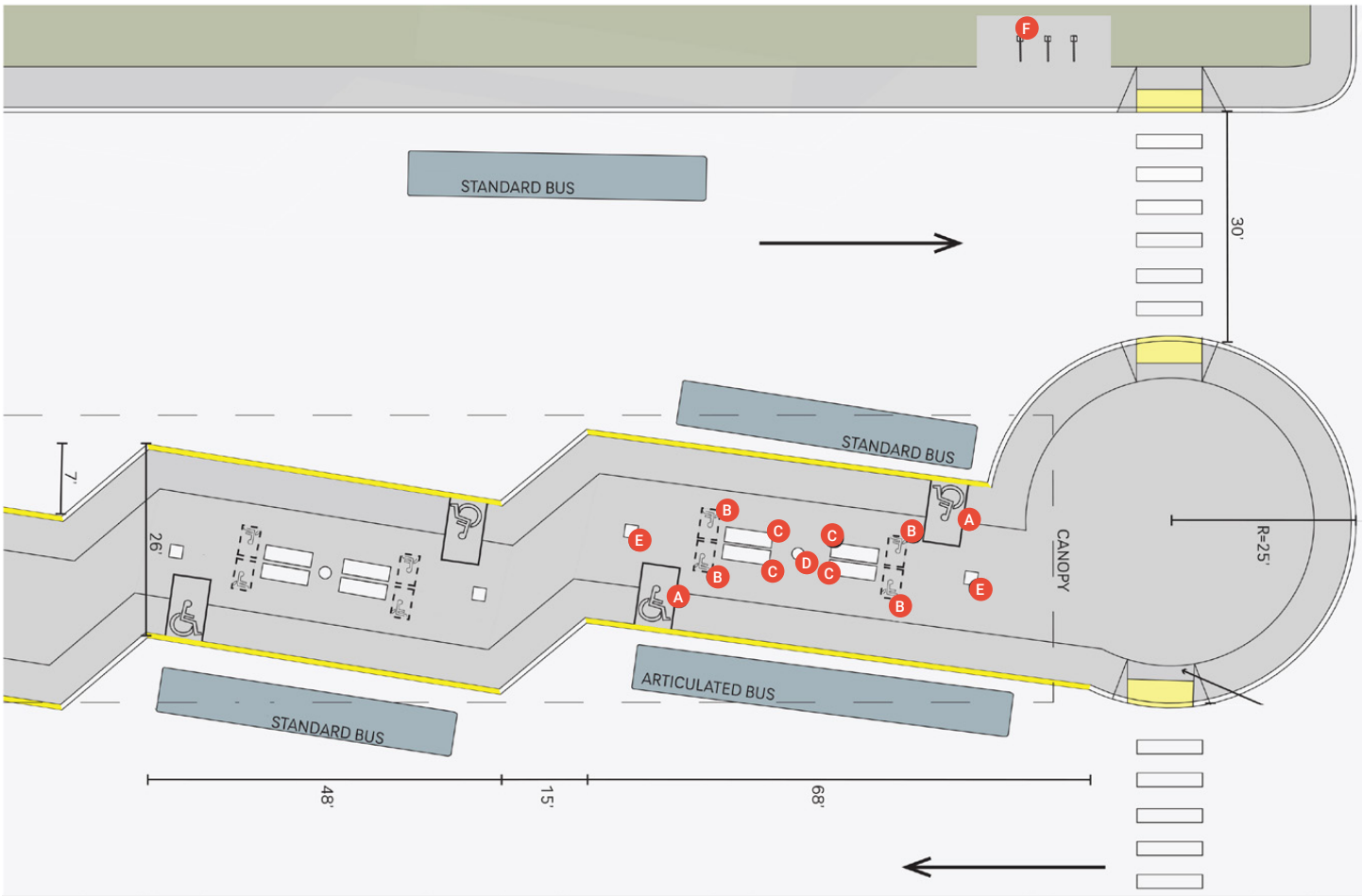


General Principles

- **A** Bus Boarding Area 5'–0" x 8'–0"
- **B** Shelter ADA Space 30"x 48" Bench
- **C** Trash Can
- **D** Kiosk

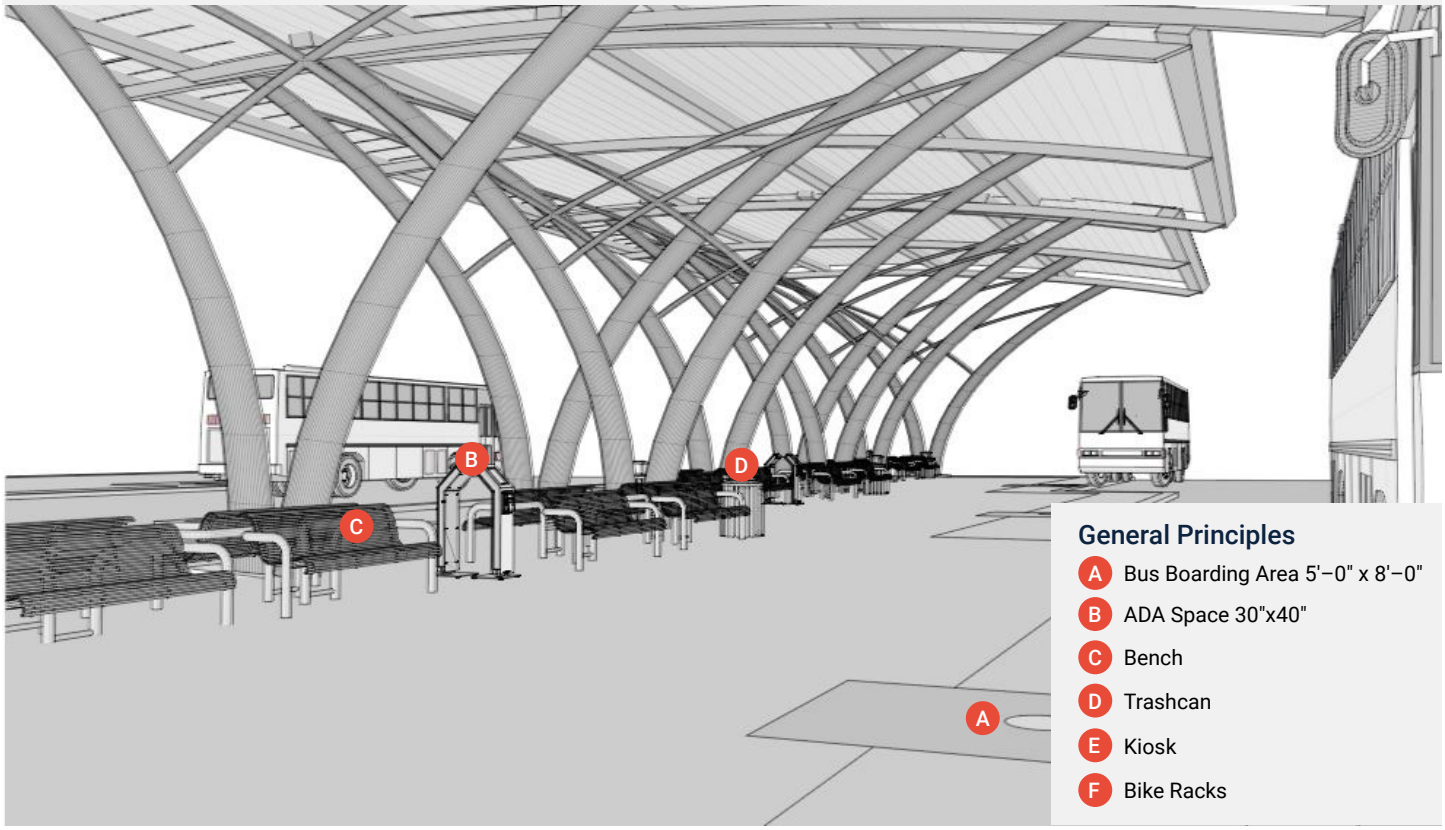
Transit Transfer Facilities– Ride Gwinnett Bus Stop

Figure 33 – Transit Transfer Facility Conceptual Layout



General Principles

A Bus Boarding Area 5'–0" x 8'–0" B ADA Space 30"x40" C Bench D Trashcan E Kiosk F Bike Racks



2.4.3 Bus Stop Amenities

Bus Stop Amenity Recommendations. Amenities at each stop should consider ridership and the needs of the surrounding community while integrating NACTO bus stop guidelines and other applicable guidelines.

The NACTO bus stop guidelines are a comprehensive resource outlining design, implementation, and enhancement of bus stops and amenities within urban contexts, as well as their role with ridership. In line with fostering a safe and user-friendly environment, NACTO emphasizes the integration of appropriate lighting, clear signage, and intuitive way-finding to enhance visibility and ease of navigation.

Table 7 summarizes NACTO guidelines for bus stop amenities.

Table 7 – National Association of City Transportation Officials Guidelines for Bus Stop Amenities

Pole and Bus Stop Signage	Bus Stop Shelters
• Bus stop signage is required. • Bus stop signs are used at all district bus stops. • Old signs can be placed on any number of existing poles, columns, light standards, and the occasional tree or bus shelter. • For new or moved stops, signage should be placed on dedicated stop poles whenever possible; other jurisdictional signage identifying the bus stop zone may also be placed upon a bus stop pole. • Poles should be placed 2.5 feet from the curb with informational signs flag-mounted away from the street. • Far-side pole and sign placements should be a minimum of 50 inches clear of existing pedestrian crossings. • Near-side pole and sign placements at signalized or controlled intersections should be setback 15 inches to 25 inches from pedestrian crossings.	• Bus stop shelters are optional. Ridership figures should be primarily used to determine need for a bus shelter. • **Frequent Service** Preferred for stops with 50 or more boardings per weekday and headways less than 17 minutes. • **Infrequent service** Minimum of 35 daily boardings on routes where peak headways are more significant than 17 minutes. • **Demographics** Placed by senior housing with a minimum of 20 daily boardings. • **Activity Centers** Placed next to new activity center adjacent to transit where ridership is projected to meet criteria. • **Consolidated Bus Stops** Should be placed next to consolidated bus stops. • **Physical Considerations** - Concrete surface or possible to install pad. - Shelter does not obstruct sidewalk clearance for pedestrians. - Shelter does not obstruct road clearance. - Shelter does not block traffic and building sightlines. - Site is/can be made ADA compliant. - Site is not on private property.

Ridership and demographics dictate a service's frequency and classification. Frequent service is available for higher ridership and less than 17-minute headways while infrequent service is for lower ridership and more than 17-minute headways. Bus stops with higher traffic require more amenities to sustain the corresponding demand. Therefore, amenity recommendations given total stop boardings are recommended, as shown in **Table 8.**

Table 8 – Bus Stop Classification and Amenities Recommendations

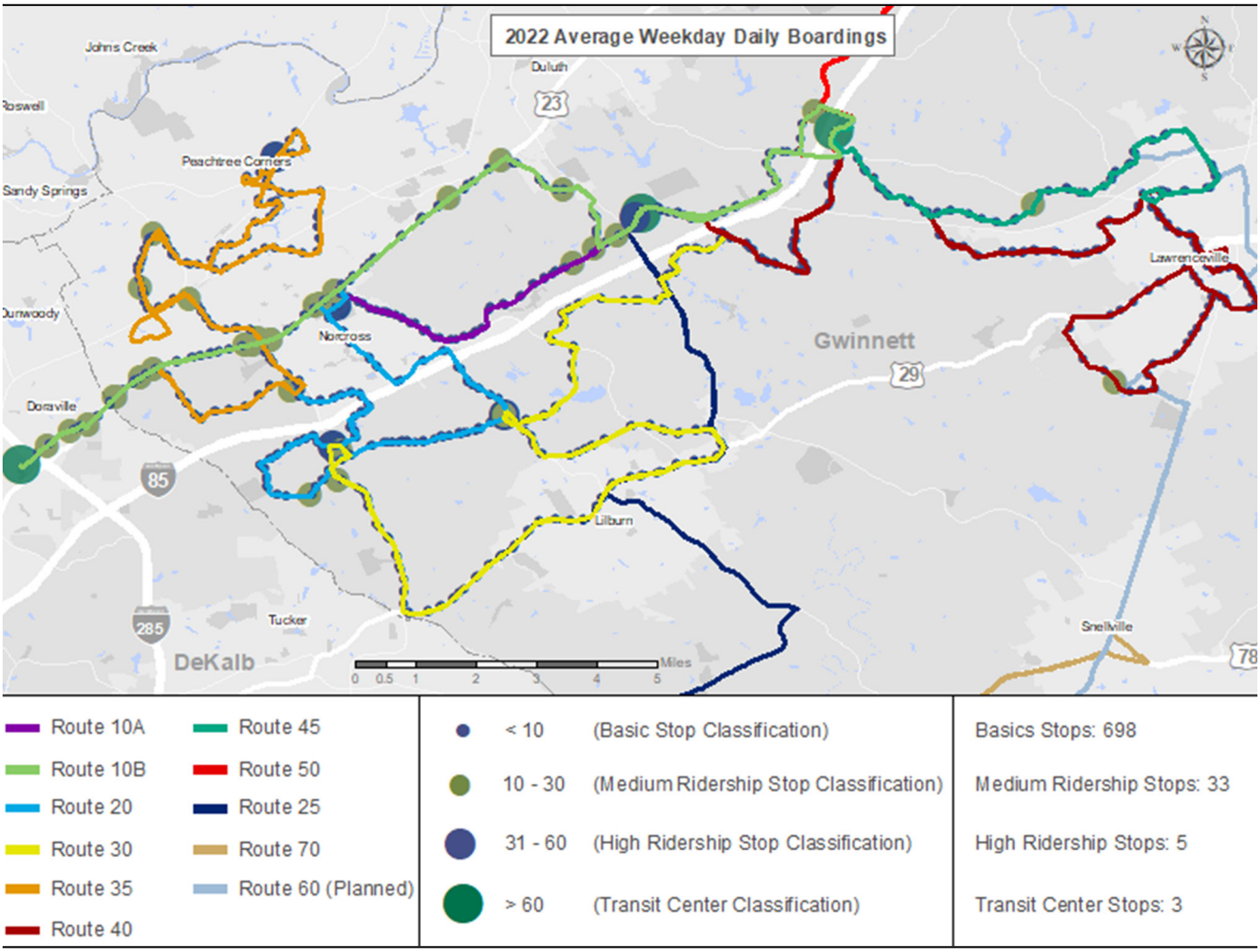
Stop Type	Ridership Threshold	Stop Amenities	Placemaking
Basic Stop	< 10 daily boardings	• Sign • Route information	• Sidewalks and crosswalks leading to bus stop • Area lighting
Medium Ridership	10–30 daily boardings	• All the above • Bench • Trash can	• All the above • Way-finding signage for bus system and nearby destinations • Advertising opportunities
High Ridership	30–60 daily boardings Any stop located at hospital, civic building, transit-oriented developments, or senior housing	• All the above • Shelter • Lighting	• All the above • Art opportunities
Rapid Bus Stop	Any stop on a Bus Rapid Transit or high-frequency network line	• All the above • Monument • Real-time information • System information	• All the above
Transit Transfer Facility	Any off-street stop located at transit transfer facility (typically > 60 daily boardings)	• All the above • Bike parking • Security cameras	• All the above • Transit-supportive developments

Bus Stop Amenity Inventory and Analysis. These Bus Stop Guidelines include an inventory of existing bus stops and their associated amenities. Existing bus stops are classified into four categories based on the average weekday daily boardings (AWDB). The breakdown is shown below.



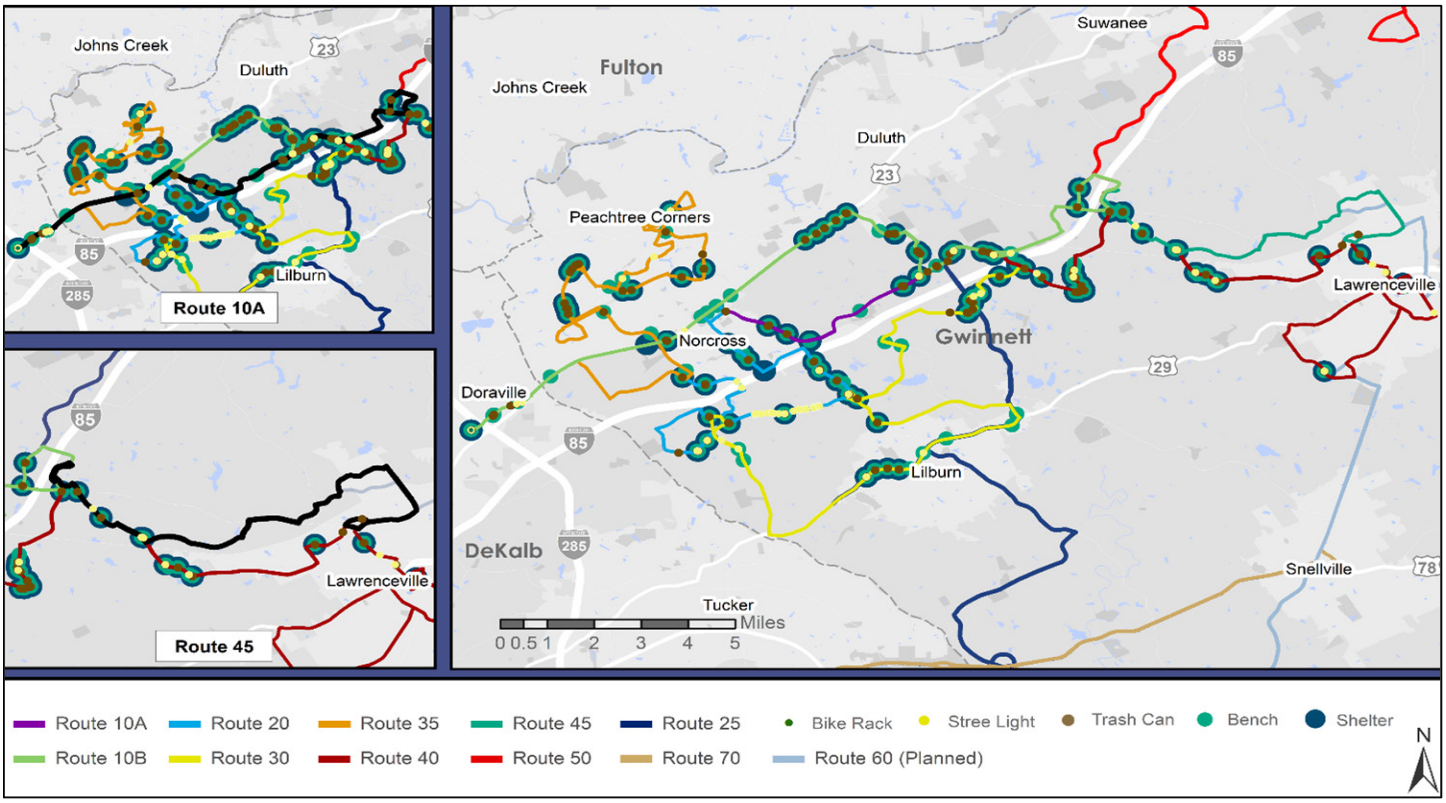
Figure 34 shows Ride Gwinnett's bus stop classifications based on the existing bus stops by AWDB.

Figure 34 – Proposed Bus Stop Classification by Average Weekday Daily Boardings by Route



An analysis of Ride Gwinnett's existing bus stops shows that bus stops with lower boardings have a lower percentages of amenity coverage. Likewise, stops that have higher boardings have a higher percentage of amenity coverage. **Figure 35** shows the distribution of bus stop amenities across Ride Gwinnett's existing local routes.

Figure 35 – Existing Bus Stop Amenities by Local Bus Route



A few routes important to note are:

- Route 10A has the most amenities with 20.3 percent of stops with trash cans, 21.1 percent with benches, 13.5 percent with shelters, 6 percent with streetlights, and a bike rack was identified at the Doraville Station.
- Route 45 has the fewest amenities with 10.3 percent of stops with trash cans, 8.6 percent with benches, 8.6 percent with shelters, and 5.2 percent with streetlights. No bike racks were identified at stops along this route.

Table 9 provides further breakdown of existing bus stop amenities per stop boarding classification.

Table 9 – Existing Bus Stop Amenities by Average Weekday Daily Boardings

Existing Amenity Assessment		AWDB	Route(s)	Route Information	Bench	Trash Can	Shelter	Lighting	System Map/ Information	Bike Parking
739	**Total Threshold**	3286.04	20; 30; 35; 40; 45; 10A; 10B	738	127	111	96	55	9	1
698	**Basic Stops < 10**	1161.36	20; 30; 35; 40; 45; 10A; 10B	697	104	88	78	48	6	0
33	**Medium Ridership 10 to 30**	531.38	20; 30; 35; 40; 45; 10A; 10B	33	17(16)	17(16)	12(21)	3	0	0
5	**High Ridership 31 to 60**	180.52	20; 30; 35; 10A; 10B	5	3(2)	3(2)	3(2)	2(3)	0(5)	0
3	**Transit Transfer Facility > 60**	1412.78	20; 30; 35; 40; 45; 10A; 10B	3	3	3	3	2(1)	3	1(2)

#: Total Number of Amenities #: Available Amenities at Stop #: Missing Amenities at Stop

The results of the analysis were used to identify amenity needs for existing bus stops by stop category.

- **Basic Bus Stop.** For basic stops, sign and route information are the primary amenities needed. All stops have been verified and no additional recommended amenities are needed for basic stops.
- **Medium Ridership Bus Stop.** The primary amenities needed for medium ridership stops include a sign, route information, benches, and trash cans. Currently, 17 of the 33 stops have these amenities, which compromises 52 percent of bus stops.

Figure 36 identifies where these amenities are currently placed and where they are needed, and Table 10 shows the medium-ridership bus stops with missing amenities.

Figure 36 – Medium-Ridership Bus Stop Amenities

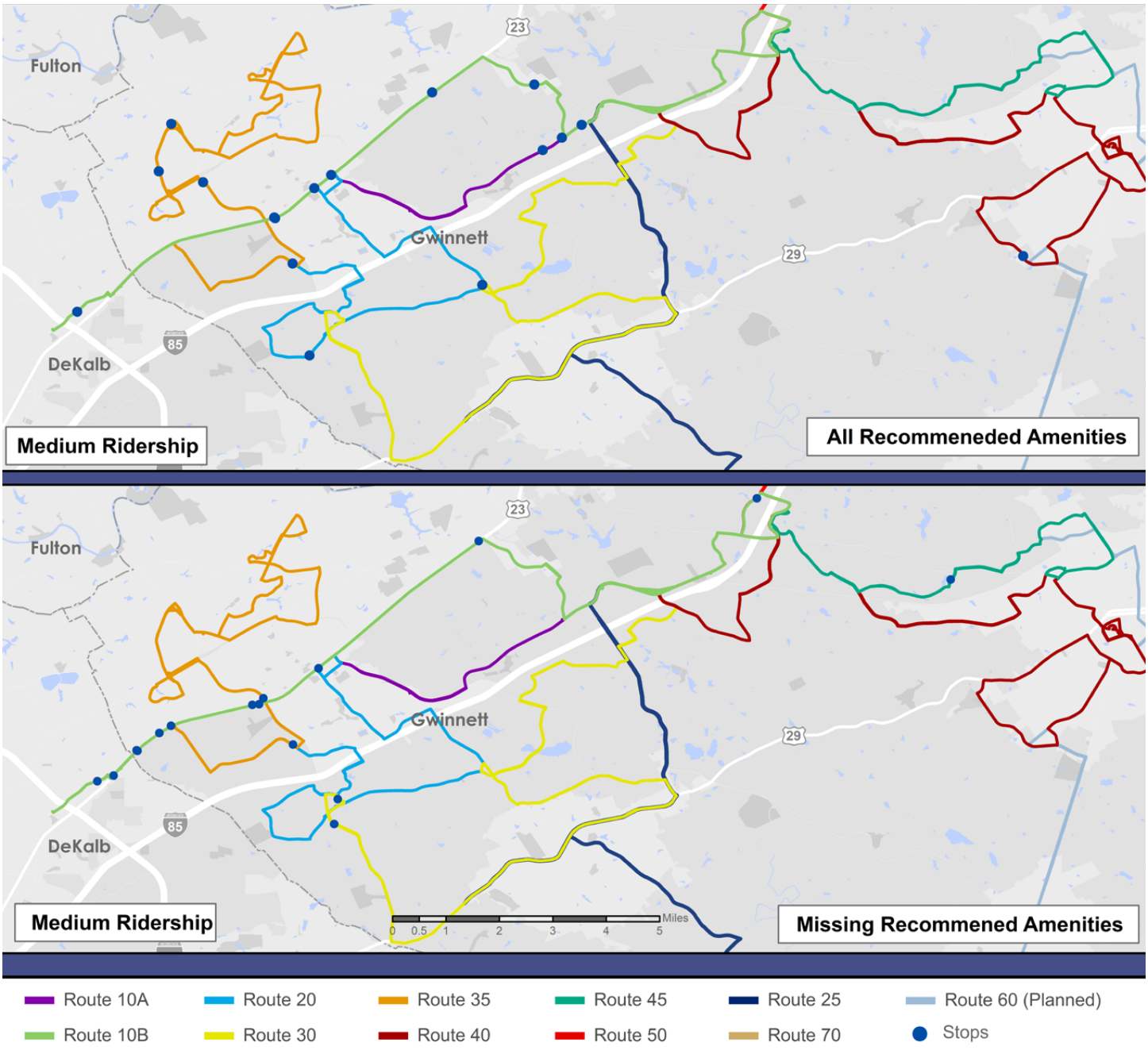


Table 10 – Medium-Ridership Bus Stops with Missing Amenities

	Stop Description	Bench		Stop Description	Bench
11	Live Oak Pkwy & Thompson Pkwy	X	229	Buford Hwy & Suzanne's Kitchen	X
62	Brook Hollow Pkwy & N Norcross	X	236	Buford Hwy & Mitchell Rd (NAPA) IB	X
180	Buford Hwy & Amwiler OB	X	251	Buford Hwy at Tofu House IB	X
190	Buford Hwy & Jimmy Carter OB	X	408	Jimmy Carter Blvd & Gale Dr	X
191	Buford Hwy & Jones Mills Rd	X	568	New Peachtree Rd & McElroy Rd IB	X
215	Buford Hwy at Global Forum OB	X	688	Satellite Blvd & Chick-fil-A IB	X
216	Buford Hwy at Global Forum IB	X	908	Jimmy Carter Blvd & S Peachtree St	X
222	Buford Hwy at Huntington Rd Apts IB	X	1041	Riverside Pkwy & Golden Corral	X

Note: IB = Inbound; OB = Outbound

- **High Ridership Bus Stop.** For high ridership, the primary amenities needed include a sign, route information, benches, shelters, lighting, and trash cans. None of the high ridership stops have all the recommended amenities. The most common missing amenity is lighting, with a few stops also missing benches, trash cans, and shelters. Lack of lighting results in reduced visibility and safety at night, and system map unavailability results in lack of information and understanding of transit network and connectivity.

Figure 37 and **Table 11** show the existing amenities at high-ridership bus stops and where improvements are needed.

Figure 37 – High-Ridership Bus Stop Amenities

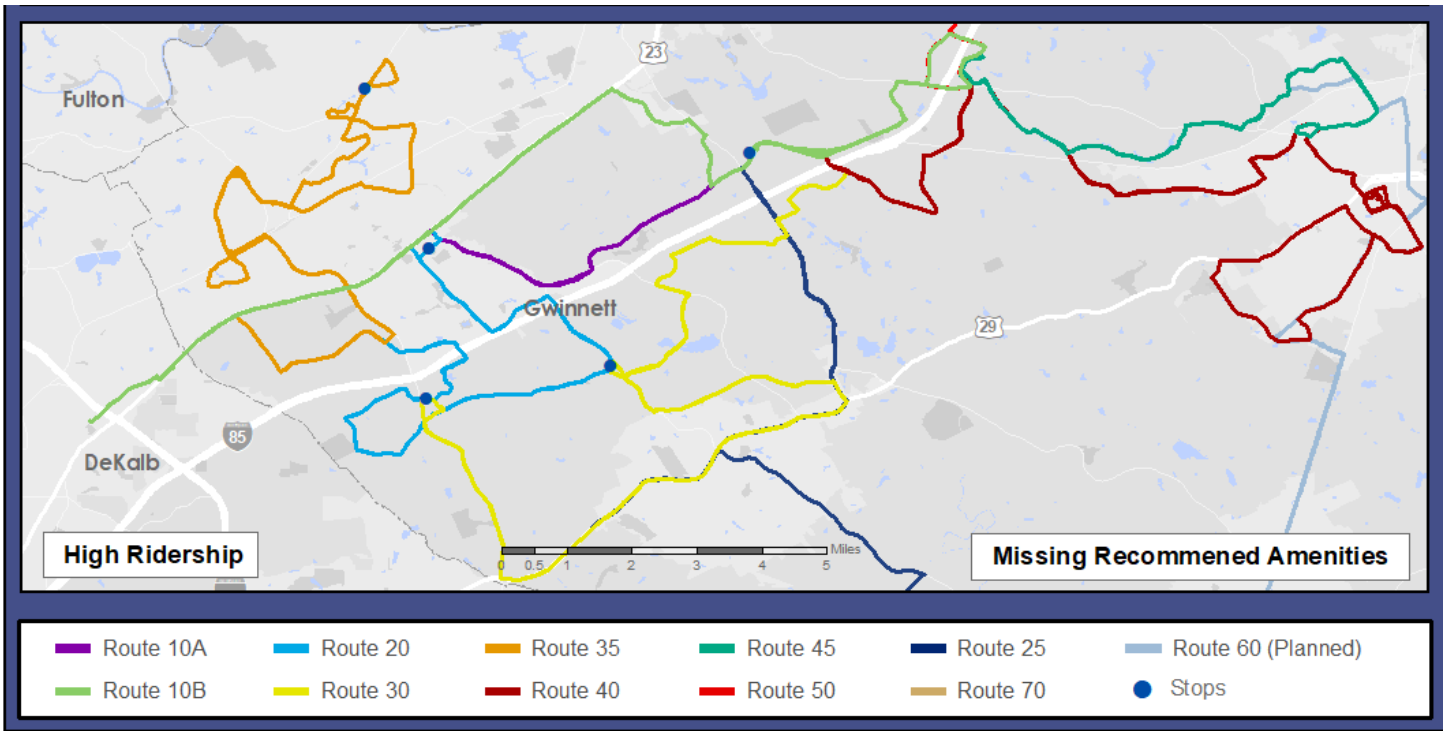


Table 11 – High-Ridership Bus Stops with Missing Amenities

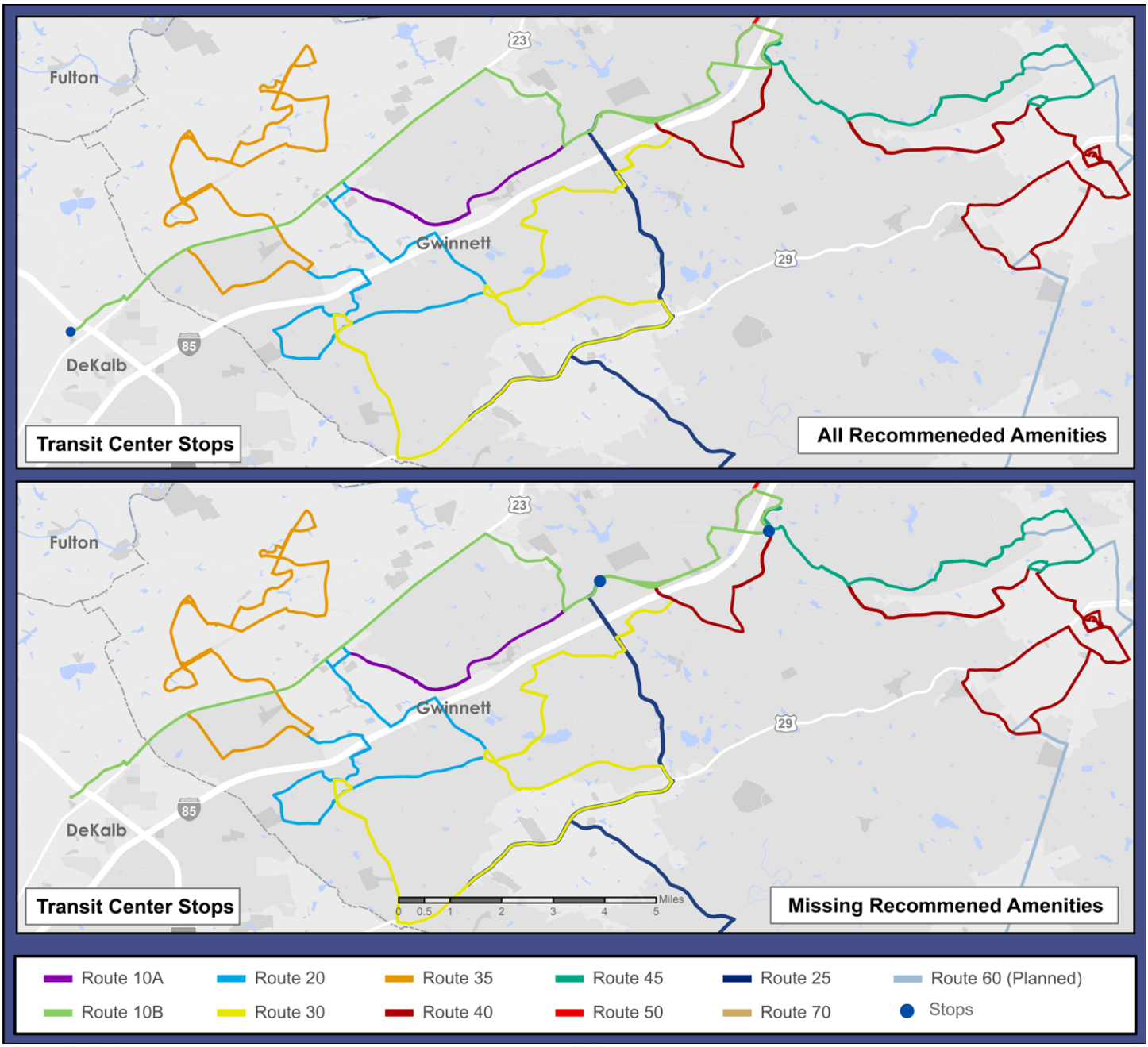
Stop Description		Route Information	Bench	Trash Can	Shelter	Lighting
7	Beaver Ruin & Price Pl	√	X	X	X	X
9	Dawson/Live Oak & Jimmy Carter Blvd	√	X	X	X	X
58	Peachtree Pkwy at The Forum	√	√	√	√	√
670	Tech Dr & Food Depot	√	√	√	√	√
712	Satellite Blvd & QT OB	√	√	√	√	X

Note: OB = Outbound

- **Transit Transfer Facilities.** The primary amenities needed for transit transfer facility stops include a sign, route information, benches, trash cans, shelters, lighting, system maps, and bike parking. Currently, only the Doraville MARTA rail station has all recommended amenities. The two Ride Gwinnett transit transfer facilities have all the recommended amenities except bike parking.

Figure 38 illustrates the existing amenities in transit transfer facilities in Gwinnett County and where improvements are needed.

Figure 38 – Transit Transfer Facility Amenities



2.4.4 Additional Design Components

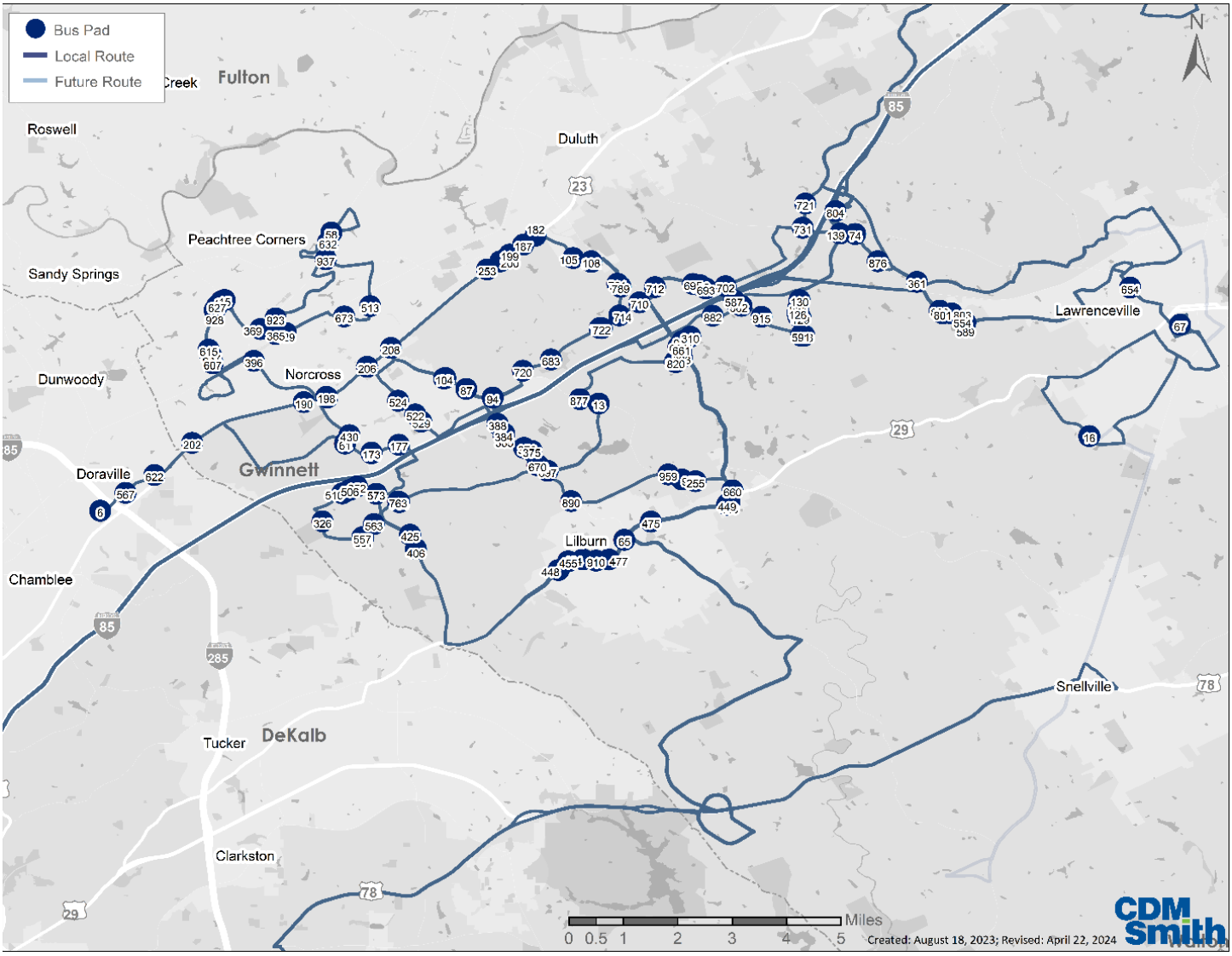


Photo Credit: Valley Transportation Authority Better Bus Stops Program

Bus Pads. Bus pads are durable, flat surfaces designed to protect the roadway and maintain a solid, level surface for buses at their stops. The pads are typically constructed of materials like 1-ft deep reinforced concrete, to withstand the repeated stress of heavy buses stopping in the same place. Reinforced concrete is preferred over conventional asphalt as it sharply reduces roadway rippling and hummocks and improves level passenger boarding and alighting at bus stops.

Figure 39 highlights bus pad locations along existing Ride Gwinnett bus routes. Note: the bus pads included on the map inventory reflect 2018 data gathered as part of Gwinnett County's previous efforts to develop bus stop policies and design guidance. No new data was collected for this report. A full tabular inventory of the bus pads currently serving Ride Gwinnett bus stops is provided in Appendix D.

Figure 39 – Existing Bus Pads



While concrete bus pads have a higher initial cost to install, they are less expensive in the long run because they require less maintenance and replacement than asphalt.[17] Because of its expense and maintenance difficulty, in the short-term, placement of concrete bus pads is recommended only at high-frequency bus stops (4 or more buses/hour), bus stops where routes are also shared with high-volume truck traffic, future bus rapid transit (BRT) stations/corridors, and transit transfer facilities.

Concrete bus pads last about 20 years, two times longer than asphalt.[18] Additionally, concrete is more reflective in low light and at night and helps bus operators distinguish the bus stops. However, the higher initial cost for concrete is a deterrent to their use as using asphalt is less expensive despite its lower durability and more frequent maintenance requirement.

The higher cost associated with Installing concrete bus pads might be mitigated by using precast concrete pavement (PCP) instead of the traditional cast-in-place methodology. PCP systems are comprised of high-quality, prefabricated concrete panels that are formed off-site in plants under ideal conditions. Precast panels are subjected to high quality control standards during the fabrication process, which results in a durable and ready-for-traffic road surface.[19] Additionally, PCP bus pads can be installed in a shorter time-frame than traditional cast-in-place (CIP) solutions and under adverse weather conditions.



Gwinnett County might consider using PCP for its bus pads, especially while undertaking roadway maintenance and roadway reconstruction projects. In the long term, bus pads are recommended for all high-frequency stops (stops with four or more buses per hour). Concrete bus pad installation should be planned at the earliest project development phase so they might be incorporated into roadway expansion and rehabilitation designs. Early integration circumvents rising material cost and provides for efficient construction activities (e.g., scheduling, traffic control, mobilization, sourcing labor) ultimately eliminating waste in time and materials. **Table 12** summarizes the pros and cons of both concrete and asphalt bus pads.

Table 12 – Concrete vs. Asphalt Bus Pads

Bus Pad Materials	Pros	Cons
Concrete	• Ideal for heavily trafficked roadways, especially facilities with high truck and bus volumes. • Concrete is a more durable material that can withstand repeated stress and heat, having a useful life of 20-25 years. • Concrete reflects light better than asphalt. • Precast Concrete Pavement is a cost-effective solution to cast-in-place solutions. • Concrete pads have a lower life-cycle maintenance cost than asphalt.	• Concrete has a higher upfront installation cost than asphalt. • Concrete costs more to repair than asphalt. • Holes and cracks in concrete cannot be patched; instead, entire slabs must be replaced making concrete repair a more difficult task.
Asphalt	• Asphalt is an economical and adaptable roadway material. • Ideal for less trafficked roadways. • Asphalt roadway surface maintenance is straightforward, fast, and inexpensive. • Budgeting for small repairs and patching is simpler and faster than replacing entire slabs of roadway.	• Conventional asphalt pavement is flexible and can be moved by the force and heat generated by braking. • Asphalt has a 10-year lifespan and must be re-laid or repaired on a frequent basis.

The suitability of bus pads for the bus stop should be based on the existing and anticipated frequency of bus traffic. The provision of bus pads also should meet Gwinnett County Department of Transportation (GCDOT) roadway requirements and/or the requirements of the local jurisdictions. In situations with low-frequency bus service, the GCDOT and local jurisdictions (where applicable) might consider not including bus pads and weigh the decision using a straightforward cost-benefit analysis.

Table 13 presents NACTO's recommendations for bus pad placement considerations. These include recommendations for where the placement of bus pads applies, critical concerns, and general recommendations. It is recommended that GCDOT develop a standard drawing for bus pads that they might include within the Gwinnett County Unified Development Ordinance's standard drawings and make it available for roadway designers to reference. Appendix E provides an illustrative standard drawing for a bus pad.

Table 13 – Bus Pad Considerations

Bus Pad Materials	Pros	Cons
At bus stops, especially high-volume stops where asphalt pavement deforms under the weight of buses.	Pavement at bus stops must be kept smooth at crosswalks to maintain accessibility.	Width. Bus pads should be at least 8.5 feet wide to accommodate both bus wheels. However, they should be wider at locations without precision loading to provide a consistent surface when the bus does not pull fully to the curb.
	Along bus stops with through bicycle traffic, such as in-lane stops, smooth pavement must be provided.	In-Lane Stops. At in-lane stops, the bus pad should extend across the full width of the lane and end on the lane line.
		In-Lane Stops. At in-lane stops, the bus pad length should be determined based on the length of the full bus zone. The ideal length of a comparable pull-out stop (with the same bus vehicle length and number of berths) can also be used to determine the length of the bus pad.
		Bike Lanes. At pull-out stops where the bus crosses a bike lane, the concrete bus pad should end at either the right edge of the bike lane or the left edge of the bike lane (including its full width) to prevent the creation of a longitudinal seam within the bike lane. Where bikes pass stopped buses, as on shared bus-bike lanes, bus pads should be provided across the full width of the lane to provide a level surface for both buses and bikes.
		Curbside. At curbside pull-out stops, bus pads should be provided for the full length of the clear curb zone, ending before the crosswalk.
		Crosswalks. Bus pads should end before the crosswalk to prevent lateral or longitudinal pavement seams in the crosswalk. If a bus pad must be extended into the crosswalk, it should extend across the full width of the crosswalk to prevent wheelchairs from encountering seams between concrete and asphalt.

Grading and Storm-water. In some cases, retaining walls at bus stops may be needed if there is a grade differential between the bus stop and its connecting sidewalk's elevation. The height of the wall is subject to its location with varying wall heights and the specific design will depend on the existing conditions. However, grading and consideration of storm-water/roadway runoff are required.

Cut/fill slopes adjacent to bus stops shall be 4:1 max unless site conditions do not allow it. A cut/fill slope of 2:1 max may be allowed in certain situations, depending upon slope stability and erosion control.

Further engineering design guidelines for bus stops or stations must follow the Georgia Department of Transportation Standard Specifications.



Bus Turning Radius [21] [22] Because transit vehicles make wide turns, properly designing or modifying the geometry of an intersection through corner radii, stop lines, and on-street parking helps minimize conflicts between buses, cars, bicycles, and pedestrians. Minimizing turning speeds is also critical to the safety of pedestrians, who are the most vulnerable roadway users. Standards for turning radius can vary depending on the effective radius of each bus and other factors such as whether a bicycle lane or parking lane is available or if traffic volumes are so low as to allow transit vehicles to make full use of either or both of the departure or receiving lanes. Design considerations for designing turning radii include:

- Turning speeds should be limited to 15 miles per hour or less, with turn radii as small as is feasible.
- Since 40’ buses are used throughout the region, all future transit designs shall accommodate the AASHTO standard 40’ city bus to accommodate fleet flexibility and future needs.
- Curb radii on dense urban grid streets where buses operate should be designed with a target radius of 20-30 feet.
- Parking may need to be restricted close to a street corner to achieve the required effective turn radii.
- A stop line on a receiving street may need to be relocated back from an intersection to achieve the required effective turn radii.
- Other modifications to striping at intersections may be made to achieve the required effective turn radii, including shifting through lanes.
- At intersections where buses turn, bus stops for the turning bus route should be located only on the far side of the intersection.

A standard 40-foot bus and a 60-foot articulated bus are the design vehicles Ride Gwinnett and the GCDOT use when assessing how transit vehicles will turn at intersections. The 40-foot and 60-foot bus, classified by the AASHTO Policy on Geometric Design of Highways and Streets (The Green Book) as City Transit Bus (City-Bus) and Articulated Bus (A-Bus), respectively, are also the design vehicles that Ride Gwinnett will use to inform designs for its future transit transfer facilities, Rapid Ride (BRT), and Quick Ride services. Appendix F includes City-Bus and A-Bus turning templates.

Vehicle turning templates for a standard 40-foot bus and a 60-foot articulated bus were created in AutoTURN, a swept path analysis software. These vehicles swept paths include the side mirrors and assumes bicycle rack at the front of the bus. The turning templates assume a vehicle speed of 6 mph or less. In addition to the turning templates for the standard 40-foot bus and 60-foot articulated bus, Appendix F includes turning templates for Interstate Semitrailer (WB-62) and "Double-Bottom" Semitrailer (WB-67D). WB-62 and WB-67D are proxies meant to replicate City-Bus and A-Bus vehicle towing scenarios.

The 180° turning path shown in Appendix F includes a transition section at the beginning of the turn corresponding to the bus operator's turning of the steering wheel to a 'full-lock' position on entry into the turn and a transition section at the end of the turn corresponding to the operator's straightening out the vehicle upon exit of the turn. When the full wheel lock is reached, the bus follows a circular path with the minimum turning radius during the middle portion of the maneuver. The transition sections of the turning path are determined by the duration and the rate at which the steering wheel is turned, the friction of the road surface, and other physical factors. The minimum swept paths for a bus turning either right or left in the circular section in the central part of the turn are the same.

The width of the vehicle path (or sweep) increases when the bus begins to turn and then gradually decreases as the bus completes the turn. The angle of the turn affects the maximum width of the sweep and its location. For a right-hand turn, the required vehicle path is the lateral distance between the path of the left front body overhang and the path of the right rear wheel. For safety reasons, physical objects should be a minimum lateral clearance distance of approximately 3.5 feet away from the vehicle sweep. Where visibility is restricted or the bus is beside structures (e.g., columns, building edge, and walls), physical objects should have a lateral clearance distance greater than the minimum. A safety hazard may result if the buses fail to slow down significantly to avoid contacting lateral obstacles or encroaches into the adjacent travel lanes. When a facility design is tested using AutoTURN, a smooth turning path is required as bus operators will not typically stop to adjust the path direction. Additionally, pavement widening beyond standard widths should be considered when buses are the largest design vehicle for an undivided roadway.

2.4.5 Supportive Design Programs and Bus Stop Maintenance

Arts in Transit. Art has the capacity to not only transform a space into a delightful experience but to also change a commute into a journey. The aesthetics, function, and durability of a design produce a synergetic effect that transforms transit from a need to an unforgettable experience that enhances Gwinnett County's image, livability, and economy. A well-designed public transit system is a positive symbol for cities, resulting in attracting riders, tourists, decision makers' attention, and attendees of national and international events. This increase in ridership results in an increased level of safety. APTA points out that integrating art into transit has multiple benefits including[23]:

- Encourages ridership
- Improves perception of transit
- Enhances community livability
- Conveys customer care
- Improves customer experience
- Improves organizational identity
- Deters vandalism
- Increases safety and security

Ride Gwinnett should consider integrating art into its transit facilities and as a part of its future transit projects not only to help increase ridership, but also to transform a daily commute to an unspoken journey that promotes the identity of the

county, giving it a defining edge. That coupled with a designated transit art program can support continuous improvements in transit county wide. Actions that Ride Gwinnett can easily undertake to establish an Arts in Transit program include:

- Establishing an agency policy or resolution setting the percentage of the capital improvement budget to be used to integrate art into all future capital improvement projects and specifying ineligible project components.
- Defining eligibility of artistic undertakings. This includes art mediums that Ride Gwinnett supports and project ineligibility such as artistic undertakings that promote specific private, corporate, business, nonprofit, religious, or political interests.
- Establishing flexible program guidelines based on best practices demonstrated in the transit art field.
- Contracting with an arts administration professional/group with experience integrating artwork into capital projects.
- Engaging art professionals through an advisory group of arts professionals. In Gwinnett County, this group could include ArtWorks Gwinnett or other similar groups who would provide expert advice to transit art program staff.
- Outlining acceptable methods for the selection of artists, including juried competitions and professional peer review.
- Defining community involvement in appropriate and specific ways to ensure understanding and appreciation of the art by the transit ridership and neighboring communities.

Adopt-a-Stop. Although each bus stop receives a scheduled cleaning and repairs and maintenance occur when Ride Gwinnett is notified of any issues, it is challenging for transit staff to service each stop as often as is necessary. An Adopt-a-Stop program can help Ride Gwinnett to ensure the stops' cleanliness and identify any damage, vandalism, and special maintenance needs. Community partners such as local businesses, individuals, community organizations and schools can adopt a local transit stop and commit to:

- Visiting the stop at least once a week to clean up trash and debris.
- Reporting vandalism or safety concerns to Ride Gwinnett on a regular basis.
- Assessing the need for amenity upgrades such as art, landscaping, trash cans, sidewalk landing pads, benches, or shelters.



Image Credit: Greenville, SC Adopt-a-Stop Sign

Any bus stop typology or configuration can be adopted. This includes bus stops with and without shelters.

Ride Gwinnett, through Gwinnett County, might recognize adopting organizations as "good neighbors" and promote community partners with signs posted at that stop, recognition on Ride Gwinnett's web page and social media, acknowledgment by the Gwinnett County Board of Commissioners and in county publications, and a press release template for the organization to share with the local news outlets. If an Adopt-a-Stop program is implemented, Ride Gwinnett should also consider developing an interactive map of the bus stops to identify and track the adopted stops.

2.5 Bus Operations Treatments

2.5.1 Bus Stop Relocation

Advantages and Disadvantages of Bus Stop Relocation

Advantages	Disadvantages
• Uses existing signal progression to bus's advantage	• May increase walking distance for passengers

Bus stop relocation is a useful strategy for improving bus speed using arterial roadway traffic signals systems which are already designed to progress the flow of automobile traffic. Arterial traffic signals typically are timed in such a way that as signals at a series of intersections turn green as a platoon of vehicles approaches each intersection from the preceding intersection. This "green wave" enables vehicles to progress through a corridor with minimal delays. Buses can take advantage of the existing signal progression when signals are spaced relatively close together and bus stop locations alternate from one intersection to the next, i.e., near-side, far-side, near-side. Take the following, for example: a bus leaves a near-side stop with a platoon of other vehicles when the traffic signal at that stop turns green. The bus proceeds through the next signal with the other vehicles and arrives at a far-side stop. By the time passengers board and alight, the signal behind the bus may have turned red and the bus will have an easier time merging back into traffic. The bus can then proceed to a near-side stop at the next signal, arriving and starting its dwell during the red interval, and can continue during the next green interval.[24]

2.5.2 Bus Stop Consolidation

Advantages and Disadvantages of Bus Stop Consolidation

Advantages	Disadvantages
• Reduces number of stops, thereby improving average bus speeds	• Increases walking distances for some riders
	• Pedestrian environment may not support walking to the next closest stop

In general, minimizing the number of stops that buses must make will improve overall bus speeds. However, consolidating bus stops involves trade-offs between customer convenience and passenger comfort. That is, the convenience of customers who use a particular stop is sacrificed to reduce the delay passengers already aboard experience each time the bus stops. These trade-offs must be weighed against each other to assess the benefits of consolidation.

In addition, the previously mentioned trade-offs mentioned, there are several considerations Ride Gwinnett should take into account. These include:

- **Dwell Times.** Ensure that dwell times at those stops with the highest vehicle dwell times are not lengthened when a stop is removed and the stop's customers are required to use a nearby stop, especially if it is already well-used.
- **Walk Distance.** Be aware that requiring passengers to walk a long distance to another stop may discourage transit use. This is particularly true of people living or working in the vicinity of a removed stop
- **Pedestrian Environment.** Confirm that the pedestrian environment supports transit use and avoid stop removals on streets that do not have adequate sidewalks and pedestrian crossings.
- **Political Sensitivity.** Be aware of the political sensitivity that might accompany bus stop consolidation as some local residents might object to having "their" stop removed.

When stops are located close together, e.g., every block, consolidating bus stops can provide benefits to all transit users. By using a consistent, objective process to determine which stops are eliminated, the bus stop consolidation process can avoid some pitfalls and minimize objections.

2.6 Transit Supportive Technology

Accessible Technology. Ride Gwinnett can leverage a variety of ADA-compliant transit technologies to improve the accessibility of its bus stops and vehicles throughout the entire transit journey. ADA-compliant E-paper displays re-purpose technology previously seen in e-readers and applies it to transit applications for bus stops and transit stations. The ultra-low-power LED screens minimize power usage while also maximizing accessibility for hearing-impaired and vision-impaired passengers. Optional solar-power addition allows for displays to be installed without major infrastructure projects and capital expenses.

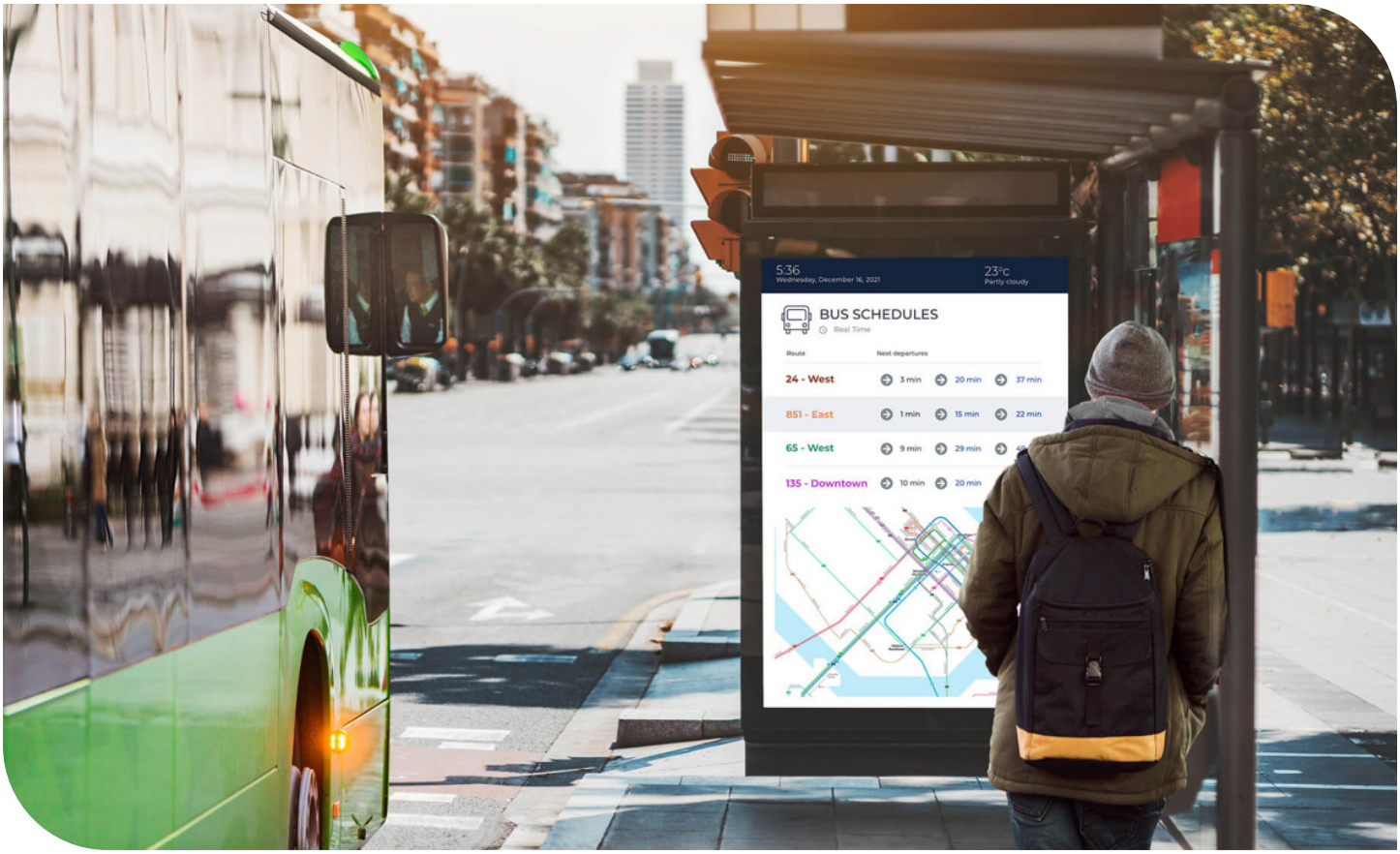


CCTV Camera at Transit Stop Photo Credit: Marcus Wong



Digital Bus Stop E-Reader Image Credit: ConnectPoint

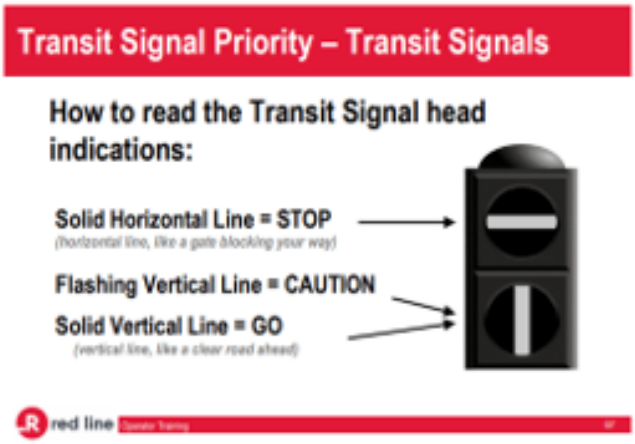
Video Surveillance. Ride Gwinnett expressed interest in utilizing video surveillance technology to promote a safe and enjoyable rider experience. In addition to adding new video surveillance infrastructure, existing technologies can be re-purposed and advanced software tools might be employed to leverage video footage for new efforts such as operator training. Video clips of incidents where riders do not follow safety protocols, for example, can be used to train operators on how to better enforce those guidelines and deescalate confrontations . Triggers can be monitored and reported for sudden stops, accidents, or avoidance of collisions. By identifying and capturing these events, Ride Gwinnett can continually and proactively improve safety, catch the good deeds of operators on camera, and promote the use and safety of the Ride Gwinnett System. Operator Good Samaritan-behaviors have even gone viral in some instances, helping improving employee retention and operator job satisfaction.



Passenger Information Display System (PIDS) Image Credit: ITESMEDIA

Passenger Information Systems. Passenger information systems are automated systems that supply riders with real-time information through visual, voice or other media. Passenger information systems also can provide route information via maps, service frequencies, transfer information, and other system information. During the COVID-19 pandemic, transit agencies used passenger information systems to provide passengers with up-to-date information about COVID protocols, safety guidelines, route updates, and public service announcements (PSAs) containing other critical passenger safety and travel guidance.

Applications (Apps) such as Estimated Seat Availability Dashboards, an application designed to help riders with trip planning, estimates the number of available seats on buses based on ridership information provided by automatic passenger counters and traffic checkers. Ride Gwinnett might combine an app like the Estimated Seat Availability Dashboard with bus stop-based passenger information system, particularly at stops serving the system's most heavily used bus routes, to better meet rider needs and further enhance the customer experience. Passenger information systems may also be provided on-board Ride Gwinnett vehicles and on personal mobile devices.



Transit Signal Priority. Transit Signal Priority (TSP) are used to adjust the traffic light red and green the red phasing by either extending the green phase or shortening the red phase. This is aimed at optimizing the buses' green phase relative to overall transit waiting time[25] resulting in a reduced overall in-vehicle travel time and shifting the modal split towards transit as opposed to vehicular preference. Ride Gwinnett, working in close partnership with the Gwinnett County Department of Transportation, should advocate for the inclusion of TSP as part of roadway and intersection improvement projects occurring along its bus routes.

Bus Queue Jump Lane. As congestion increases, bus head starts and bypasses become more effective. In such cases a queue jump lane may be an appropriate strategy to mitigate delays to transit vehicles caused by traffic. A queue jump lane is a short, dedicated transit facility that, when combined with traffic signal technology at designated intersections, gives buses special preference. This preference gives buses a head start and allows them to "jump the queue," bypassing congestion to reenter the traffic flow in a priority position ahead cars waiting at the light. Applied thoughtfully, queue jump lanes can help reduce travel delays, improve bus travel time, and increase service reliability.

Queue jumps can be applied at near-side, far-side, or non-stop configurations. At near-side pull-out stops, the bus completes loading before rolling forward onto a loop detector that gives priority.

At far-side or non-stop locations, the bus receives a priority signal treatment (**see page 152**), and proceeds either into a far-side stop or ahead of the traffic flow.

If vehicle right-turn volumes are high enough for right-turn queues to occur with regularity, right turns should be accommodated separately from transit in a turn pocket.[26]



Bus Queue Jump Lane Photo Credit: Government of British Columbia

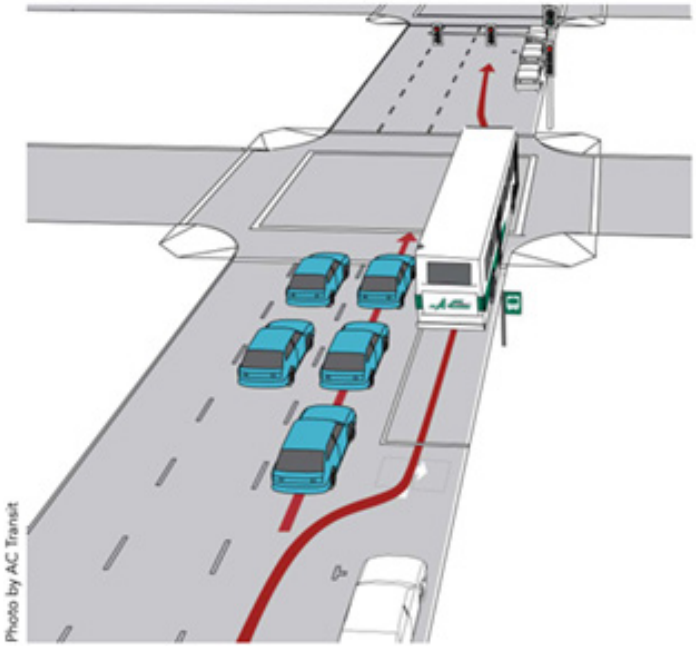


Image Credit: AC Transit



Typical Queue Jump Lane Intersection Layout
Image Credit: Santa Clara Valley Transportation Authority



Typical Queue Jump with Traffic Signal Priority Intersection Layout
Image Credit: Santa Clara Valley Transportation Authority

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Chapter 3

Amenities

3.1 Guiding Principles

An investment in passenger amenities enhances the overall transit experience by making facilities more comfortable, safe, functional, and efficient. Strategically placed amenities have the potential to increase ridership and attract non-riders to the system by making transit more accessible and easier to use. However, because of limited investment resources, Ride Gwinnett should use planning guidelines to maximize the impact and cost effectiveness of their investment in passenger amenities. Selection of bus stops at which to install amenities considers many factors, including:

- Total boarding activity
- Proximity to major trip generators
- Passenger transfer activity
- Wait times
- Feasibility of construction (site specific)
- Planned neighborhood improvements
- Transit corridor marketing efforts
- Equity among communities
- Community requests



Bus stop with shelter canopy, seating, and signage



Bus stop with bollard-protected boarding area

Well-designed and maintained facilities reflect positively on the entire transit system. Good design incorporates two primary elements: customer experience and the life cycle of the stop components. Furthermore, applying Crime Prevention through Environmental Design (CPTED) design principles can greatly improve riders' perception of safety. This includes increased visibility, such as transparent bus shelters, reduced obstructions, and lighting. Additionally, placing shelters and benches behind the sidewalk and defining the bus stop with landing pads establishes territoriality, indicating to everyone the purpose and use of the bus stop. In choosing and applying amenities that improve the customer experience, the following guiding principles should be applied.

3.1.1 Public Safety

Public safety is an important consideration at all levels of the passenger experience because it affects the public perception of the transit service and their choice to use the system. While the accessible nature of public transportation makes it difficult to control all aspects of safety, there are important considerations to be made in the design of transit facilities that can improve it. For example, visibility in and around transit stops improves the customer's ability to maintain awareness of their surroundings and can discourage inappropriate activity.

Visibility can be improved for the customer by utilizing transparent materials for shelters and implementing or improving site lighting. Installing surveillance cameras

at select transit transfer facilities provide an opportunity to monitor the site and add an extra layer of comfort for users knowing that surveillance cameras are in use. The combination of these two strategies creates a site that discourages inappropriate activity.

Some stops may not be able to incorporate elements of monitoring because of site-specific conditions, and larger sites with more elements and amenities will also provide more opportunities for blocked site lines and covered spaces. In these situations, the design concept should be focused on being as open as possible with special attention applied to evaluating the stop in the context of the surrounding site and maintaining unobstructed site lines to public spaces. Site lighting may also be a higher priority at these stops.



Open shelter for ease of seeing approaching bus



Bus stop with ramp and warning strip

3.1.2 Accessibility

People of all ages and abilities should be accommodated in the planning and design of bus stops. In addition to state and local requirements, ADA guidelines for accessibility must be adhered to when selecting and designing amenities for a transit facility. These guidelines help ensure that amenities benefit all users and can help ensure they do not conflict with accessibility requirements. Improvements to existing stations should seek to improve accessibility as is feasible.

3.1.3 Rider Comfort

Rider comfort is an important consideration because it can influence the overall perception of the bus transit and affect customer perception of wait and travel times. Comfort can be measured both in the physical comfort in using the transit amenities and vehicles, and in the mental ease in navigating the system itself. Basic amenities such as seating and windscreens are low-cost investments with high impact on comfort. Clear, consistent, and easily accessible information is a fundamental investment in the system that makes it more accessible for new and regular passengers. Amenities like public art, electric vehicle charging stations, and accessible Wi-Fi are more intensive investments, but they can make a larger impression on the agency's brand as being progressive and invested in the community. Art, architecture, and landscaping can have an especially important impact as a strategy of place-making that leaves a lasting impression in the customer's mind.



Bus stop with passenger seating and well-arranged amenities

3.1.5 Uniform Color Usage

Uniform color usage is an important part of consistent signage as well as in the elements of stop design. Color can be used to define stop elements or provide visual cues, but they must be uniform to be consistently interpreted. Color can also be used in way-finding to convey information much simpler and faster. Principles for the application of the color palette at stops should follow the most up-to-date Ride Gwinnett branding graphics.

3.1.4 Signage

Maps, signs, and their graphic elements should be standard across the entirety of the system to improve familiarity and provide consistency across the journey. In addition, the level of signage and detail should be appropriate to the stop so neither are overwhelming nor lacking information. All new station and way-finding signage should follow the most up-to-date Ride Gwinnett signage and mapping available to create graphically consistent elements across the system. In addition, all applicable ADA guidelines for communication elements must be adhered to when selecting and developing these types of amenities.



Directional arrows and signage to street and consistent color use on bus and station signage

3.2 Design Elements

The life cycle of existing and new materials used to create amenities is an important consideration because it affects how often maintenance and replacement will interrupt operation, how the customer perceives the stop, and will dictate the cost and effort to maintain the stop. A comprehensive evaluation of the life cycle cost includes:

- Sourcing and availability
- Manufacturing and delivery lead times
- Potential for cost fluctuation
- Ease of installation and access
- Availability of replacement parts
- Required maintenance routine
- Performance life
- Degree of customization of components
- Need for special protective coatings and finishes

Choosing the right material for the stop amenity can reduce its overall cost by reducing the time needed to maintain, repair, or replace it. In choosing amenities that meet these life cycle goals, the following guiding principles should be applied.

3.2.1 Durable Materials

Material durability directly affects the transit facility, with strong durability allowing for less service interruption and maintenance interference, which enhances the rider experience. The effects of weather and daily public usage are the two primary factors in measuring durability. Transit facilities receive daily wear and tear from these two sources, requiring more robust materials to ensure length in their serviceable life. Characteristics to consider are resistance to vandalism, susceptibility to moisture, scratch resistance, and the durability of moving parts.



Standard shelter stop components



Cleaning and maintenance at stop

3.2.2 Standardized Components

Customized amenities can give unique character to a transit facility and add context sensitivity to the surrounding site, but they also have more specific manufacturing, installation and replacement requirements. In general, amenities should be standardized to reduce cost and time requirements. The standardization of pieces reduces the overall cost and makes their installation and maintenance procedures repetitive and thus easier to learn. Materials can be ordered in bulk and kept in stock, cutting down on lead times, and they are easily interchangeable.

3.2.3 Access and Replacement

Replacement parts should be quick to source, easy to find, or simple to reproduce if they are produced in house. Easy, secure access to materials or stocked items should be considered early in the planning and design process because of how this affects the speed of repair and replacement. Amenities that require electrical and information technology infrastructure need easily identified and well-placed access panels to be incorporated into the design of stop structures, and secure access should be standardized to reduce the opportunities for lost keys, pass codes, etc.

3.2.4 Cleaning

The cleanliness of transit facilities impacts both the customer and the public's perception of the transit system. Choosing materials that require less cleaning or are less susceptible to showing dirt or fingerprints reduces the amount of time and staff needed to maintain a clean appearance. For example, designing stops that are open with less corners for dirt and debris to accumulate reduces the cleaning effort needed at the stop. Protective coatings, such as anti-fingerprint, scratch-resistant, and anti-graffiti coatings, should be used, when possible, to reduce maintenance and cleaning needs while fabrics shall be avoided for any components. Large transit transfer facilities, which are likely to have more passengers waiting or transitioning between modes, should be designed with cleaning equipment in mind. When cleaning is required, surface materials should be easy to wipe down or require uncomplicated equipment and processes.

3.3 Bus Stop Signs

Bus route and passenger information can be displayed in various ways, the most common being flag signs. Each bus stop must be marked with a sign showing Ride Gwinnett's logo as well as the bus route numbers that serve that stop. Signs indicate to passengers and drivers where buses stop, as well as publicize the availability of the service. Sign visibility, ADA requirements, and vandalism prevention should all be considered prior to installing a bus stop sign.

Ride Gwinnett Guidelines

Bus stop signs should be located at the downstream end of the bus stop, on the far side of the accessible landing area, as sign location will identify the approximate location of the front door of the bus. Sign color and style should be coordinated with the most current Ride Gwinnett colors and styles used for bus stop signs. Signs containing information for the route designation, bus number, nearby destinations, and access information must comply with ADA regulations. Examples of ADA requirements related to bus signs include, but are not limited to, character size, spacing, and legibility.

Design Elements

Bus stop signs should indicate the destination or direction that the stop is serving. All bus stop signs should meet reflective standards to provide adequate visibility. Signs should be standardized to allow for easy maintenance and replacement.

Guiding Principles

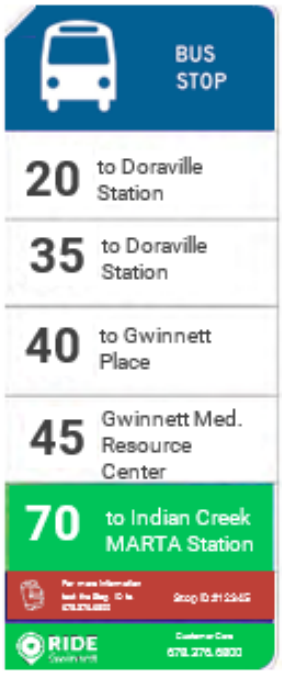
Public safety, accessibility, consistent and appropriate signage, and uniform color usage

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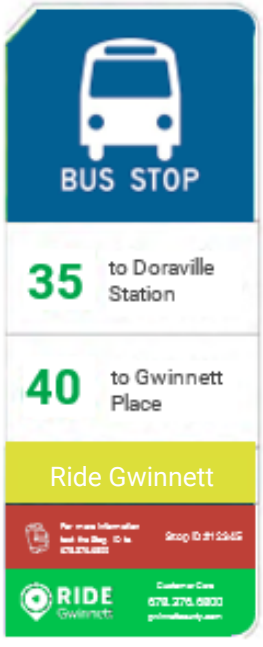
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Single route sign example



Multi-route sign example



Circuit route sign example

3.4 Benches

Bus benches are often viewed as an important amenity for passengers who may have difficulty walking and standing and generally provide comfort and convenience at the stop. Benches are installed at all standard shelters, and priority at sites without shelters should be given to:

- Stops that serve over 10 to 30 riders boarding daily
- Stops with existing infrastructure that can accommodate a minimum clearance of 2 feet between the bench and the back face of the curb and a minimum circulation space of 3 feet on either side of the bench for access
- Stops with potential passenger demand because of committed changes in land use development (i.e., increased employment and/or residential density)
- Stops in proximity to establishments such as hospitals, assisted living facilities, schools, or other facilities that serve a diverse group of abilities and ages

In addition, bus stops with long headways and sites where there is evidence of bus patrons sitting on nearby structures are factors that could influence the decision to install a bench. Providing benches can improve the perception of wait time and customer satisfaction.

As for existing benches, they are functional, bolt down to the sidewalk, have backs, and contain advertising opportunities. Benches mounted to the shelter structure may be considered for high-ridership stations.

Ride Gwinnett Guidelines

Benches outside of shelters should consider locations near natural cover to promote comfort and provide shade and protection from rainfall. To maintain safety in these situations, locations should also be coordinated with existing ambient lighting to increase visibility of the surrounding area for the transit user as well as to provide notice for approaching buses and passing traffic. Benches at Ride Gwinnett bus stops must comply with ADA standards, such as clear space, accessible routes, bench dimensions, and other related requirements. When benches are located outside shelters, backs must be incorporated that meet ADA standards.

Design Elements

Ride Gwinnett benches should maintain a uniform design to best use standard components and replacement parts. When located in shelters, benches should use the back of the shelter for support instead of featuring a permanent back. Benches should use durable yet comfortable materials to encourage their use.

Guiding Principles

Public safety, accessibility, rider comfort, uniform color usage, and open design

Included at

Medium-ridership stops, high-ridership stops, rapid bus stops, and transit transfer facilities



Shelter bench



Bench with advertisements

3.5 Trash Receptacles

Trash receptacles help control litter at bus stops, which improves the appearance and the overall reputation of Ride Gwinnett. However, it is important to properly maintain the receptacles and a collection schedule to realize its benefit. Recommended trash cans are bolt down, tamper-proof, and have interchangeable inner liners. There may be an opportunity for system branding.

Not all bus stops will have trash receptacles. Selected basic bus stops without shelters may have standalone trash receptacles depending on the need and feasibility. Stops that serve over 30 riders boarding daily will have priority in the decision to install receptacles. At this time, Ride Gwinnett will only use trash receptacles; however, recycling may eventually be incorporated, if required.

Ride Gwinnett Guidelines

Trash receptacles at Ride Gwinnett bus stops should be placed at the back of the sidewalk adjacent to benches or shelters and secured to the ground to prevent accidental tipping or unauthorized movement. Placement of trash receptacles should consider distance from surrounding buildings and structures to prevent undesirable access by climbing. Additionally, trash receptacles should use trash bags and be emptied according to Ride Gwinnett maintenance schedules. To ensure safety and sight-lines, trash receptacles should maintain an adequate clearance from driveways and nearby land uses. Before installation, ADA regulations, such as accessible routes, clear space, and any other applicable sections must be considered.

Design Elements

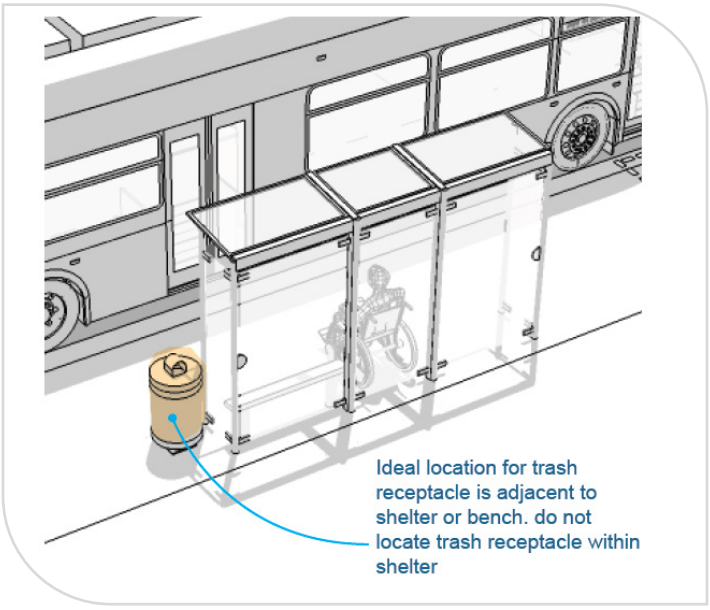
Trash receptacles should include lockable lids to enhance security and prevent litter from escaping the receptacle. Lid opening should be covered to prevent large or unwanted objects from being placed in the receptacle. Additionally, trash receptacles that include durable materials, such as stainless steel, painted galvanized steel, or aluminum, should be prioritized. Receptacles should be sized appropriately based on collection frequency while maintaining reasonable weight for staff to empty.

Guiding Principles

Public safety, accessibility, rider comfort, and open design

Included at

Medium ridership stops, High-ridership stops, rapid bus stops, and transit transfer facilities



Trash receptacle placement at bus shelter



Trash receptacles

3.6 Bicycle Racks

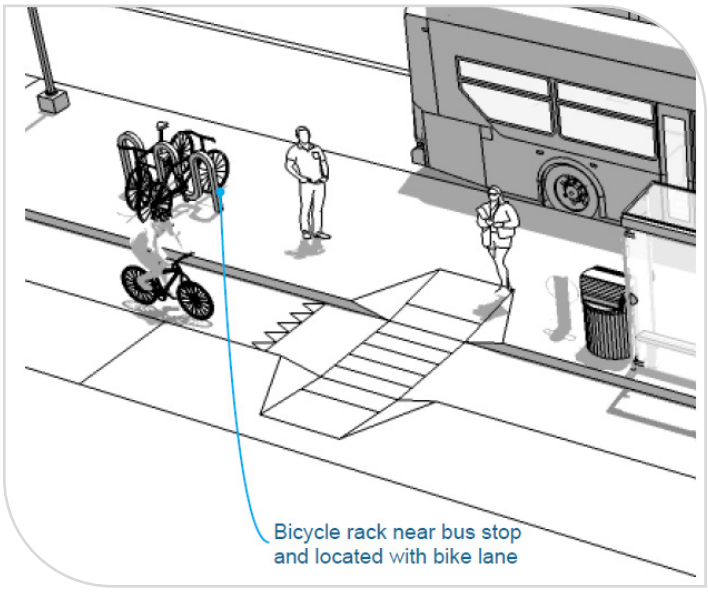
Bicycle racks will be implemented at neighborhood transit transfer facilities, dependent on context, to allow for the temporary storage of bicycles. The inclusion of bicycle racks will encourage transit users to consider bicycles as an alternative mode of transportation that can be used in conjunction with bus transit. The addition of bicycle racks discourages users from locking bicycles to other property located nearby. Covered bicycle parking is recommended over conventional bicycle parking.

Ride Gwinnett Guidelines

Bicycle racks achieve optimal utilization when located near bicycle-oriented infrastructure such as bike lanes and shared-use paths. To promote usage, bicycle racks should be prominently displayed near transit transfer facilities. When installing bicycle racks, ADA regulations, such as accessible routes and clear space, should be considered. Placement of racks should allow for connection to the sidewalk and bicycle lane network while also maintaining adequate distance from pedestrian areas to help separate users.

Design Elements

Bicycle racks that support bicycles in two locations such as an “Inverted U” and a “Post and Loop” are recommended because of their size and function. Materials such as painted galvanized steel, stainless steel, or aluminum should be used in the construction of each rack. All racks should be bolted in place to prevent movement. With the growing popularity of dock-less bicycles, adequate rack space should be allocated at transit transfer facilities for bike-share companies to maintain safety, cleanliness, and organization.



Bike rack location

Guiding Principles

Accessibility, rider comfort, and open design

Included at

Transit transfer facilities



Bike rack

3.7 Shelters

A bus shelter provides riders protection from the elements while waiting for a bus. Their placement is limited by available funding, right-of-way constraints, and site-specific conditions. Selecting bus stops at which to install shelters considers a number of factors, including:

- Number of daily boardings and/or transfers
- Frequency of service
- Existing land use compatibility or expected passenger demand because of committed changes in land use development (i.e., increased employment and/or residential density)
- Availability of space and existing infrastructure to accommodate Ride Gwinnett's standard bus shelter design, ADA requirements, and Georgia Public Works standards
- Proximity to hospitals, assisted living facilities, schools, social service facilities, or other major activity centers

System equity, local priorities, and neighborhood requests can also influence the decision to include a shelter at a bus stop. Ride Gwinnett utilizes various types of standardized shelter to accommodate various site demands and different passenger volumes.

Shelter size, design, and layout will vary, but when feasible, should be large enough to accommodate the number of passengers typically waiting during the busiest times of day.

Because of the climate, a solid roof is recommended with ventilation accommodated through the structure. Opportunities for branding include the powder-coat finish of the shelter, as powder coating is more durable.



Brasco Bayline Shelter

Ride Gwinnett Guidelines

Shelters at Ride Gwinnett stops should incorporate transparent panels to enhance visibility for transit users waiting for their next bus as well as for approaching drivers checking for customers. Shelter panels should use the most up-to-date Ride Gwinnett graphics to promote visibility of the shelter for pedestrians and vehicles. Like benches, shelter placement relies heavily on context and should aim to use existing amenities such as site lighting and landscaping to help create a defensible space for transit users while also promoting visibility of the stop. Shelter design should consider applicable ADA requirements, such as clear floor, accessible routes, landing pads, and other related standards.

Design Elements

When considering new shelter design, material durability and standardized components across the Ride Gwinnett system should be prioritized to reduce maintenance and upkeep. The use of interchangeable wall panels should also be considered if vandalism becomes an issue. Steel mesh can replace glass panels in the shelter, which are more resistant to vandalism.

Guiding Principles

Public safety, accessibility, rider comfort, consistent and appropriate signage, and open design

Included at

High-ridership stops, rapid bus stops, and transit transfer facilities



Brasco Sunline Shelter



Site lighting from shelter and existing light sources

3.8 Site Lighting

Lighting affects transit patrons' perception of safety and security at stops. Good lighting can enhance a waiting passenger's sense of comfort and security; poor lighting may encourage unintended use of the facility by non-bus patrons, especially in the dark. Lighting at bus stop facilities also allows bus drivers to see waiting passengers and illuminates route and schedule information for patrons. The costs of installation, maintenance, and availability of power are important concerns when determining how to provide lighting at bus stops. Lighting can be provided by a nearby streetlight, light from adjacent businesses, lighting installed within the shelter, or a standalone pole.

Ride Gwinnett Guidelines

At bus stops, site lighting should be utilized from existing sources such as streetlights and other ambient lighting. When determining lighting at a stop, designers should be cautious to not "over light" and "spotlight" the stop as it can negatively impact visibility by hindering users' vision and drawing obvious attention to patrons. To promote sustainable night sky initiatives, light fixtures should be downward facing to help reduce light pollution. Gwinnett County lighting guidelines should also be considered prior to installing new site lighting.

Design Elements

Site lighting should incorporate a standard set of bulbs and fixtures approved by Ride Gwinnett that are difficult to tamper with, yet easy to maintain. Site lighting

should incorporate daytime and nighttime levels to preserve bulbs and energy. Ride Gwinnett can consider solar-powered lighting to conserve energy. If light sources outside Ride Gwinnett control are used, it is recommended Ride Gwinnett work in conjunction with the provider to ensure proper replacement and maintenance. When lighting is installed at the bus stop, a consistent lighting standard reinforces the Ride Gwinnett brand and provides ease of maintenance and replacement.

Guiding Principles

Public safety, accessibility, and rider comfort

Included at

High-ridership bus stops, rapid bus stops, and transit transfer facilities

3.9 Real-Time Information

Real-time information are light-emitting diode (LED) panels or liquid-crystal display (LCD) screens that display bus arrival information, system updates, rider alerts and other critical passenger information. Although it does not directly impact the wait time for the passenger, it is intended to improve passenger experience by providing current information on the status of approaching buses, which allows passengers to change their wait time expectations or trip plans, if necessary. Real-time information signs require mounting surfaces and electrical service for installation and can be mounted on monuments. At transit centers, dynamic signage may be considered to identify which bus route is stopping at which bus bay location. This technology is included on the bus and in the terminal so that they can communicate with each other. Dynamic route identifiers within the terminal then indicate to the customer which bus is arriving at a particular bay.

Ride Gwinnett Guidelines

LED or LCD signs with Ride Gwinnett branding will be installed at bus bays at transit transfer facilities as well as at rapid bus stops. Signs should be positioned in a prominent location at the stop so riders can easily access ride information. Signs should also maintain proper clearance from traffic and pedestrians, referencing ADA standards related to signage and clear area.

Design Elements

Solar options should be considered when installing new Next Bus signs. To protect signs from vandalism, scratch-resistant materials should be a priority because of the cost of purchasing, installing, and maintaining such technology. Next Bus signs in use at transit transfer facilities and rapid bus stops should continue to be used as a template unless Ride Gwinnett changes vendors or designs in the future.

Guiding Principles

Accessibility, rider comfort, consistent and appropriate signage, and uniform color usage

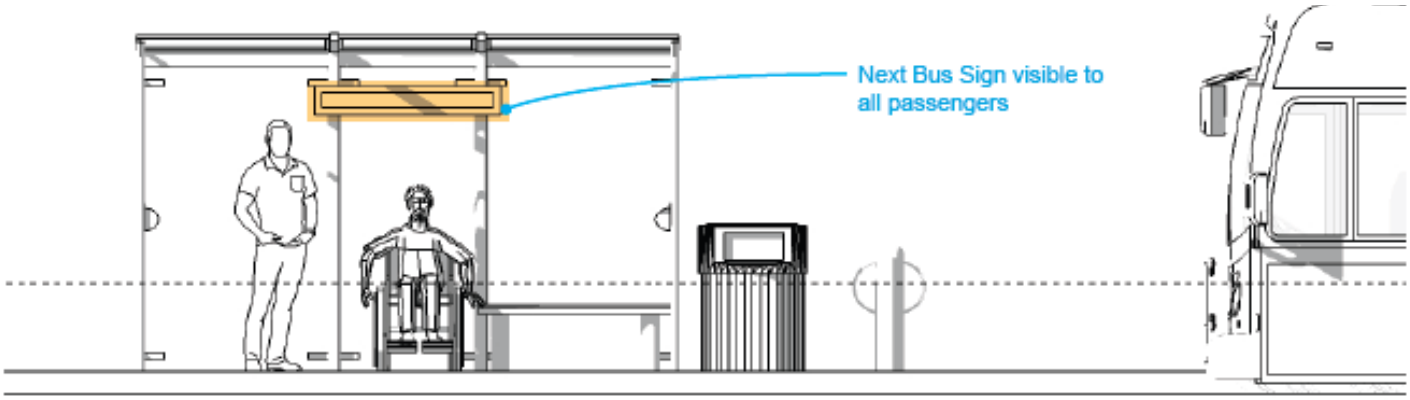
Included at

Rapid bus stops and transit transfer facilities



Next bus display types

Real-time information display types



Next bus sign location

Real-time information display location

3.10 System Information

System information displays are not required at all bus stops, but efficient distribution system information to the public is critical to the success of a transit network and adds to the convenience and comfort of the passengers. At busy stops with many passengers or transfers, clear and easily identifiable system information can promptly guide passengers to their destination and improve the efficiency of bus operations. System information displays can be mounted on monuments to display the data at BRT and transit transfer facilities.

System information may show a single route with fixed schedules or frequencies and can also be scaled up depending on the type of stop, with larger system maps showing pertinent transfer information and timetables. It is recommended that Ride Gwinnett show route maps and timetable displays at the following locations:

- Transfer points (a fixed location where passengers interchange from one route or vehicle to another)
- Timepoints (a location on a bus route assigned a specific scheduled time that is part of a larger line schedule)
- Stops that serve over 60 riders boarding daily or rapid bus stops

Ride Gwinnett Guidelines

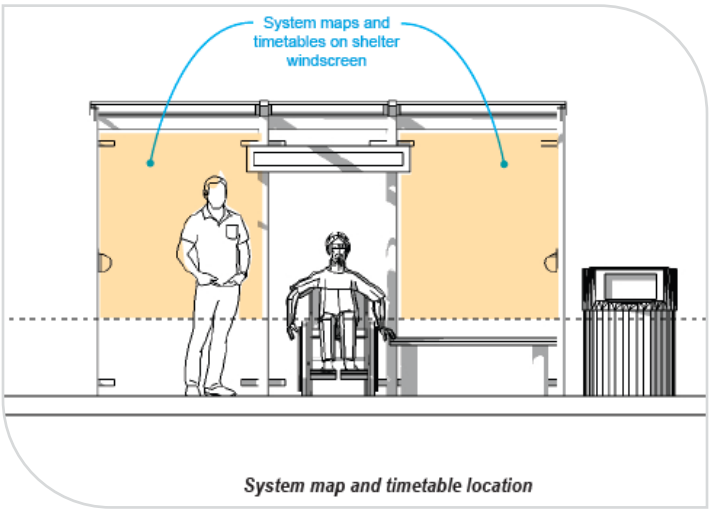
At rapid bus stops, system information should be provided within the shelter, when possible. Maps and timetables should be displayed for all routes that use the stop.

Design Elements

Maps and timetables will use Ride Gwinnett logos and route colors to designate routes that frequent each stop. Maps will be produced on durable surfaces that are easily cleaned to prevent graffiti, scratches, and other elements from defacing the map.

Guiding Principles

Accessibility, consistent and appropriate signage, and uniform color usage



System information location

Included at

Rapid bus stops and transit transfer facilities



Directional signage/system information
Source: ITES Media

3.11 Art and Integrated Advertisements

Advertising is a useful means to help fund the development of transit stops. Advertising on bus benches or shelters, if done properly, can promote the advertiser while also effectively blending into the surrounding environment. In developing integrated advertising, all state and local requirements must be met prior to implementing new advertisements.

Ride Gwinnett Guidelines

Advertisements should be supplemental to the primary function of the transit stop, being utilized when appropriate in the context of the stop. Placement of advertisements on bench backs and shelter panels should avoid interference with driver and rider sight-lines and vehicle operations. Additionally, all advertisements must meet Gwinnett County requirements.

Design Elements

Advertisements should be limited to the space provided by Ride Gwinnett and be constructed in a manner that will prevent vandalism and be easy to clean and maintain.

Guiding Principles

Rider comfort, consistent and appropriate signage, and uniform color usage

Included at

Medium-ridership stops, high-ridership stops, rapid bus stops, and transit transfer facilities



Bench advertisement



Art-integrated shelter



Custom branded shelter

3.12 Monuments

Monuments or significant landmarks at transit transfer facilities and BRT stops offer an enhanced experience of travel, allowing passengers to go from Point A to Point B as seamlessly as possible.

The additional benefits include navigation aid through the transit transfer facilities and differentiating it from other centers, as well as place-making benefits that contribute to cultural significance of the city and increased tourist attraction. These monuments also allow for easily identified gathering or meeting points and promote artistic expression in and nearby the transit transfer facilities and surrounding neighborhoods. It also allows for mounting of system information maps and real-time signage.

Ride Gwinnett Guidelines

Monuments should maintain a uniform design to best use standard components and replacement parts. Placement of monuments with enough spacing to allow for easy access and egress of transit users and compliance to ADA requirements.

Design Elements

Monuments should be constructed in a manner that will prevent vandalism and be easy to clean and maintain. Monuments should use durable materials.

Guiding Principles

Public safety, accessibility, uniform color usage, and open design

Included at

Rapid bus transit stops and transit transfer facilities



Custom monument

3.13 Security Cameras

Security cameras enable enhanced monitoring and safety of transit users. Placing security cameras at busier locations, such as transit transfer facilities, have additional benefits, which include crime and vandalism deterrence, public safety through monitoring environments with high foot traffic, and evidence collection.

Ride Gwinnett Guidelines

In transit transfer facilities, security cameras should be added in areas that are important to monitor for increased safety.

Design Elements

Placement of security cameras by Ride Gwinnett should be integrated in a manner that will provide optimum visibility yet prevent vandalism and be easily cleaned and maintained. This includes areas by kiosks and transit transfer facility entrances and exits. At high-ridership stations, security cameras can be integrated into shelters.

Guiding Principles

Appropriate positioning of security cameras



Security cameras

Included at

Transit transfer facilities

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Chapter 4

Transit Transfer Facilities

4.0 Transit Transfer Facilities

This section discusses transit transfer facilities, documenting guidelines for location, amenities, and configuration of transit transfer facility bus boarding areas. Transit transfer facilities are the primary points of transfer between multiple routes and/or modes of transportation. They may be small, medium, or large dependent on the number of routes and modes of transportation that confluence at this transfer point.



Small Transit Transfer Facility

Small transit transfer facilities are located at minor transfer points, facilitating connections between transit services.



Medium Transit Transfer Facility

Medium transit transfer facilities are larger facilities, typically located off street, that can accommodate connections to multiple routes and, in some instances, multi-modal transfers.



Large Transit Transfer Facility

Large transit transfer facilities represent the most important transfer nodes within the entire regional transit system. Many of these facilities will provide connections between local bus and high-capacity transit services like the planned BRT.

Location

Since transit transfer facilities are designed to be a multi-modal focus point, they are typically applied at the junction between multiple modes of transportation and should be collocated with destination points that will draw riders and increase utilization and safety of the area. At minimum, they are to be located at the intersection of two or more routes. By placing them at locations with higher transit activity, the cost to develop and enhance the stop can impact the greatest number of riders, and investment in the facility will provide a higher quality of service to customers.

Locating transit transfer centers in business districts or near an activity center will help drive ridership and in turn, result in a positive investment for the community. Transit center placement should incorporate neighborhood input and be sites in a way that ensures it can become a focal point within the community. Suggested locations include civic institutions, business districts, development centers that have high levels of pedestrian activity. This will encourage ridership and security at the facility.

Bus stops at transit transfer facilities should typically be placed off-street to provide a safe and comfortable waiting area. On-street stops should be used to facilitate rapid service. Off-street bus bays require more time for the bus to enter and exit, which is also affected by traffic congestion, turning requirements, and internal circulation on site. When off-site facilities are constructed, care should be taken to ensure that the bus operations are not significantly impacted by its location. This means making sure driveways are adequately spaced to avoid congestion at the intersection, and left turns should be avoided or mitigated as much as possible. If left turns are unavoidable, it is preferable to coordinate with a signalized intersection from the main street to a side street access point with more opportunities for turning across lighter traffic.

- Transit transfer centers should ideally be placed at an activity center to encourage use.
- Transit transfer centers should be placed in consideration to potential population growth and development potential.
- Bus berthing locations should be placed to streamline bus movement and minimize additional time in turning movements.
- Access points for busses and personal vehicles should be separated and placed to avoid left turns across traffic.

Amenities & Placemaking Features

Transit transfer facilities shall include all bus stop amenities, as well as additional amenities for inter-modal connections. Required amenities are documented in Chapter 3. Amenities to facilitate transfers from bike routes should be accommodated. Covered bike parking is recommended and may be accommodated under a separate canopy or integrated with pedestrian waiting areas. Bike lockers are a high security option that may be appropriate in some settings but increase use of space and expense. A mix of bike parking amenities and partnerships with bike share programs are encouraged adjacent to transfer facilities. To facilitate drop-off from car traffic at large transfer points, kiss and ride, ADA drop-off, and parking areas with electric charging should be included.

To enhance customer experience and security, transit transfer facilities should also include canopies, and depending on the size of the transfer facility may include climate-controlled indoor waiting areas with restrooms, wheelchair charging station, and full-time staff and security. Canopies at transit transfer centers should be designed to provide weather protection for transfers and waiting areas. Canopies shall overlap buses in their berthed location to provide full weather coverage and be a minimum of 14 ft high to provide necessary clearance for buses. Lighting and security cameras should be integrated at the canopies and facility as well. Ticket vending machines may be provided at facilities with rapid bus service. Wi-Fi, public art, landscaping, and vendor areas should also be considered, as they add significant value to the user experience and encourage use of the transportation system.

Way-finding signage should be carefully considered at these facilities. These facilities provide an opportunity for economic development of the surrounding area, as they bring larger volumes of customers and can be planned alongside transit-supportive developments. Therefore, way-finding signage should be considered not only for the transit system itself, but also for adjacent attractions. To assist customers in navigating the transit system, monuments including real-time-signage and system information should be included.

- Transit centers must integrate with the surrounding neighborhood, reflecting the specific needs and identity of the community they serve.
- Accommodations for all modes of transportation serving the facility should be incorporated, including bus, bike, pedestrian, and car circulation and waiting areas.
- Art, landscaping, lighting, and place-making features can enhance the comfort and use of the transfer area.
- Canopies should be included and provide weather coverage for passengers.
- Way-finding and real-time signage encourage use of both the transit system and adjacent neighborhood attractions.

Transfer Facility Layout

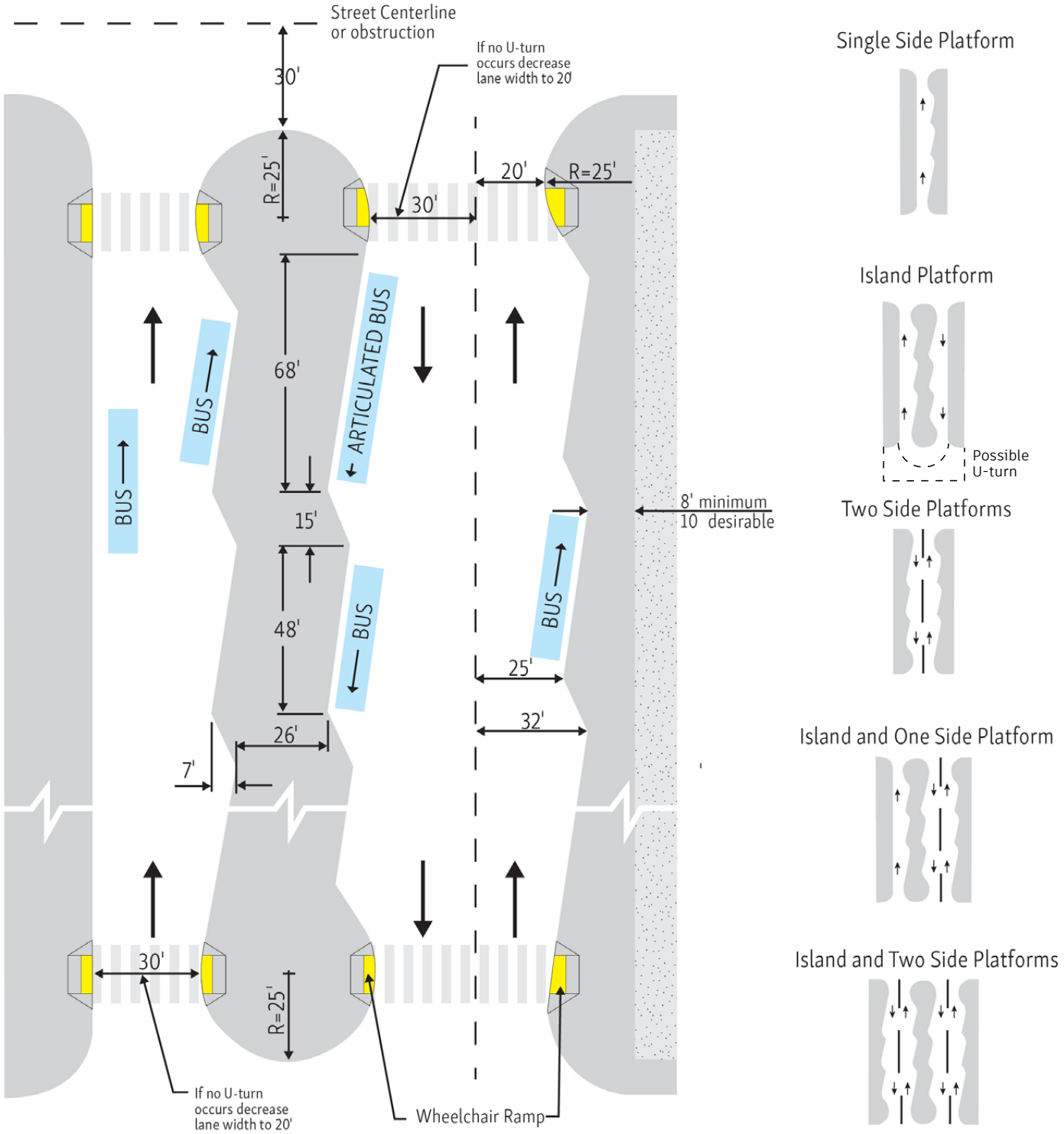
The layout of off-street stops is essential to facilitate safe movement of buses and minimize conflicts between buses and pedestrians and other modes of transportation.

Typically, a sawtooth design is utilized, to allow buses to get parallel to the curb with an efficient pull-in and pull-out space. The illustration below provides example layouts, however varying site conditions and required number of bus bays will drive unique layouts for each transfer area. Guiding dimensions shown in **Figure 40** are minimums and turning movements should be verified for the specific busses and site conditions in each design. For architectural and engineering design of transit transfer facilities (TTFs), the AutoTURN radius design guidelines should include different scenarios:

- 40 feet bus;
- 60 feet bus;
- 40 feet with a towing vehicle; and
- 60 feet with a towing vehicle (Figure XX)



Figure 40 – Transit Transfer Center Layout



Larger radius will be required where U-turns occur. As shown in **Figure 40**, both standard 40-foot buses and 60-foot articulated buses are accommodated in the same layout. Rapid services routes (not shown) should be incorporated at a curbside stop connected to the standard bus transfer area.

The specific layout of each transfer center should be analyzed for efficient bus circulation along with other modes of transportation entering the site. Specifically, pedestrian crossings within the bus lane should be avoided. Where pedestrian crossings are required, such as in a central island design, well-marked crosswalks with accessible curb ramps should be located at the end of the island to increase pedestrian visibility. At large facilities, pedestrian routes from and to parking areas and other amenities will need to be carefully considered. Barrier separation between bus lanes and pedestrian space should be considered to direct the flow of pedestrian traffic.

Electric Charging Infrastructure

While Gwinnett County does not currently have any electric revenue vehicles, provisions for future hybrid and electric buses should be accommodated in any new facilities and infrastructure. Sustainability is a priority in Ride Gwinnett's Transit Plan and current federal requirements direct bus fleet transition to zero emission vehicles.

A study should be conducted to determine the optimal type of charging for each planned transfer transit facility, with consideration given to battery electric bus (BEB) procurement compatible with this charging infrastructure. This will form the basis of a zero-emission fleet transition plan and define the design of charging infrastructure at all of Ride Gwinnett's facilities. Depending on route length and service timing, layover and on-route charging may be accommodated at the facility. Level 3 DC chargers will provide a quicker charge and are often used for shorter transfer stops to top up the BEB battery. Level 2 charging may be implemented at overnight layover facilities.

A variety of charger designs may be considered at each facility. Overhead 'Pantograph' chargers may be incorporated into high canopies, at least 14 feet in height, or be located at a stand-alone bus charging bay. Inductive in-ground charging uses electromagnetic induction to provide power to the bus from equipment in the bus pad. A third option is plug-in charging, however these require manual attachment of the charging equipment from an adjacent charger and should not be used at public bus transfer stops due to the trip hazard of the plug wire. These may be implemented at a dedicated bus charging stop and require a larger spatial footprint than overhead chargers. It is recommended that accommodations are made for this future equipment and at least one bus berth be earmarked for future opportunity chargers.

Figure 41 – ABB Charging Solutions Pantograph Down Chargers



Figure 42 – Plug-in chargers at a bus maintenance facility



Figure 43 – Inductive charging



Supplemental electrical equipment including new power feeds from the utility, transformers, switchgear, and power cabinets, will be required to support this charging infrastructure. Space must be dedicated on site for this equipment and consideration given to its location and maintenance. Opportunities to implement solar arrays (photovoltaics) on the canopy roofs may help offset this energy use.

Figure 44 – BEB charging equipment and solar canopy



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Chapter 5

Recommendations

5.0 Recommendations

Ride Gwinnett should use the recommendations in this section to satisfy spacing, placement, accessibility, safety, design, and amenity requirements for each bus stop typology to improve customer experiences and enhance bus operations. This can be done by prioritizing accessibility with ADA-compliant features, strategically locating bus stops for safety and visibility, optimizing stop spacing for efficient operations, incorporating user-centric amenities like shelters and real-time information displays when needed, integrating urban design principles for aesthetic cohesion, and engaging the community for input. Adhering to these guidelines and accounting for the recommended conceptual layouts will result in a more inclusive, efficient, and appealing bus system that encourages ridership and aligns with sustainable urban transportation goals.

Bus Stop Audits. Ride Gwinnett should undertake a comprehensive bus stop audit to evaluate bus stop accessibility and safety using the principles of Universal Design as an evaluation metric. The audit should consider accessibility for all riders and incorporate factors such as:

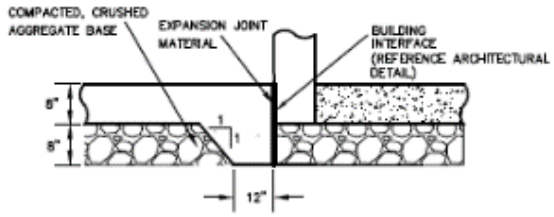
- ADA compliance
- Visibility and lighting
- Distance to pedestrian crossings and crossing characteristics
- Adjacent street speed limits
- Separation between vehicular travel lanes and pedestrian facilities (sidewalk and side paths) and bus stops
- Stop proximity to side driveways
- Sight distance obstructions for the transit operator and vehicle drivers
- Observed driver behaviors related to transit vehicles and transit stops (e.g., vehicles going around stopped transit vehicles, illegal parking, and blocking bus stops)
- Reported incidents/crimes at bus stops

Annual/Short-Term Work Program. Ride Gwinnett should develop a comprehensive strategy to install new bus stops, upgrade existing stops, and relocate or eliminate stops per the recommended standards articulated in the Bus Stop Guidelines. Agency administration should consider using the Ride Gwinnett's Capital Investment Plan as a principal implementation tool to accomplish the bus stop improvement goal, especially as this framework and methodology will enable Ride Gwinnett's leadership to make informed decisions about its bus stop related capital assets. This approach also will enable Ride Gwinnett to annually program and allocate funding via its work program.

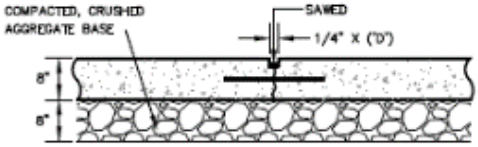
Standard Drawings. Standard Drawings are provided in the Gwinnett County Unified Development Ordinance (UDO), ***Appendix Section 2.0 Standard Drawings***. However, standard drawings for bus stops and passenger facilities are not included. Ride Gwinnett, as a division of the Gwinnett County of Transportation, should work with the Gwinnett Department of Planning and Development to amend the UDO to include standard drawings for bus stops and passenger facilities to include any or all the following:

- Bus Shelter
- Bus Stop Configuration
- Bus Stop Configuration Articulated Buses (Rapid Bus)
- Bus Stop Installation – Near Side Stops
- Bus Stop Installation – Far Side Stops
- Bus Stop Installation – Mid-Block Stops
- Bus Parallel Pull-In & Pull-Out
- Typical Bus Pull-Out Stops
- Modified Bus Pull-Out Stops Typical Layout
- Typical Bus Bulb-Out Stops/Curb Extensions

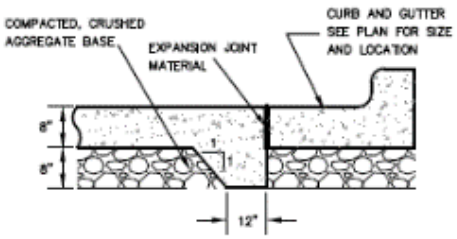
- Modified Bus Bulb-Out Stops/Curb Extensions Typical Layout
- Transit Center Bus Bay Configuration
- Bus Stop Pavement Details
- Bus Stop Pavement Details – Technical Specifications
- Bus Stop Pavement Details – Asphalt Pad
- Bus Stop Pavement Details – Pre-Cast Concrete (PCC) Pad
- Pre-Cast Concrete (PCC) Pad Details for Utility Conflict
- Bus Turning Radii for Large Buses
- Bus Stop Sign Installation
- Raised Letters and Braille Sign Details
- Park and Ride Regulation Signs



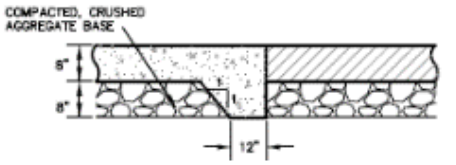
EXPANSION JOINT – BUILDING INTERFACE & APPARATUS BAYS



CONCRETE JOINT



EXPANSION JOINT –SLAB AT CONC. CURB



EXPANSION JOINT – SLAB AT ASPHALT PVMT, EARTH, OR GRAVEL

CONCRETE TO BE 4000 PSI @ 28 DAYS COMPRESSION STRENGTH

HEAVY DUTY CONCRETE PAVEMENT

N.T.S.

GENERAL NOTES

1. CONCRETE TO BE 4,000 PSI COMPRESSIVE STRENGTH @ 28 DAYS.
2. EXPANSION JOINT FILLER SHALL BE NONEXTRUDING AND RESILIENT BITUMINOUS TYPE AND CONFORM TO REQUIREMENTS OF AASHTO M 213 OR AS OTHERWISE INDICATED ON THE DRAWINGS.
3. JOINT SEALER SHALL BE OF THE HOT POURED TYPE AND SHALL CONSIST OF A RESILIENT AND ADHESIVE PLASTIC. THE MATERIAL SHALL BE IN ACCORDANCE WITH ASTM D 1190.
4. CURING MATERIALS: MEMBRANE CURING COMPOUND SHALL BE WATER SOLUBLE EMULSION TYPE LINSEED OIL BASE COMPOUND AND CONFORM TO THE REQUIREMENTS FOR TYPE 2 COMPOUND AS SPECIFIED IN ASTM C–309, EXCEPT THAT REQUIREMENTS FOR THE SAG TEST AND THE DRYING TIME SHALL NOT APPLY. WHERE SURFACES ARE TO RECEIVE WATERPROOFING, PAINTING OR ANY OTHER SURFACE TREATMENT, USE A COMPOUND WHICH WILL HAVE NO DELETERIOUS EFFECT TO THE APPLICATION THEREOF.
5. DOWELS SHALL CONFORM TO ASTM A 615, AND SHALL BE EITHER GRADE 40 OR 60 STEEL.
6. EXPANSION TUBES SHALL BE METAL DOWEL CAPS OR TUBES MANUFACTURED FROM 32 GAGE SHEET METAL, SHALL BE INDENTED TO PROVIDE A UMITING STOP FOR THE DOWEL BAR AND SHALL PROVIDE UNOBSTRUCTED EXPANSION SPACE OF NOT LESS THAN 1 INCH (25 MM) TO PERMIT MOVEMENT OF THE DOWEL BAR. THEY SHALL BE OF PROPER SIZE TO FIT THE SPECIFIED BARS TIGHTLY AND THE CLOSED END SHALL BE WATERTIGHT.
7. COMPACT TOP 24" OF SUBGRADE TO 98% OF STANDARD PROCTOR.
8. GRADED AGGREGATE BASE SHALL BE COMPACTED THROUGHOUT THE FULL DEPTH, TO AT LEAST 95 PERCENT OF THE DENSITY AT OPTIMUM MOISTURE BASED ON THE WEIGHT PER CUBIC FOOT OF THE MATERIAL PASSING THE NO. 4 SIEVE, AS DETERMINED BY ASTM D 1557.
9. WARM WEATHER. CONCRETE PLACEMENT WILL NOT BE PERMITTED WHEN, IN THE OPINION OF THE ARCHITECT, THE SUN, HEAT, WIND, OR LIMITATIONS OF FACILITIES FURNISHED BY THE CONTRACTOR PREVENT PROPER FINISHING AND CURING OF THE CONCRETE IN ACCORDANCE WITH THE REQUIREMENTS OF THIS SECTION.
10. COLD WEATHER. IN ADDITION TO OTHER REQUIREMENTS, IN COLD WEATHER, HEAT, PROTECT AND PREPARE THE SUBGRADE SO AS TO PRODUCE A SATISFACTORY SUBGRADE ENTIRELY FREE FROM FROST WHEN THE CONCRETE IS DEPOSITED. DO NOT PLACE CONCRETE WHEN THE AMBIENT TEMPERATURE IS BELOW 35 DEGREES F. (2 DEGREES C.), NOR WHEN THE CONCRETE WITHOUT SPECIAL PROTECTION IS LIKELY TO BE SUBJECT TO FREEZING TEMPERATURE BEFORE FINAL SET HAS OCCURRED.

Standard drawings might be added to **Chapters 300: Street - Designs, 400: Streets - Construction,** and **500: Street - Utilities.** They might also be included **Chapters 600 or 700**, both of which are reserved for additions.

Bus Pad Installation. Ride Gwinnett should consider adding concrete bus pads to high-frequency (4 or more buses/hour), bus stops where routes are also shared with high-volume truck traffic, future bus rapid transit (BRT) stations/corridors, and transit transfer facilities. Bus pad installation should be planned at the earliest project development phase so they might be incorporated into roadway expansion and rehabilitation designs. Early integration circumvents rising material cost and provides for efficient construction activities (e.g., scheduling, traffic control, mobilization, sourcing labor) ultimately eliminating waste in time and materials.

Table 14 - Bus Stop Amenity Criteria

Stop Type	Ridership Threshold	Stop Amenities	Place-making
Basic Stop	< 10 daily boardings	• Sign • Route information	• Sidewalks and crosswalks leading to bus stop • Area lighting
Medium Ridership	10–30 daily boardings	• All the above • Bench • Trash can	• All the above • Way-finding signage for bus system and nearby destinations • Advertising opportunities
High Ridership	30–60 daily boardings Any stop located at hospital, civic building, transit-oriented developments, or senior housing	• All the above • Shelter • Lighting	• All the above • Art opportunities
Rapid Bus Stop	Any stop on a Bus Rapid Transit or high-frequency network line	• All the above • Monument • Real-time information • System information	• All the above
Transit Transfer Facility	Any off-street stop located at transit transfer facility (typically > 60 daily boardings)	• All the above • Bike parking • Security cameras	• All the above • Transit-supportive developments

Bus Stop Amenities. Ride Gwinnett should provide amenities at bus stops using criteria based on stop boardings **(Table 14).**

Systematic Bus Stops Relocation and Consolidation. Ride Gwinnett should consider systematically relocating existing near-side stops in long travel corridors to far-side stops except in cases when having alternating far-side near-side stops provides better vehicle progression or the existing stop placement facilitates faster route transfers. Ride Gwinnett also should consider consolidating stops, as needed, to minimize the number of stops that buses must make within short distances.

Bus Stop Request/Modification Process. Ride Gwinnett should develop a process by which new bus stops and modifications to existing bus stops including relocation, consolidation, and removal, might be requested. Ride Gwinnett's staff should utilize the Bus Stop Guidelines to analyze the request and perform the following investigation:

- Review existing ridership, surrounding land use, transit routes which serve the bus stop, and spacing of existing bus stops
- Conduct a physical review of the location, review exiting conditions, and note any issues;
- Review/find a new potential bus stop location in close proximity to the existing transit stop (For relocations and consolidations only)
- Determine if the new location falls within the public right-of-way, meets ADA requirements, and is conducive to traffic patterns and street design. If new location does not meet ADA requirements, improvement shall be made based on an engineering solution, funding and right-of-way available to make improvements
- If it is determined that the new location meets the necessary criteria, the process will continue by the installation of a bus stop pole and flag

Once approved, the functional requirements of the bus stop should be summarized in a Bus Stop Request Form. A sample form is included in Appendix G. Appendix G also includes a series of checklists to help inform the addition of new bus stops, bus stop relocation and removals, and temporary bus stops.

Ride Gwinnett has the right to deny the installation, relocation, consolidation, or the removal of a new or existing bus stop.

Arts in Transportation. Ride Gwinnett should consider integrating art into its transit facilities and as a part of its future transit projects not only to help increase ridership, but also to transform a daily commute to an unspoken journey that promotes the identity of the county, giving it a defining edge. That coupled with a designated transit art program can support continuous improvements in transit county-wide. Actions that Ride Gwinnett can easily undertake to establish an Arts in Transit program include:

- Establishing an agency policy or resolution setting the percentage of the capital improvement budget to be used to integrate art into all future capital improvement projects and specifying ineligible project components.
- Defining eligibility of artistic undertakings. This includes art mediums that Ride Gwinnett supports and project ineligibility such as artistic undertakings that promote specific private, corporate, business, nonprofit, religious, or political interests.
- Establishing flexible program guidelines based on best practices demonstrated in the transit art field.
- Contracting with an arts administration professional/group with experience integrating artwork into capital projects.
- Engaging art professionals through an advisory group of arts professionals. In Gwinnett County, this group could include ArtWorks Gwinnett or other similar groups who would provide expert advice to transit art program staff.
- Outlining acceptable methods for the selection of artists, including juried competitions and professional peer review.
- Defining community involvement in appropriate and specific ways to ensure understanding and appreciation of the art by the transit ridership and neighboring communities.

Adopt-a-Stop Program. Ride Gwinnett should consider developing an Adopt-a-Stop program in conjunction with the County's municipalities, businesses, residential communities, community-based organizations and non-profits, and individuals. Individuals or groups can apply to adopt a bus stop for a commitment of one year. The adopter pledges to keep their adopted bus stop clean and perform the duties listed below:

- Regularly maintain (at least once a week) the adopted bus stop by being responsible for trash pick-up.
- Report vandalism, disturbances, safety issues, and items left at the bus stop to Ride Gwinnett.
- Participants must be 18 years or older, unless they are part of a group. If a group wants to adopt a stop the group leader must be at least 18 years of age and a group form must be filled out and turned in.

Bus stop adopters will be publicly recognized with a sign at the adopted bus stop and recognition on Ride Gwinnett's web page.



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2023 Ride Gwinnett Transit Development Plan Executive Summary

Appendix A



RIDE Gwinnett

Transit Development Plan

Executive Summary

Gwinnett

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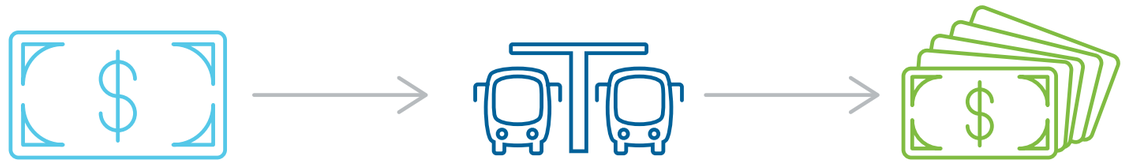
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Did you know?



Every $1
invested in public transit

generates

$5
in local economic activity.

Gwinnett County TDP Vision:

Enhance **mobility for all** by providing the **right services in the right places.**

TDP Goals:

Increase mobility options
for all Gwinnett residents.

Improve access to mobility options
to connect people to more places, more jobs, and support economic development.

Enhance the user's experience
by making transit easy to use, safe, and comfortable.

Create vibrant multimodal places
that generate a variety of activities.

Minimize environmental impact
by reducing cars on the road and using cleaner technology.

Provide robust information
about mobility alternatives and their benefits to all residents.

Transit Development Plan Overview

The purpose of the 2023 Transit Development Plan is to identify short- and long-range recommendations for Gwinnett County's transit system. The plan addresses the system as a whole and includes capital priorities, operational improvements, supporting infrastructure, vehicles, and technology.

The TDP comes at a critical time for the county given growth, demographic shifts, increasing congestion, ongoing construction, and large redevelopment opportunities. This TDP provides Gwinnett County with a fresh perspective and a new opportunity to demonstrate the impact of transit improvements on people's lives from the amount of time Gwinnettians spend commuting, to enhancing access to job opportunities and education, health and wellness, fostering economic development, and helping Gwinnett County thrive and be vibrantly connected.

TDP PHASES

The TDP was a community led planning effort, grounded in continuous engagement.

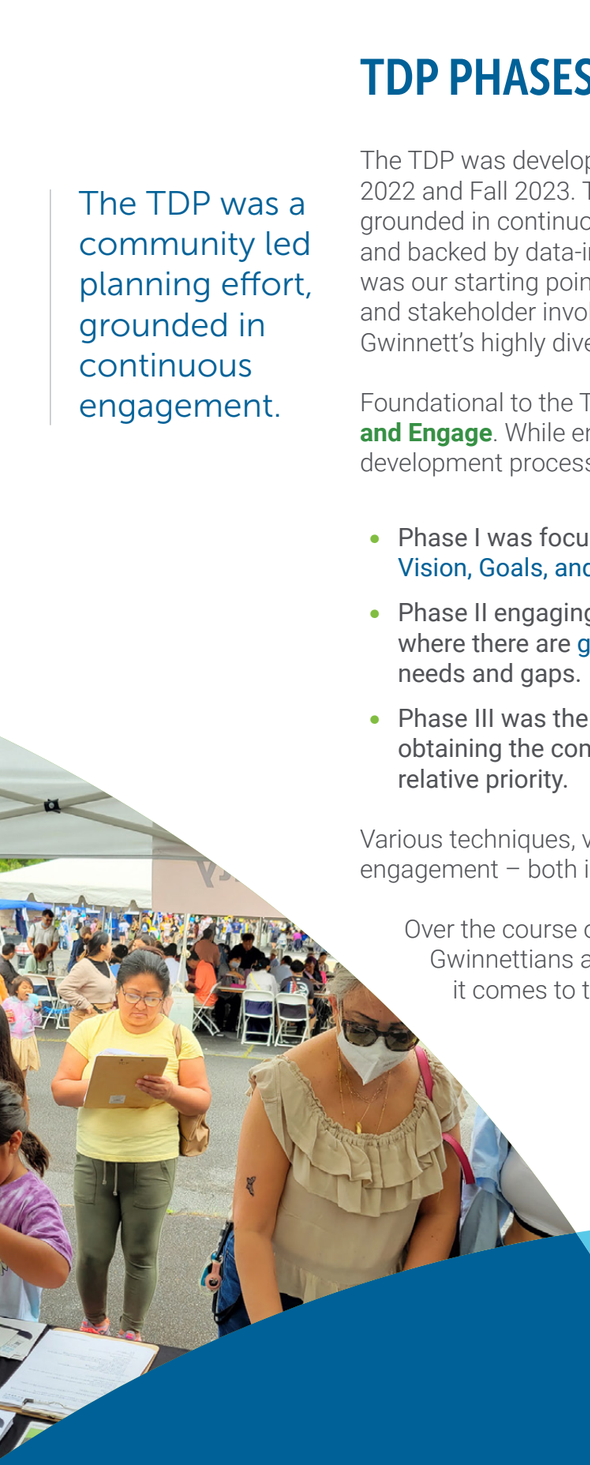
The TDP was developed over the course of 18 months, between Summer 2022 and Fall 2023. The Gwinnett TDP was a community led planning effort, grounded in continuous engagement throughout the plan's development and backed by data-informed technical analyses. The Gwinnett Standard was our starting point to develop an Engagement Framework to guide public and stakeholder involvement and integrated communications efforts with Gwinnett's highly diverse community.

Foundational to the TDP's engagement philosophy was to **Educate, Inform, and Engage**. While engagement was continuous throughout the entire TDP development process, it was centered around three primary phases:

- Phase I was focused on involving the community in developing the plan's Vision, Goals, and Priorities.
- Phase II engaging the community in identifying transit needs, confirming where there are gaps, and vetting preliminary strategies to address those needs and gaps.
- Phase III was the culmination of the engagement efforts and focused on obtaining the communities feedback on draft recommendations and their relative priority.

Various techniques, venues, and approaches were used during each phase of engagement – both in-person and online

Over the course of the past 18 months, we heard from thousands of Gwinnettians and stakeholders about what was important to them when it comes to transit and the future of mobility in Gwinnett.



Input and comments received were largely positive, though there are some in Gwinnett who still may not favor major investment in transit or who are still on the fence. But in the end, the following are the key takeaways from our engagement efforts:

Safety & Comfort

Residents desire a transit system that provides and prioritizes a comfortable, convenient, and safe experience.

Balance

TDP should balance broadly serving more places sooner with providing premium service in key corridors.

Microtransit

Across the board community support for community-focused mobility for all.

Connectivity

Gwinnettians want to move throughout the county as well as reach important job centers and destinations.

High-Capacity Corridors

People are eager for innovative transit solutions that support economic development and provide an alternative to congestion.

Land Use

Coordinated transit supportive land use will be critical to ensuring transit's success.

WHAT GOES INTO GOOD TRANSIT SERVICE?

Span

Running consistent service early enough in the morning and late enough at night to get you where and when you need to go.

Speed

Knowing that you can get where you need to go in nearly the same time as you could by car.

Amenities

Features that make riding transit convenient, such as shelters to avoid the rain, racks to lock up bikes, and mobile apps to determine when the next bus is coming.

Reliability

A service that always arrives on time and equipment that performs consistently.

Comfort

A clean and comfortable ride with easy and secure access.

Frequency

Knowing that the service runs often enough so that you don't have to worry about long waits.

Connectivity

Being able to get to the places you need to and want to go.

Proximity

Having stops close to where you need to get on and off.

WHAT ARE THE BENEFITS OF MULTIMODAL INVESTMENTS?

Community

Connects the communities of the county with new travel options, encourages smart redevelopment that results in walkable mixed-use neighborhoods, and protects existing neighborhoods.

Economic Prosperity

Promotes economic development, creates jobs, increases access to major employment centers and activity centers, and enhances economic diversity.

Travel Options

Greatly expands travel choices for all residents and visitors and supports an efficient countywide transportation system that enhances regional connectivity.



65%

of Americans agree having public transit nearby is either very important or somewhat important when deciding where to live.[1]

56%

of Americans prefer mixed-use, walkable communities to conventional suburbs and having to drive. This is especially true for the oldest and youngest generations.[2]





78%
of Gwinnett seniors currently lack any public transit access

Challenges & Opportunities

Gwinnett County is made up of diverse and vibrant communities spread over 437 square miles. Each of these communities is a great place to live, work, and play. However, the county's future potential is stuck in gridlock. Today's lack of mobility options has had significant negative impacts on Gwinnett's residents and businesses. The county's population has few viable alternatives to using congested roads, leading to increased commute times and costs. With nearly 1.5 million residents expected by 2050, congestion will continue to worsen and Gwinnettians' commute times and costs will continue to increase.[3] To ensure that we can attract a vital mix of employment opportunities, dynamic and healthy communities, and cultural and entertainment attractions, the County and its cities, residents, and businesses must work together to improve mobility options for everyone.

Investing in multimodal transportation supports economic growth, a diverse employment base, and better access to jobs. This supports existing businesses and attracts new employers and the next generation of the County's workforce. As young people enter the workforce, they are looking for more choices for transportation than just single-occupancy vehicles.

Given the existing conditions in Gwinnett County, there are numerous opportunities to expand transit.

- Only 11 percent of Gwinnett's residents are within one-quarter mile of a Ride Gwinnett bus stop.
- Less than one-quarter of all jobs in Gwinnett County are within one-quarter mile of a Ride Gwinnett stop.
- Large swaths of Gwinnett County are unserved by transit, but have the land use and density to support transit service.

Gwinnett County is transitioning to a younger population compared to the national average and is growing rapidly. The disconnected suburban context must offer residents and visitors a seamless, well-connected multimodal transportation system to overcome gridlock and unlock the promise of a vibrant community for the next generations.

The majority of new Gwinnett County residents were born in the 1990s and 2000s. Surveys reveal that these age groups prioritize expanding transportation alternatives and building more walkable communities.[4]

Significant Growth:

1,029,880
2025 Projected Population.[5]

>5x
growth since 1980.[6]

An Alternative to Congestion

Dependable local bus and high-capacity transit options can provide reliable alternatives to roadway congestion. A balanced transportation system provides many kinds of travel options that are integrated with and complementary to our road networks. This could include bus rapid transit, high-frequency local buses, on-demand microtransit, more transfer centers, and increased and improved bicycle and pedestrian facilities.



TRAVEL CAPACITY PER LANE BY MODE[7]



600 – 1600
Travelers per hour

1,000 – 2,800
Travelers per hour

7,500
Travelers per hour

10,000 – 25,000
Travelers per hour

$9,797 per year
estimated amount saved by individuals who shift from driving to transit.[8]

24%
higher home values near public transportation than in other areas.[9]

$3.64
in cost savings from congestion reduction for every $1 invested in transit in the Atlanta region, according to a 2020 study.[10]

A MIX OF TRAVEL OPTIONS SUPPORTS GROWTH & QUALITY OF LIFE

The county needs a balanced transportation system that provides a sustainable foundation for economic growth and prosperity. One of the most effective ways to support economic growth is by increasing access to the county's activity centers, job centers, and education centers. The activity centers include employment, residential, educational, recreational and cultural uses, and retail activities. These centers must be served and connected by various travel options to support robust and diverse economic growth. These options will save people time and money, and they will improve connections to jobs and the activities we all take part of every day, such as shopping, dining out, running errands, going to school, and having fun.

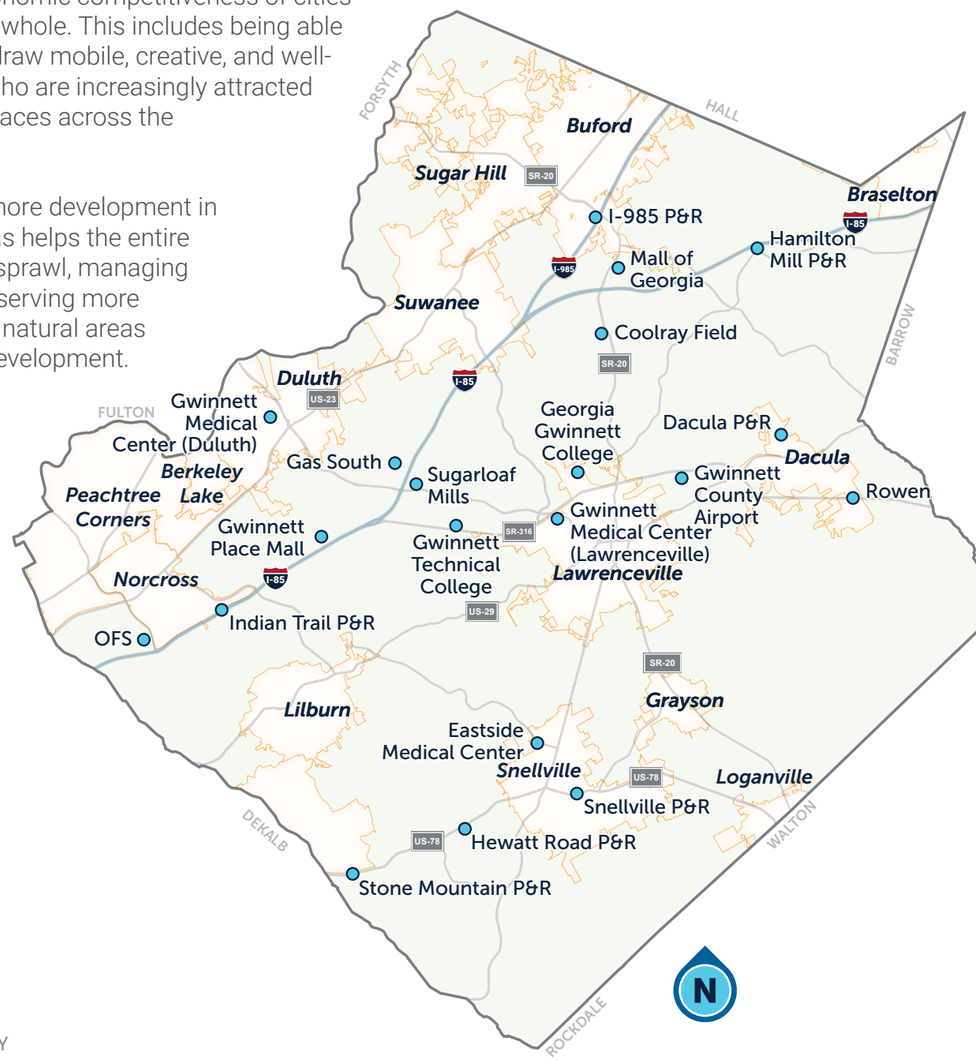
> Residents of transit-oriented developments are **two to five times more likely to use transit** for commuting and non-work trips than others living in the same region.[11]



SUPPORTING STRONG LOCAL DESTINATIONS

The county's downtowns, town centers, and main streets increasingly depend on transit. Land use, development, and transportation are inextricably linked. Transit uniquely helps to focus mixed-use development in core areas to create and sustain vibrant, attractive places. These compact centers of commerce create new spaces and opportunities to live, work, and play. This includes having access to transit, making fewer vehicle trips while also promoting vibrant street life. The TDP will link and promote the county's core business centers with enhanced and high-capacity transit options. Supporting these areas is essential for the economic competitiveness of cities and the county as a whole. This includes being able to more effectively draw mobile, creative, and well-educated workers who are increasingly attracted to walkable urban places across the United States.

Finally, supporting more development in the more urban areas helps the entire county by reducing sprawl, managing congestion, and preserving more suburban, rural, and natural areas from encroaching development.



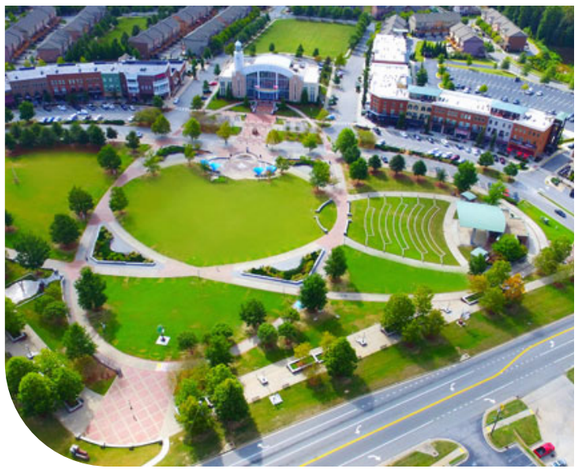
CHOOSING THE RIGHT TRANSIT OPTIONS FOR THE COMMUNITY

There is no single mode of transportation that would solve the County's mobility challenges by itself. Regardless of where they live, people want to be connected with travel options that make sense to them. Suburban and rural areas that want to maintain that lifestyle should be protected and provided with transportation options that fit within the fabric of those communities. Areas that are suburban now, but are moving toward higher densities and redevelopment, should be given mobility options that match their growth.

If the TDP is implemented, transit will connect more suburban and rural communities of the county to jobs, shopping, education, and entertainment. These longer distance elements of the plan reduce the need for long car trips on congested roads. New transfer centers will allow people to connect to locations with high frequency bus options. New airport express bus service will take cars off the road and provide stress-free riding options to get to work or travel. New regional connections will provide a new alternative to using congested roads and intersections by connecting to nearby activity centers and regional transit options.



Rural, suburban, and redeveloping areas should be given mobility options that match their community needs and growth.



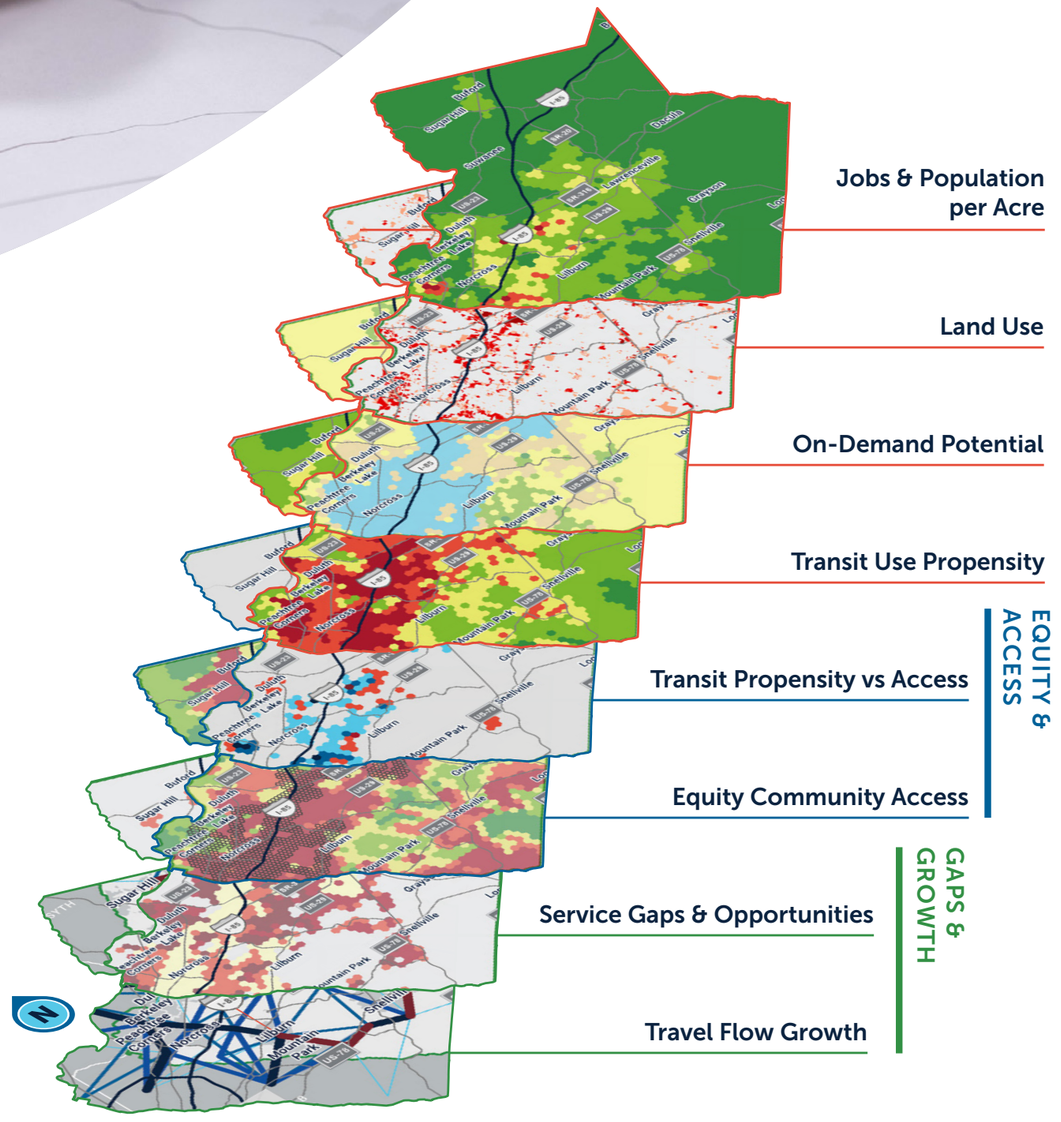




A Data-Driven Process

The Gwinnett TDP was driven by robust public engagement and recent, relevant, reliable, and comprehensive data sources. Taking a rigorous data-driven approach, the TDP establishes a firm foundation for targeted, multimodal, countywide investments. The specific recommendations are built on key factors, including population, employment, income, age, car ownership, travel patterns, and the existing transportation network. Within the analysis, different factors are used to determine multimodal transportation needs across the region. The recommendations of the plan are based on data and maps developed for the TDP that illustrate:

- Where people live
- Where people work
- Where people with the greatest need for transit live
- Where there is ongoing construction and planned development
- Where our activity centers are located (town centers, hospitals, colleges, employment centers)
- Travel patterns across the region



Taking the results of the multiple surveys and these data sources in comparison with services currently available in the region, the TDP identifies what transit improvements are needed and what can be enhanced and expanded to provide the service our communities and businesses have asked for and will most benefit from. The TDP is also closely coordinated with the Comprehensive Transportation Plan and Unified Plan to ensure that their recommendations support any future transit investments.

UNDERSTANDING EXISTING CONDITIONS

Gwinnett County is rapidly growing, diversifying, and becoming more youthful.

Economic activity and population density varies across the county with the greatest concentration in the western corner extending to Lawrenceville. Areas with a lower concentration of residents and jobs appear in the surrounding eastern crescent of the county.

As people and jobs continue to locate in Gwinnett County, **addressing transportation challenges will play an important role** in supporting economic development and an exceptional quality of life.

11%
of Gwinnett residents live within walking distance of current transit stops.

The current transit system provides transit service predominantly in the southwestern to central part of Gwinnett County. As a result, the rest of the county is not connected to the transit system.

Apart from commuter bus service that runs in interstate express lanes, most transit service mix with other traffic. Without dedicated lanes for transit and technology to move buses quickly through intersections, **customers will view transit as unreliable and slow.**

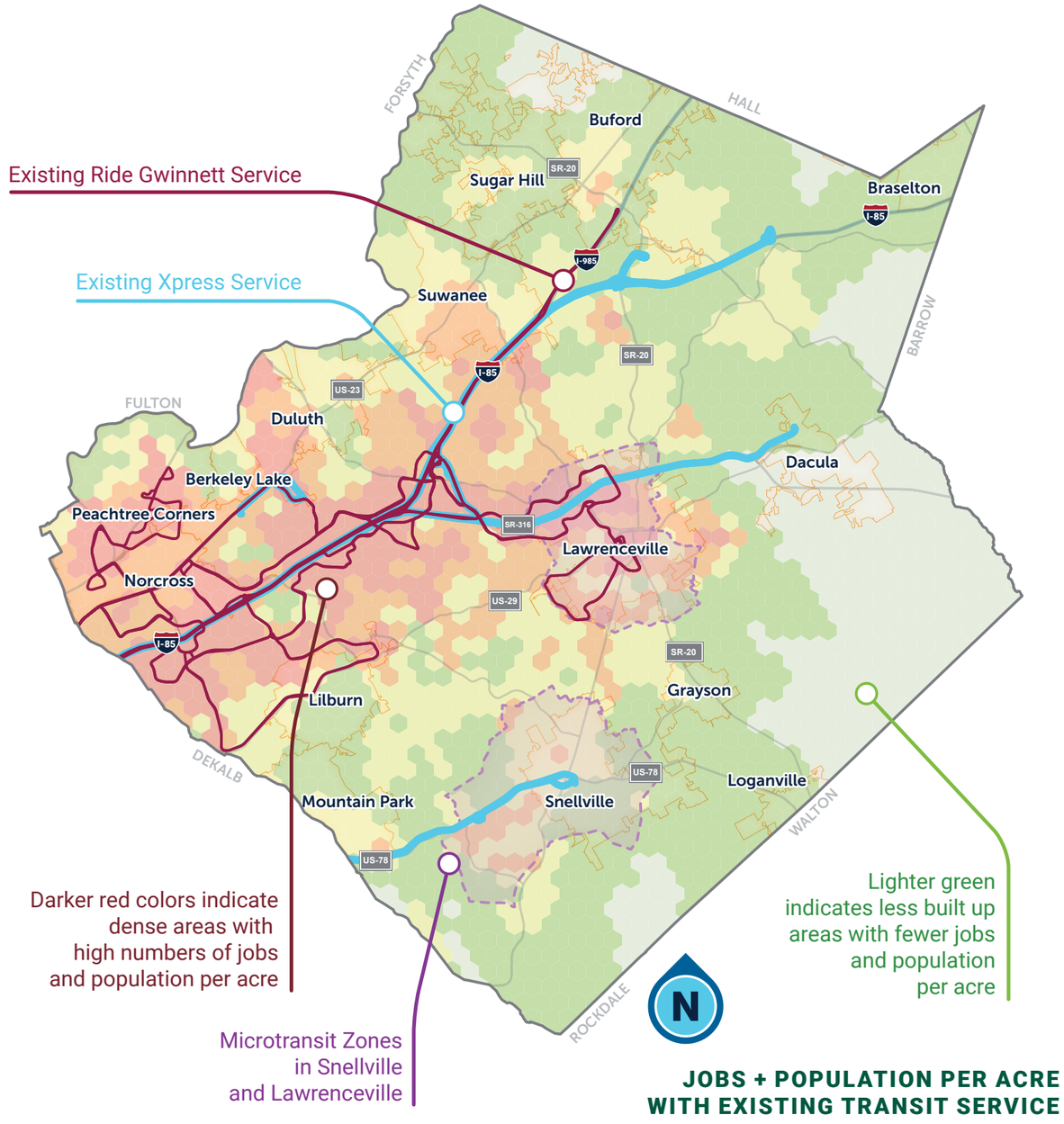
Additionally, where transit is provided, **service typically stops before 10:00 pm or is only offered Monday to Saturday making transit less convenient and less appealing** compared to other modes.

The demographics of Ride Gwinnett customers and of residents as a whole tell two different stories. Ride Gwinnett customers are significantly more likely to be under 35, low-income, Black, and non-car owners than the county's population overall.[12]

28%
of Gwinnett jobs are accessible by current transit.

Some other key findings:

- **More than one-quarter of riders are younger than 25.**
- **Most riders' income is between $40,000 and $50,000, and 59% of riders' income is below $60,000. The median household income for the County is $73,460.**
- **Twenty-nine percent of riders do not own a vehicle.**
- **Close to three-quarters of riders are employed full-time. Full-time college students account for 17 percent of riders.**
- **Fifteen percent of riders self-identify as Hispanic or Latino.**



JOBS + POPULATION PER ACRE WITH EXISTING TRANSIT SERVICE

There are critical gaps across the county where people who are likely to use transit live or where common destinations are that do not have access to the transit system.





UNDERSTANDING GAPS AND NEEDS

Public transportation is most efficient and most effective when it connects population and activity centers. Places with a high density of residents and jobs that are unserved or underserved by fixed-route transit are considered to have a gap.

Only a minor subset of the county has both an underlying likelihood to use transit and access to existing transit service. There are critical gaps across the county where people who are likely to use transit live or where common destinations are that do not have access to the transit system. These gaps often neighbor areas with transit access, such as Peachtree Corners and Lilburn, suggesting that **transit is just out of reach for many, even those in the densest parts of the county.**

The limited geographic reach of Ride Gwinnett's existing network results in some areas with viable existing density to support fixed-route transit currently lacking that service.

Places include:

- Buford
- Duluth
- Eastern Lawrenceville
- Mountain Park
- Suwanee

Other unserved and underserved areas include the area located south of State Route 316 corridor and west of Lawrenceville and the area located south of US-78 and west of Snellville.

The vast majority of the county has a limited transit propensity and does not have access to transit, indicating fixed-route transit is not the most effective and efficient mode. **Without the right transit service, such as microtransit, forging connections to fixed-route service, these less dense areas are excluded from the economic, social, recreational, educational, and well-being opportunities transit offers.**





WHAT WE HEARD

The following sections provide an overview of key takeaways gleaned from feedback received during the educate, inform, engage public outreach process of the TDP. The key takeaways are organized by theme to help organize the depth and breadth of feedback.

Gwinnett residents are eager for enhanced transit service like microtransit and high-capacity corridors, improved local and regional connectivity, and accompanying infrastructure like sidewalks and passenger amenities that support a high-quality multimodal system.

+19.8%
population growth since 2010

1,484,742
population forecast in 2050

Gwinnett County has experienced phenomenal growth since 1980, and is expected to grow by just over 500,000 residents by 2050.[13]

Microtransit is a flexible on-demand transit service.

Microtransit

Gwinnett County residents, community members, stakeholders, and elected officials continue to express excitement and support for microtransit. Microtransit was repeatedly mentioned as a top desire by residents throughout the county. In response, the TDP recommends implementing microtransit service for the entire county within the first 10 years.

We heard a number of ideas and sentiments related to microtransit in Gwinnett County, including:

- Microtransit is a quick win that could be used to make the case for future investment.
- Microtransit will improve quality of life for persons with disabilities and allow for seniors to age in place.
- Microtransit zones should connect everyone to the destinations within their immediate community.
- Microtransit zones can connect residents to the broader network of transit options.

Fixed Route Transit

There is a widespread understanding of the value of fixed-route transit by Gwinnett County residents and stakeholders when service is strategically located in higher density and propensity areas.

In particular, the following points were emphasized throughout the public engagement period:

- Avoid transfers and take a one-seat ride to major activity centers.
- Frequent, all-day fixed route service to attract more riders.
- Greater connectivity between nearby town centers and to future, planned developments.
- Consistent service pattern throughout the day to increase expectancy and avoid rider confusion.

These comments informed the fixed-route transit network recommendations. This is especially true for right-sizing recommendations where microtransit and high-capacity transit anchor the transit system and fixed-route transit supplements the two.

Fixed route transit is a regular bus with set routes and schedules.





High-Capacity transit is a high-frequency service that operates in dedicated lanes.

High-Capacity Transit

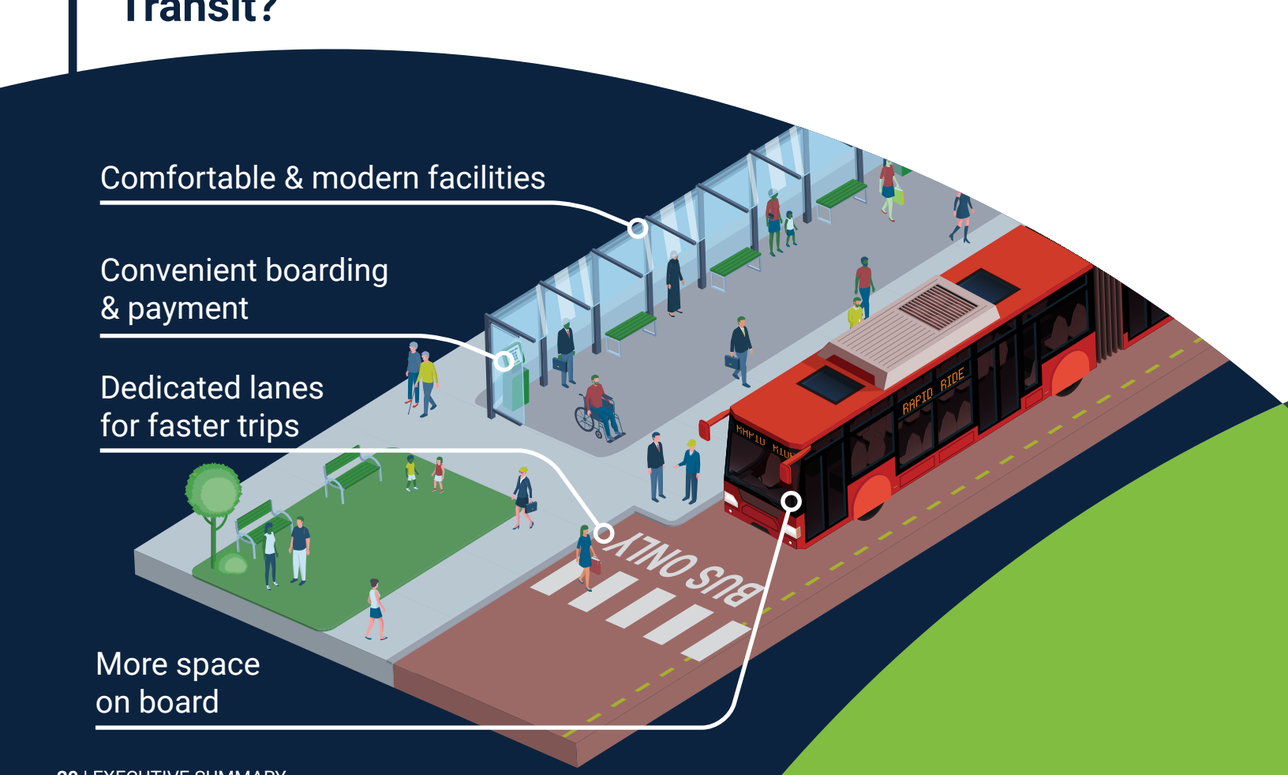
One significant finding from the engagement efforts was the considerable support for high-capacity corridors in Gwinnett County. High-capacity corridors refer to transit routes that can accommodate a larger number of passengers moving greater distances quickly, such as bus rapid transit. Residents expressed a desire for these types of transit options to improve connectivity and reduce congestion on major roadways. Additionally, high-capacity corridors were seen as a way to provide more equitable access to transportation for all residents, regardless of income or location.

At a detailed level, there were three prominent themes:

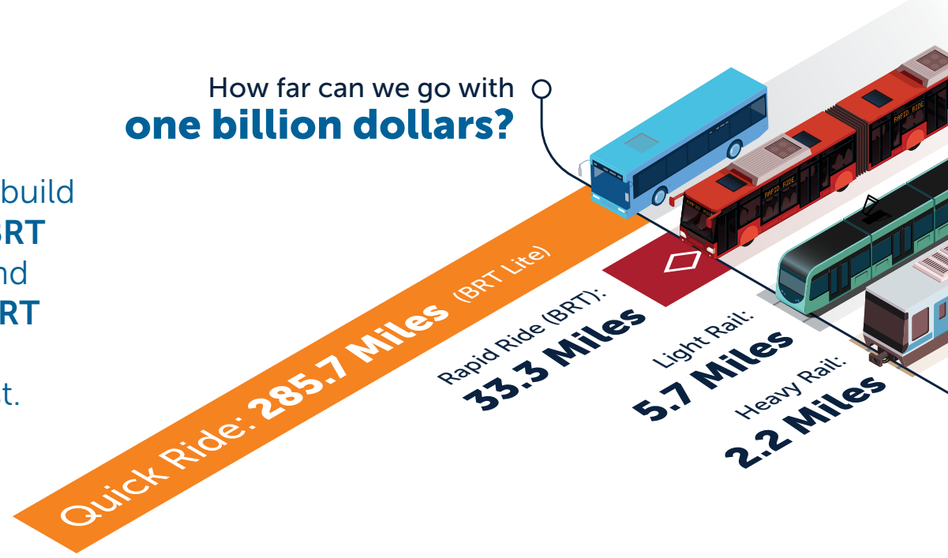
- Strong support for BRT and other forms of rapid bus service with priority at intersections.
- Focus on enhanced customer experience at stations with premium amenities.
- Connect activity centers with each other and connect to rail.

The engagement results indicate that Gwinnett County residents are eager for innovative and sustainable transit solutions that can meet the needs of a growing and diverse community.

What is Bus Rapid Transit?



The County can build **six times more BRT than light-rail** and **15 times more BRT than heavy-rail** for the same cost.



Airport Access

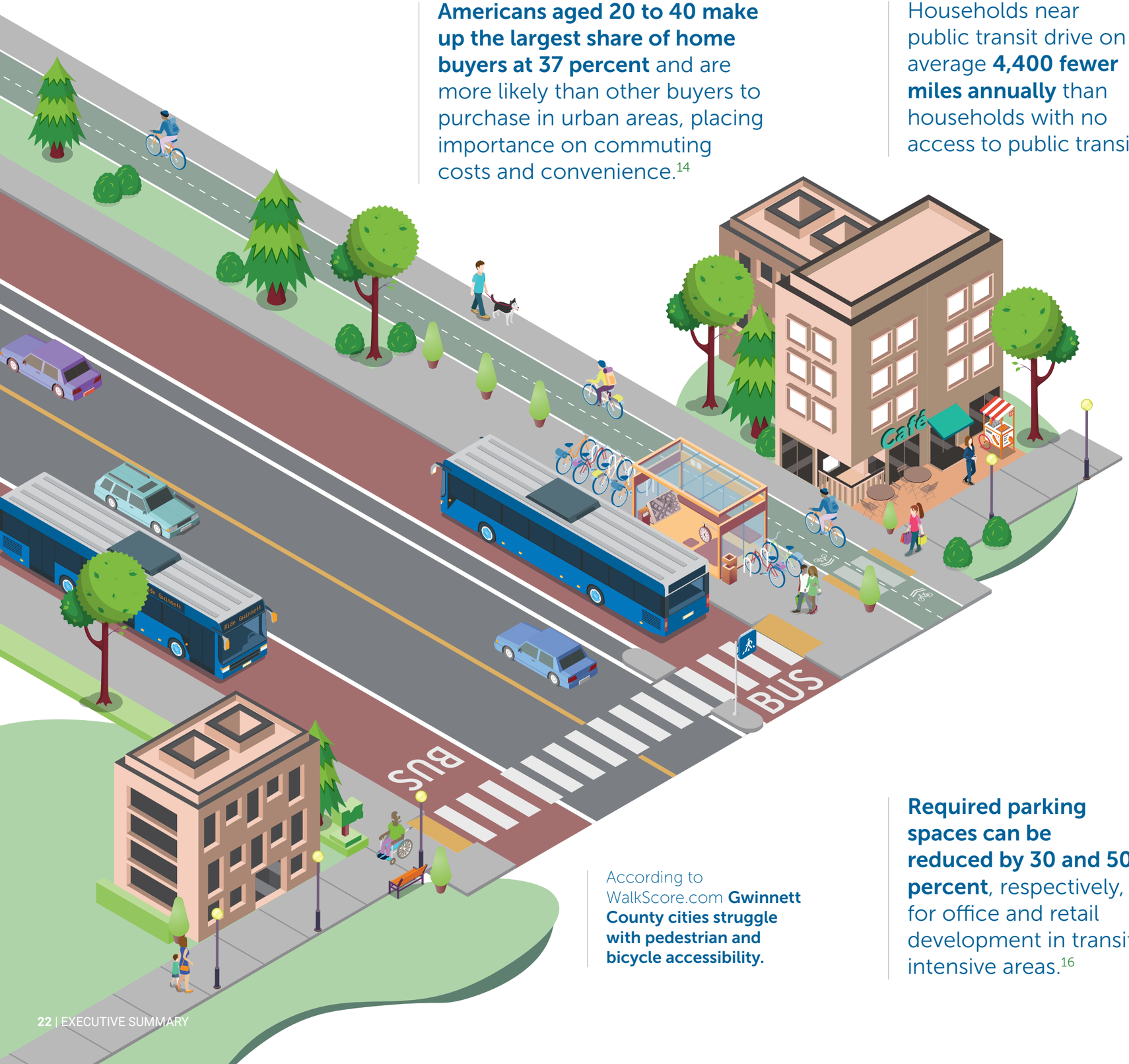
Airports are vital elements of a thriving and well-connected transportation system, unlocking tourism, the movement of goods, and economic potential. In the Atlanta region, more than 10,000 Gwinnett residents travel to Hartsfield-Jackson Atlanta International Airport every day for work or travel. As employees, residents are sensitive to travel time, travel costs, the availability of parking, and the cost of parking. As airline passengers, residents value convenient and reliable transportation over multi-stop services that might require a transfer or long walking distance with luggage. Gwinnett residents, whether employees at the airport or business or non-business travelers, want direct and comfortable access to the airport via transit that is cost- and time-competitive compared to driving a private vehicle.

10,000
trips to and from Hartsfield-Jackson Atlanta International Airport daily from Gwinnett County for travel or work.



Americans aged 20 to 40 make up the largest share of home buyers at 37 percent and are more likely than other buyers to purchase in urban areas, placing importance on commuting costs and convenience.[14]

Households near public transit drive on average **4,400 fewer miles annually** than households with no access to public transit.[15]



According to WalkScore.com **Gwinnett County cities struggle with pedestrian and bicycle accessibility.**

Required parking spaces can be reduced by 30 and 50 percent, respectively, for office and retail development in transit-intensive areas.[16]

Supporting Elements

Gwinnett County residents, community members, stakeholders, and elected officials all acknowledged transit service alone is not a silver bullet for solving the county's mobility challenges. Instead, they emphasized a robust toolkit of supporting elements, leveraging the full extent of technology and the built environment within and outside the roadway. Residents shared significant and recurring feedback, including:

- Implement transit-supportive land use policies and zoning to make transit successful.
- Encourage mixed-use development, higher densities, and a range of quality and affordable housing to support transit.
- Invest in more greenway trails and multimodal network to create healthier communities and improve first and last mile connectivity for all users.
- Upgrade and modernize passenger amenities to enhance customer experience and convenience.
- Ensure ADA compliance and accessible design for new transit infrastructure.
- Support development and exploration of connected vehicles, electric vehicle, autonomous vehicle technologies, and infrastructures.

Benefits for Everyone

The Gwinnett County TDP benefits everyone by improving and increasing multimodal transportation services countywide. These benefits will transform travel options across the county. The TDP will help fix parts of our transportation system that are not working today, while also putting the county on a path to a more prosperous future. It makes transit a convenient alternative for a wider range of trips, allowing more people to avoid congested roads whether they use the expanded network or not.

An alternative to congested roads

Reduced parking demands and congestion

Provide safer options than driving

Reduce transportation costs for all users

An alternative to building new roads

Improve mobility for non-drivers

Reduce dependency on oil and gas

Reduce transportation emissions

PLAN MODES



Shared Ride

A flexible on-demand transit service (microtransit)



County Ride

Regular bus with set routes and schedules



Quick Ride

High-frequency service with bus priority improvements and enhanced stops



Rapid Ride

High-capacity service with dedicated right-of-way and stations



Airport Ride

Limited stop service to Hartsfield-Jackson Atlanta International Airport

Recommendations

Gwinnett County, along with the Greater Atlanta Region, is growing and changing quickly. Given estimated growth rates since the last census, the county population may have already reached 1 million people in 2023. This includes a growing number of those under 40 and seniors. Thus, **planning for mobility is essentially charting a lifeline that not only connects Gwinnett to the region's core but improves local circulation and economic opportunity.**

Large developments are planned throughout the county that will impact jobs and travel behavior. As demographics continue to change, the transit system must be developed and adapt to meet these needs and create opportunity for a more sustainable transportation future.

500+
miles of convenient and frequent fixed route transit

In addition, connecting transit to existing job centers in Gwinnett, the transit recommendations illustrated in this TDP also connect future areas where growth is anticipated, including Rowen, Gwinnett Place Mall, OFS, and Gas South District among others. **Recommendations reflect growth of the transit system that is transformational and timed with development instead of reactionary.**

7 days per week

The complete TDP illustrated in the subsequent map represents an extraordinary expansion of a wide array of transit choices that will have a generational impact across the county.

Shared Ride (microtransit) will reach every corner of the county and provide access to a robust network of over 500 miles of convenient and frequent fixed route transit seven days per week (County, Quick, and Rapid Rides). **For the first time ever, Gwinnettians will be able to say that everyone in the county has access to transit, and every job and destination is reachable by transit.** All of the modes are connected by Transit Transfer Facilities that provide right-sized infrastructure and amenities to facilitate easy transfers among the various transit modes in inviting, safe, secure, and convenient locations.

The subsequent pages describe each mode in more detail and how they will individually meet the needs of existing and future residents, businesses, and visitors for every type of trip.

PROPOSED SERVICE OVERVIEW DIAGRAM



Diagram not to scale.

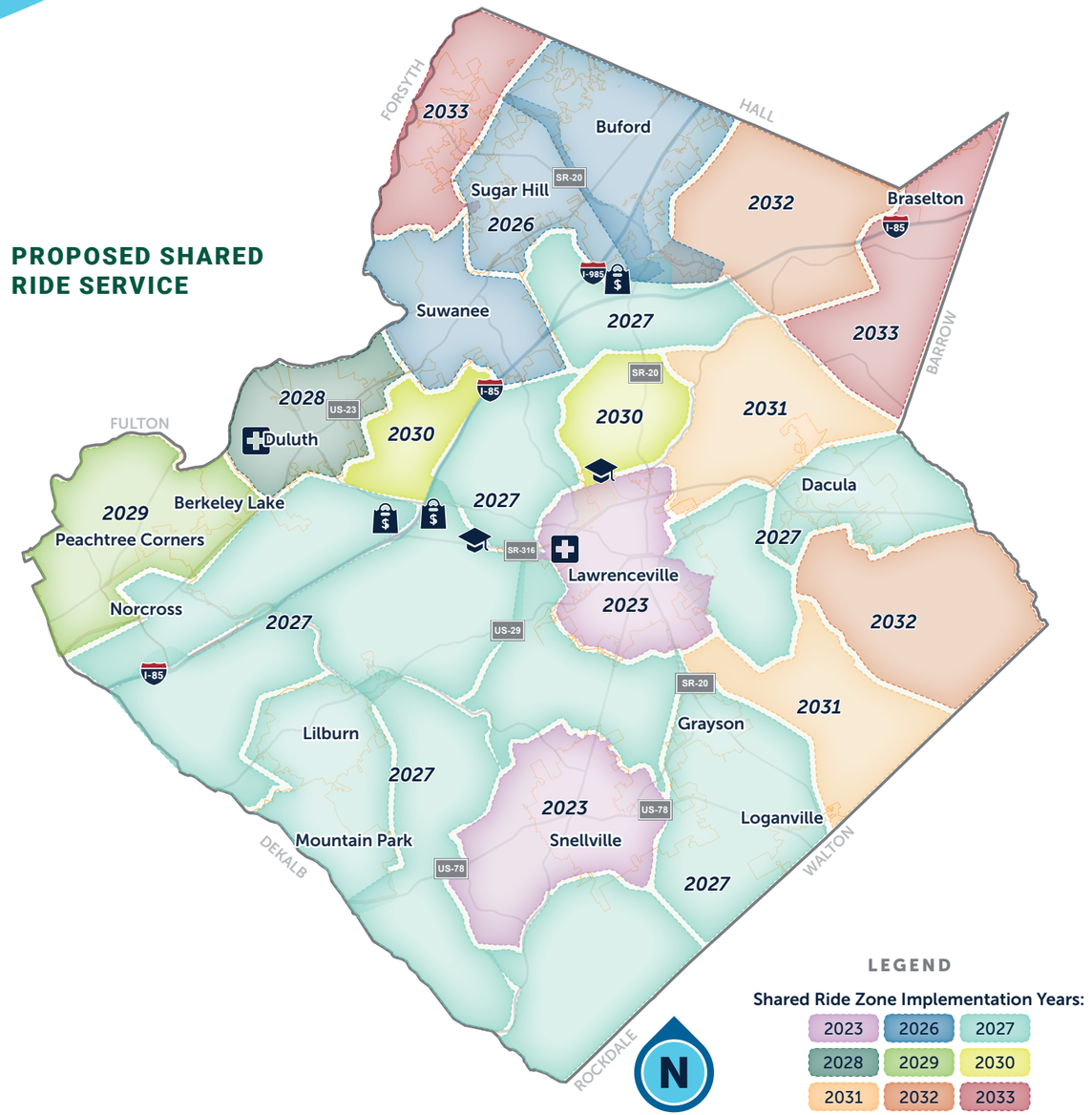
SHARED RIDE

Shared Ride, or microtransit, is a flexible on-demand service where riders can use an app to request and pay for their ride, allowing for flexible operations in less dense areas. This service will **operate 18 hours a day, seven days a week with a maximum average wait time of 20 minutes**. This service improves access and circulation for neighborhoods across the county and improves first-mile/last-mile access to fixed-route transit service.

Shared Ride zones will serve 100 percent of Gwinnett County by 2033, and over half of the county's land area will be served by a Shared Ride zone by 2027. Ride Gwinnett has already implemented two microtransit zones in Snellville and Lawrenceville. In 2026, three additional zones will begin service in Suwannee, Sugar Hill, and Buford. In 2027, 12 zones will begin service in key destinations like the Mall of Georgia, Sugarloaf Mills, Gwinnett Place Mall, Rowen, Stone Mountain, Centerville, and OFS. Between 2028 and 2033, 10 additional shared ride zones will begin service, with one launching in 2028, one in 2029, two in 2030, two in 2032, and two in 2033.

27 Zones
in the first 10 years that cover 100 percent of the county

PROPOSED SHARED RIDE SERVICE



346 miles
of County Ride fixed route service in the first 10 years, operating every 30 minutes or less, seven days per week.

COUNTY RIDE

County Ride transports passengers along routes with consistently spaced bus stops and a predictable schedule. County Ride service will **operate 12 to 18 hours a day, seven days a week with 15- to 30-minute headways**. The proposed routes are designed to transport riders to and from important local destinations within Gwinnett County. Riders will be able to transfer to other County Ride routes or to Quick Ride, Rapid Ride, Airport Ride, and Shared Ride services.

Eighteen County Ride routes are planned for implementation between 2027 and 2043. In 2027, 11 County Ride routes will begin operations. Service on these routes help maintain existing transit connections provided by Ride Gwinnett's current service and begin to expand the reach of transit service in the county. In 2028, an additional route is implemented, providing service between Stone Mountain and Loganville. Two additional County Ride routes will begin service in 2030, providing connections between Suwanee and Gwinnett Transit Center and between Lawrenceville and the Mall of Georgia. In 2043, the remaining four County Ride services will begin operations, bringing fixed-route service to Dacula and additional service on Peachtree Industrial Boulevard.

Headways **are the average time between scheculed trips on a route.**

PROPOSED COUNTY RIDE SERVICE

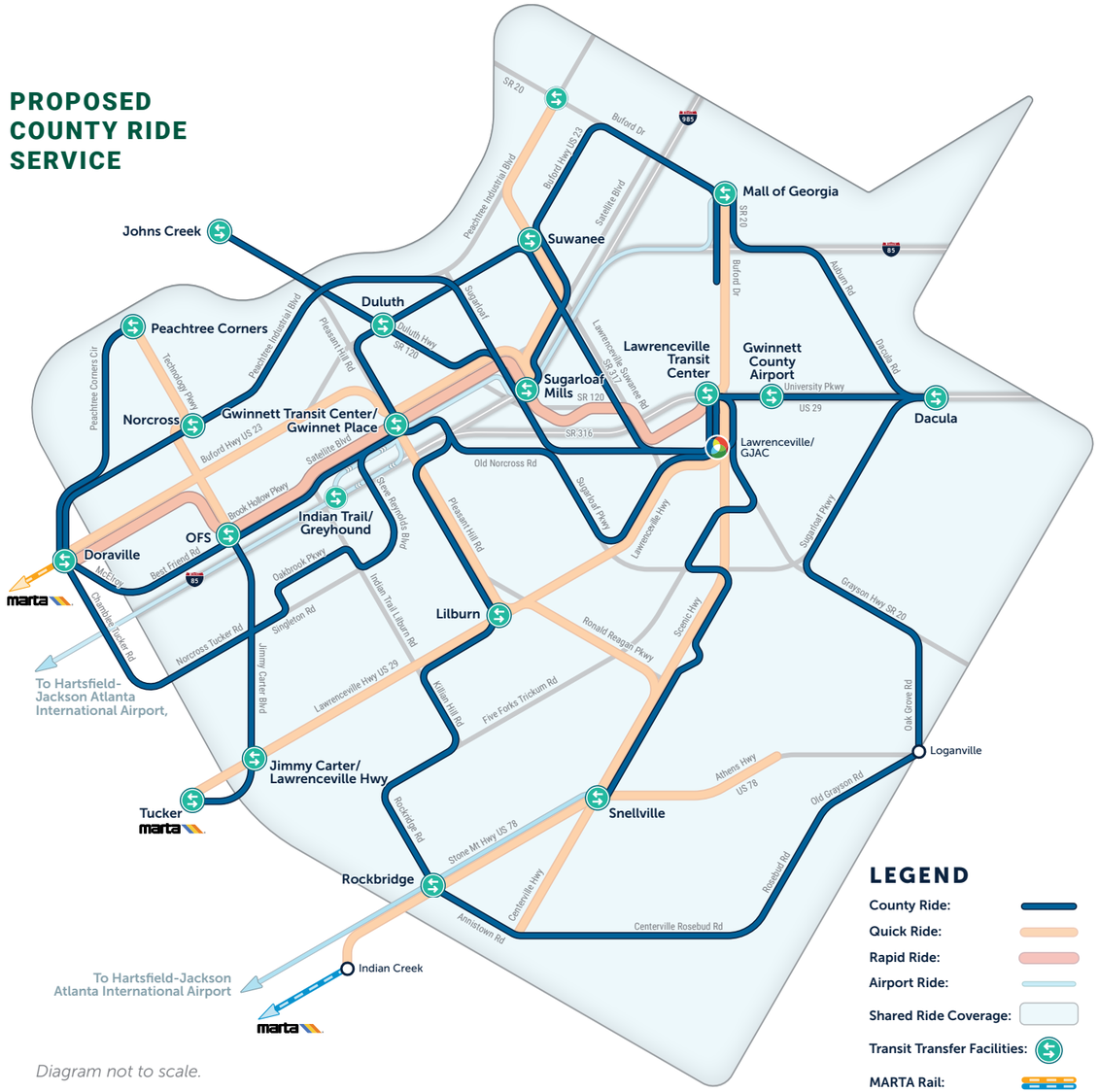


Diagram not to scale.



115 miles
of Quick Ride bus rapid transit lite service in the first 10 years.

QUICK RIDE

Quick Ride provides high-frequency service with bus priority improvements, such as transit signal priority, queue jumps, and enhanced stops. Quick Ride moves large numbers of people to their destinations quickly and efficiently. **This service will operate 12- to 18- hours a day seven days a week with 15- to 20-minute headways.**

Eight Quick Ride routes are proposed for implementation, with all Quick Ride service implemented by 2036. In 2033, five Quick Ride routes will begin operations, providing high-frequency connections between Peachtree Corners and OFS, Gwinnett Place Mall and Snellville, Snellville and the Indian Creek MARTA station, Sugar Hill and Gwinnett Place Mall, and Sugarloaf Mills and the Doraville MARTA station. In 2035, an additional Quick Ride route will begin operations, providing service between Lawrenceville and Tucker. The remaining two Quick Ride Routes will begin operations in 2036, providing high-frequency connections between the Mall of Georgia and Lawrenceville and between Lawrenceville and Centerville.

PROPOSED QUICK RIDE SERVICE



Diagram not to scale.



26 miles
of Rapid Ride rubber-tire rail service in the first 10 years.

RAPID RIDE

Rapid Ride moves large numbers of people to their destinations quickly and with high frequency. This premium service will include features such as off-board fare payment, bus-only lanes, limited stops, queue jumps, and transit signal priority to increase travel speeds, decrease trip times, maintain reliability, and enhance the customer experience. **Rapid Ride service will operate 18 hours a day seven days a week with 10- to 15-minute headways.**

One Rapid Ride service is proposed in the plan, to begin in 2036. The Rapid Ride route will operate from Doraville MARTA station to the proposed Lawrenceville Transit Station. Along the route it will serve the following major activity centers: OSF, Gwinnett Place Mall, Gas South District, Sugarloaf Mills, Northside Hospital, Gwinnett Technical College, and Georgia Gwinnett College. The route will utilize Buford Highway, Jimmy Carter Boulevard, Satellite Boulevard, Sugarloaf Parkway, Duluth Highway, and Hurricane Shoals Road.

PROPOSED RAPID RIDE SERVICE

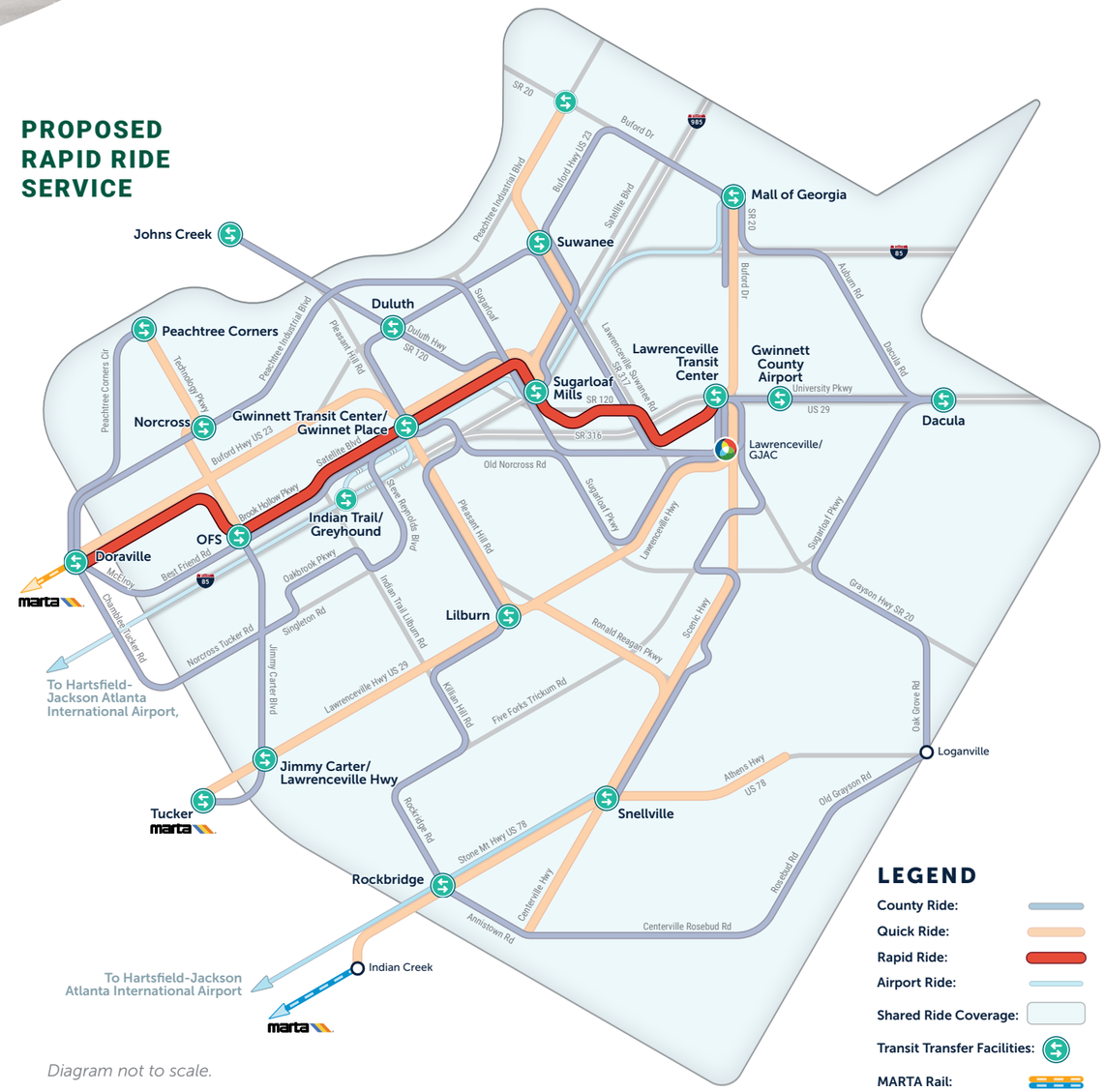


Diagram not to scale.



2

Airport Connectors directly connecting Gwinnettians to jobs and global destinations in the first five years.

AIRPORT RIDE

Airport Ride provides longer haul service between destinations in Gwinnett County to the Hartsfield-Jackson Atlanta International Airport. These routes provide limited stops and all day service to the airport, a key destination in the region. **Airport ride service will operate 14 hours a day seven days per week with 60-minute headways.**

Two Airport Ride services will begin operation in 2027. One will operate between I-85 and I-985 between the I-985 Park and Ride Lot in Northern Gwinnett County and the Hartsfield-Jackson Atlanta International Airport. Another Airport Ride route will provide service between Snellville and the airport and operate along Stone Mountain Highway, Memorial Drive, and I-285.

PROPOSED AIRPORT RIDE SERVICE

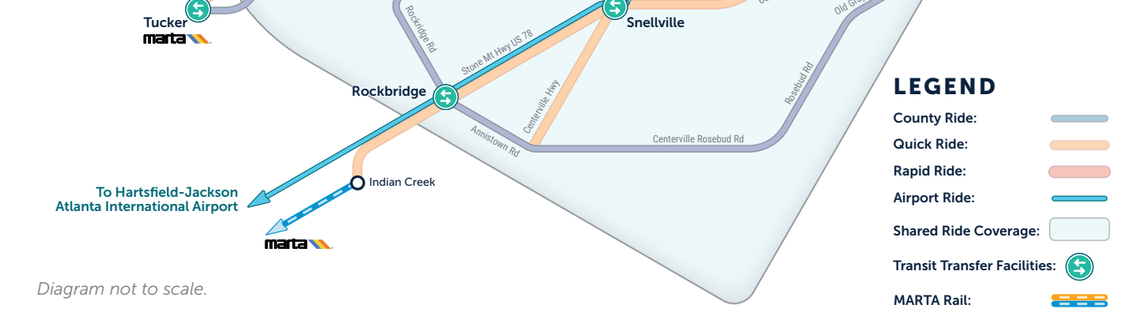


Diagram not to scale.

LEGEND

- County Ride:
- Quick Ride:
- Rapid Ride:
- Airport Ride:
- Shared Ride Coverage:
- Transit Transfer Facilities:
- MARTA Rail:

TRANSIT TRANSFER FACILITIES

Transit transfer facilities are the primary points of confluence between routes and modes. Gwinnett residents recognized that customer experience and convenience are important in ensuring seamless travel and building a positive transit system identity. More specifically, residents offered the following feedback about the location and style of transit and transfer facilities:

- Leverage existing County assets to invest in transfer facilities.
- Strong support for transfer facilities that reflect the local community and integrate local art installations and themes.

Small Transit Transfer Facility

Small TTFs are located at minor transfer points, facilitating connections between transit services.

Typical Amenities

- Bus shelters
- Real-time information
- Security cameras
- Lighting
- Benches



Medium Transit Transfer Facility

Medium TTFS are larger facilities, typically located off-street, that can accommodate connections to multiple routes and, in some instances, multimodal transfers.

Typical Amenities

- Bus loop and dedicated layover
- Bus shelters
- Real-time information
- Security cameras
- Lighting
- Benches
- Dedicated restroom facilities
- Part-time staffing to provide enhanced security and surveillance.



Large Transit Transfer Facility

Large TTFs represent the most important transfer nodes within the entire regional transit system. Many of these facilities will provide connections between local bus and high-capacity transit services like light rail and bus rapid transit.

Typical Amenities

- Off-road bus loop, bus bays, and layover areas
- Kiss and Ride and/or Park and Ride
- Bus shelters
- Real-time information
- Security cameras
- Lighting
- Benches
- Dedicated restroom facilities
- Indoor waiting areas
- Full-time staff presence to serve customers and provide an enhanced security presence.



Two large TTFs, one at **Gwinnett Place Mall** and one in **Lawrenceville**, are already under way. Gwinnett County was awarded a federal RAISE grant to build a new transit center at Gwinnett Place Mall.

FIXED-ROUTE (COUNTY RIDE)

- Gwinnett Transit Center to Rowen (via Sugarloaf Pkwy)
- Gwinnett Transit Center to Hamilton Mill Park & Ride (via I-85/985)

BRT/BRT LITE (QUICK OR RAPID RIDE)

- Sugar Hill to Sugarloaf (via Sugarloaf Pkwy and Peachtree Industrial Blvd)
- Norcross to Sugarloaf Mills (via Peachtree Industrial Blvd and Sugarloaf Pkwy)

REGIONAL CONNECTORS*

- Lawrenceville to Athens
- Peachtree Corners to Avalon and Wellstar Hospital
- Peachtree Corners to Perimeter Mall
- Peachtree Corners to Northside Hospital
- Indian Trail Park and Ride to Greater Tucker and Northlake Mall
- Snellville Park and Ride to Greater Tucker and Northlake Mall
- I-985 Park and Ride to Northside Hospital Forsyth
- I-985 Park and Ride to Hall County
- I-985 Park and Ride to Perimeter
- I-985 Park and Ride to Buckhead
- I-985 Park and Ride to Midtown
- I-985 Park and Ride to Downtown
- Snellville Park and Ride to Stonecrest Mall

**Regional Connectors would potentially operate 7 days per week every 30 minutes to connect Gwinnett to regional activity centers.*

ASPIRATIONAL PLAN ADDITIONS

Available and anticipated funding will not cover the cost of all proposed recommendations in the TDP. Aside from the aspirational additional service, the remainder of the recommendations are financially constrained meaning the available and anticipated funding covers the expected capital and operating cost. Proposed recommendations that do not have funding identified at this time are considered aspirational until additional funding is identified.

The TDP takes a logical and strategic phased approach to implementing the entire transit network. The phases serve as a guide for proactively moving specific projects towards design, engineering, and construction. It does not preclude implementing aspirational projects on an opportunistic basis, where cost-efficiencies or new project partnerships become available, or enhancing other projects such as from a Quick Ride to a Rapid Ride.

ASPIRATIONAL ADDITIONAL SERVICE



Diagram not to scale.

PLAN PERFORMANCE

This TDP reimagines transit from a transportation option available to select markets and select community members to a far-reaching mobility service for all. Shared Ride, County Ride, Quick Ride, Rapid Ride, and Airport Ride expressly focus on connecting people to the places they want to go and ensuring it is a trip they can make with confidence.

The previous focus of the County's transit service has largely centered on fixed-route services. However, with people and jobs spread out across great distances, the TDP proposes countywide microtransit and supporting elements in addition to fixed-route services to infill transit system connections and maximize the potential of less dense areas.

100%
of people and jobs would be served by Shared Ride.

187%
increase in the number of people living within ¼ mile of County Ride, or within ½ mile of Quick or Rapid Ride.

118%
increase in the number of jobs would be within ¼ mile of County Ride, or within ½ mile of Quick or Rapid Ride.

800%
increase in weekday service

1000%
increase in Saturday service and introduction of Sunday Service

Increase in populations served by County, Quick, and Rapid Ride combined:

+130% of minorities

+65% of zero-car households

+196% of disabled people

+100% of low income households

+159% of youth

+220% of seniors

Combined County, Quick, and Rapid Ride will provide access to:

6 hospitals

3 malls

Nearly all developments of regional impact (DRIs)

The majority of planned developments

2 colleges

6 Amazon facilities

14/16 ARC activity centers in Gwinnett plus twelve more outside the county

113%
increase in the number of people within a 1/2 mile of 15 minute bus service.

Options for Funding

A transformational shift in Gwinnett County's mobility funding model will be needed to implement the TDP recommendations over the next decade.

County Property Tax
Current Local Funding Model

→

County Sales Tax
(Transit SPLOST)
Proposed Local Funding Model

Who Pays?

Gwinnett County property owners	Any consumer that purchases goods within Gwinnett County
✔ Residents	✔ Residents
✔ Businesses	✔ Businesses
	✔ Non-Residents (Commuters, Tourists)

What happens if we don't transform the County's mobility funding model?

Ride Gwinnett's existing transit system is predominantly funded by Gwinnett County property owners through the County General Fund, the federal government through federal formula funds and discretionary grants, and Ride Gwinnett customers through fares. This current funding model is commonly used by smaller transit providers in rural and exurban areas with little to no high capacity transit service. Using local general funds can present several drawbacks that can restrict a provider's ability to expand, including lower revenue potential, annual budget cycle uncertainty, lower annual growth rates, competition with other annual county needs, a high burden on property owners, and low political support to increase rates above existing levels.

If Ride Gwinnett continues to use the existing local funding model, Gwinnett County property owners will continue to shoulder the burden of operating Gwinnett County's existing transit services. The level of transit investment in future years will be significantly limited by the County's ability to increase General Fund subsidies above current levels.

What happens if we do transform the County's mobility funding model?

The TDP proposes a transition away from annual property taxes towards a 1 percent dedicated sales tax – **the most common funding source used nationally for transportation.** This is also the most common funding source used for national transit providers in urban and dense suburban areas, especially those that are operating and/or implementing high capacity transit systems.

Compared to annual property taxes, a countywide sales tax would be paid by all consumers that purchase goods within Gwinnett County, shifting the burden away from Gwinnett County's property owners to all residents, businesses, and non-residents (commuters/tourists) that use the County's transportation network each day. This would capture an estimated **$2.5 billion in new revenues from non-resident commuters and tourists** that is not collected for mobility today.

Compared to other types of taxes, sales taxes generally have higher revenue potential, annual stability/predictability, higher growth rates, can be dedicated to transit needs, and have higher political support to increase rates above existing levels. This more robust, dedicated revenue stream would be used to **leverage an estimated $3.3 billion in new federal dollars** that would be used by Gwinnett County to invest in mobility, improve access, and generate economic development for Gwinnettians.

A potential Transit SPLOST would deliver countywide Shared Ride service, 115 miles of Quick Ride service, 26 miles of Rapid Ride service, 20 Transfer Centers, 2 Airport Ride connectors, and nearly 346 miles of County Ride service **within the first 10 years.**

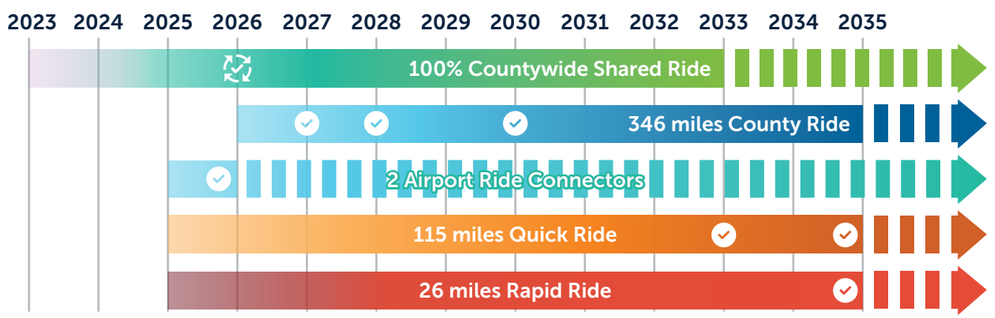
$2.5 billion
in new revenues from non-resident commuters and tourists that is not collected for mobility today.

The median Gwinnettian household would pay **$180** per year.

Transitioning away from the property tax would free up an estimated **$1.2 billion** in local property tax funds for other needs.

An estimated **302,600 jobs would be supported or created** by this countywide mobility investment.

IMPLEMENTATION TIMELINE



Almost all service is implemented (✔) early in the plan and would be funded for service continuing (▮▶) **30 years into the future.**

Where Are We Headed?

Today, Gwinnett County is at a crossroads. Our residents have voiced a desire for a more sustainable, multimodal, and effective transportation system. Investments in transit today will have a significant impact on our county tomorrow. From providing travel options for our aging population, to supporting our county's urban renaissance, a stronger multimodal transportation system is essential for meeting the future needs of Gwinnett County. It is up to us to respond to these needs by taking action that sets Gwinnett County on the right path for a brighter future.

49%
of participants in a 2023 national survey report expanding public transportation to be a high or extremely high priority.[17]

Every **$1 billion spent on public transportation yields $2.9 billion** of added business sales volume.[18]

Gwinnett County's anticipated growth by 2050 is projected to:

Increase vehicle trips by
+31%

Decrease average speed by
-7%

Increase delay by
+59%

How will we prepare?[19]

With no changes...



...more time waiting in worsening congestion.

With transit investment...



...more time for and access to business and recreation.

Endnotes

1 *https://cdn.nar.realtor//sites/default/files/documents/2023-community-and-transportation-preferences-survey-slides-06-20-2023.pdf?_gl=1*jfrz6i*_gcl_au*MTEwODM2NzA2Ni4xNjkyMjA0MDQ2*

2 *https://cdn.nar.realtor//sites/default/files/documents/2023-community-and-transportation-preferences-survey-slides-06-20-2023.pdf?_gl=1*jfrz6i*_gcl_au*MTEwODM2NzA2Ni4xNjkyMjA0MDQ2*

3 *https://atlantaregional.org/atlanta-region/county-profiles/gwinnett-county/*

4 *https://www.gwinnettcounty.com/static/departments/planning/unified_plan/2040_Plan/Chapter_2-Trends.pdf*
*https://cdn.nar.realtor//sites/default/files/documents/2023-community-and-transportation-preferences-survey-slides-06-20-2023.pdf?_gl=1*18otvj3*_gcl_au*MzAwNDkyOTc2LjE2ODk2OTYyNjU.*

5 *Population Division, U.S. Census Bureau*

6 *Governor's Office of Planning and Budget*

7 *https://nacto.org/publication/transit-street-design-guide/introduction/why/designing-move-people/*

8 *https://www.apta.com/wp-content/uploads/APTA-Economic-Impact-Public-Transit-2020.pdf*

9 *https://www.apta.com/wp-content/uploads/The-Real-Estate-Mantra-Locate-Near-Public-Transportation.pdf*

10 *https://www.apta.com/wp-content/uploads/APTA-Economic-Impact-Public-Transit-2020.pdf*

11 *Arrington and Cervero 2008, "TCRP 128: Effects of TOD on Housing, Parking and Travel," 2008*

12 *Atlanta Regional Commission 2019 On-Board Survey. Of the 42,046 respondents, 617 were from Ride Gwinnett. Results are weighted and for linked trips.*

13 *https://atlantaregional.org/atlanta-region/county-profiles/gwinnett-county/*

14 *https://www.nar.realtor/sites/default/files/documents/2021-home-buyers-and-sellers-generational-trends-03-16-2021.pdf*

15 *http://www.apta.com/mediacenter/pressreleases/2008/Pages/080310_land_use.aspx*

16 *http://www.apta.com/resources/reportsandpublications/Documents/congestion.pdf*

17 *https://cdn.nar.realtor//sites/default/files/documents/2023-community-and-transportation-preferences-survey-slides-06-20-2023.pdf?_gl=1*jfrz6i*_gcl_au*MTEwODM2NzA2Ni4xNjkyMjA0MDQ2*

18 *https://www.apta.com/wp-content/uploads/APTA-Economic-Impact-Public-Transit-2020.pdf*

19 *Atlanta Regional Commission, Activity Based Model. https://atlantaregional.org/transportation-mobility/modeling/modeling/*

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p9 *Right: The Gwinnett Chamber, https://gwinnettchamber.org/*

p11 *Left: City of Suwanee Georgia, suwanee.com*
Right: Downtown Sugar Hill, downtownsugarhill.com

p25 *Upper Right: Username "Eóin" Wikipedia, en.wikipedia.org*
Middle Right: Username "Momoneymoproblemz", Wikimedia Commons, commons.wikimedia.org
Lower Right: Username "ŠJů", Wikimedia Commons, commons.wikimedia.org

p38 *Left: Chris Yarzab, Flickr, www.flickr.com/photos/chrisyarzab/*

p39 *Top: CT Transit, cttranstic.com/ctfastrack*
Bottom: Ed Carreon, carreonphotography.com

p46 *Background: The Rowen Foundation, www.rowenlife.com*

p47 *Left: Hyosub Shin, The Atlanta Journal Constitution, ajc.com*
Right: The Rowen Foundation, www.rowenlife.com

Questions or Concerns?
Stay Connected!

GwinnettCounty.com/TDP
twitter.com/ridegwinnett

Gwinnett

Stop Consolidation Assessment

Appendix B

#	Stop Description	Average Weekday Daily Boardings	Route	Critically Low On-boardings	Adjacent to Vacant Land Use	No Adjacent Sidewalk
17	Gwinnett Justice and Admin Center	3.032	40	–	√	–
83	Beaver Ruin Road and East Hill Way OB	4.48	10A	–	√	–
111	Best Friend Road and Best Friend Court OB	2.648	20; 35	–	–	√
112	Best Friend Road and Best Friend Court IB	1.844	20; 35	–	–	√
113	Brook Hollow Parkway and Best Friend Road OB	1.836	20; 35	–	–	√
114	Best Friend Road and Brook Hollow Parkway	0.888	20; 35	–	√	–
116	Best Friend Road and Nancy Hanks Drive IB	4.364	20; 35	–	–	√
117	Best Friend Road and Royal Palm Court OB	0.704	20; 35	–	–	√
118	Best Friend Road and Royal Palm Court IB	0.28	20; 35	–	–	√
120	Best Friend Road and Skyland Court IB	1.444	20; 35	–	–	√
122	Button Gwinnett Drive and Mimms Drive	3.972	20; 35	–	√	√
123	Button Gwinnett Drive and Mimms Drive IB	0.588	20; 35	–	–	√
124	Brook Hollow Parkway and FedEx Entrance	1.276	20	–	–	√
127	Boggs Road and Astor Place Apartments	1.24	40	–	√	–
130	Boggs Road and Post Office (Main Entrance)	0.228	40	–	√	–
135	Boggs Road and Pinemeadow Court (GE) OB	0.848	10A; 10B	–	–	√
138	Old Norcross Road at Brass Key Court	0.032	40	√	–	√
159	Brook Hollow Parkway and Pep Boys	0.332	20	–	√	√
164	Brook Hollow Parkway and Mitchell Road OB	0.588	20	–	–	√
171	Brook Hollow Parkway and Pinnacle Way OB	1.636	20	–	√	√
179	Brown Road and Sugarloaf Parkway IB	1.052	10A; 10B	–	√	–
182	Buford Highway and N Berkeley Lake Road IB	3.608	10B	–	–	√
186	Buford Highway and East Lake Drive (across) OB	3.272	20; 35; 10A; 10B	–	√	√
188	Buford Highway and Hillside Drive	0.024	10A; 10B	√	√	–
189	Buford Highway and Pine Street OB	2.776	10A; 10B	–	√	–
195	Buford Highway and Oakcliff Road	1.816	20; 35; 10A; 10B	–	–	√
196	Buford Highway and Simpson Circle	1.468	10B	–	–	√
197	Buford Highway and Summerour Street IB	1.056	20; 10A; 10B	–	√	–

#	Stop Description	Average Weekday Daily Boardings	Route	Critically Low On-boardings	Adjacent to Vacant Land Use	No Adjacent Sidewalk
210	Buford Highway and Cambridge Street	1.544	10B	–	–	√
248	Buford Highway and Centro Norcross Plaza IB	0.08	10A;10B	√	–	–
250	Buford Highway and Remington Park Court	0.772	10B	–	–	√
259	Burns Road and Beaver Ruin Road (CVS)	1.892	30	–	–	√
266	Burns Road and Johns Way	0.22	30	–	–	√
268	Burns Road and Shady Drive (across)	0.836	30	–	–	√
278	Button Gwinnett Drive and RUSH Truck Centers	2.076	20; 35	–	–	√
283	Center Way and Reece Supply OB	4.324	20	–	√	–
293	Club Drive and Shackleford Road	0.424	30	–	–	√
295	Club Drive and Steve Reynolds Boulevard	1.604	30	–	√	√
313	Duluth Highway and Meadow Brook Parkway IB	0.06	10A; 10B	√	–	√
323	Graves Road and McDonough Drive OB	1.92	20	–	–	√
324	Graves Road and McDonough Drive	1.456	20	–	√	–
326	Graves Road and Osborne Drive	0.02	20	√	–	–
328	Graves Road and Champions Park Apartments OB	1.012	20	–	–	√
329	Graves Road and Champions Park Apartments IB	1.348	20	–	√	–
340	Grayson Highway and Veterans of Foreign Wars (VFW) IB	0.008	40	√	–	–
349	Professional Drive at the Gwinnett Professional Center	0.108	40	–	–	√
350	Gwinnett Drive and Bridgestone Tire	0.956	40	–	–	√
351	Gwinnett Drive and Town Center Cinemas OB	1.264	40	–	–	√
357	Gwinnett Drive and Scenic Highway OB	0.112	40	–	–	√
363	Old Norcross Road and Hillandale Road	0.064	40	√	–	√
364	Holcomb Bridge Road and Gwinnett Walk Plaza	0.424	35	–	–	√
372	Holcomb Bridge Road and Woodland Road OB	1.024	35	–	–	√
377	Indian Trail Road and Georgia Belle Court	0.044	20	√	–	–
379	Indian Trail Road and Indian Way	0.064	30	√	–	–
385	Indian Trail Road and QuikTrip	2.348	20	–	–	√
391	Jimmy Carter Boulevard and Amway Products Distributor	0.932	35	–	–	√
393	Jimmy Carter Boulevard and M Jay's Specialty Baked Foods	1.152	35	–	–	√
395	Jimmy Carter Boulevard and Veridian Bus Park	0.392	35	–	–	√

#	Stop Description	Average Weekday Daily Boardings	Route	Critically Low On-boardings	Adjacent to Vacant Land Use	No Adjacent Sidewalk
398	Jimmy Carter Boulevard and Williams Road	1.464	30	–	√	√
400	Jimmy Carter Boulevard and Atlantic Boulevard	0.496	35	–	–	√
404	Jimmy Carter Boulevard and Frugal Fabrics	0.76	35	–	–	√
413	Jimmy Carter Boulevard and Mr. Clean Car Wash	3.668	30	–	–	√
452	Lawrenceville Highway and Harmony Grove Road	1.284	30	–	√	–
464	Lawrenceville Highway and Lilburn School Road OB	0.008	30	√	√	–
489	Lawrenceville Highway and Little Caesars	0.164	40	–	√	–
493	Live Oak Parkway and Live Oak Center	0.024	20	√	–	√
494	Live Oak Parkway and Fire Department	0.772	20	–	–	√
495	Live Oak Parkway at Live Oak Plaza IB	0.112	20	–	–	√
496	Live Oak Parkway and Salvation Army	0.116	20	–	–	√
498	McDonough Drive and Webb Drive OB	0.38	20	–	–	√
499	McDonough Drive and Young Court OB	0.62	20	–	–	√
505	McDonough Drive and Fit Food (across)	0.22	20	–	–	√
507	McDonough Drive and DACA Specialty Services IB	0.036	20	√	–	–
509	McDonough Drive and Wilwat Drive (past street)	0.984	20	–	–	√
521	Mitchell Road and Everglades Trail	0.544	20	–	√	–
527	Mitchell Road and Price Place	0.068	20	√	–	–
528	Mitchell Road and Everglades Trail (Shell)	1.396	20	–	√	–
529	Mitchell Road and Station Circle (across)	4.764	20	–	√	–
538	Nash Street and GJAC Garage Avenue	0.032	40	√	–	–
549	Old Norcross Road and Averitt (across) IB	0.06	40	√	–	√
553	Old Norcross Road and Riverside Parkway	0.448	40	–	–	√
565	New Peachtree Road at Lazaro's Auto Repair IB	3.324	20; 35; 10A; 10B	–	–	√
566	New Peachtree Road and Longmire Way OB	1.668	20; 35; 10A; 10B	–	√	–
570	Pebble Wood Apartments OB	0.748	20; 35; 10A; 10B	–	√	–
586	Old Norcross Road and Burnham Ridge	0.044	40	√	–	–
591	Old Norcross and Sweetwoods Drive	0.224	40	–	√	–
597	Peachtree Industrial Road and ADVA OB	0.352	35	–	–	√
599	Peachtree Industrial Road and Fine Art Gallery	0.724	35	–	–	√

#	Stop Description	Average Weekday Daily Boardings	Route	Critically Low On-boardings	Adjacent to Vacant Land Use	No Adjacent Sidewalk
618	Peachtree Industrial Boulevard and Kingston Court	0.108	35	–	–	√
622	New Peachtree Road and Oakcliff OB	3.104	20; 35; 10A; 10B	–	√	√
628	Peachtree Industrial Road and DIVOTS Sportswear	2.036	35	–	–	√
632	Peachtree Parkway and Wesleyan School OB	0.156	35	–	√	–
642	Peachtree Parkway and Residence Inn Hotel	0.064	35	√	–	√
646	Philip Boulevard and Katherine Oaks Road	2.516	40	–	√	√
647	Philip Boulevard and Walther Road	1.888	40	–	–	√
651	W Pike Street and Buchannan Street (Hertz)	0.28	40	–	√	–
652	W Pike Street and Honeysuckle Avenue	3.512	40	–	√	√
653	W Pike Street and Old Norcross Road	0.368	40	–	–	√
664	Mitchell Road and Price Place OB	2.876	20	–	√	–
665	L'Ville Suwanee Road and Professional Drive	0.136	40	–	–	√
667	575 Professional Drive	2.092	40	–	–	√
675	Old Norcross Road and Riverside Parkway	0.064	40	√	–	–
678	Satellite Boulevard and Marquis at Sugarloaf IB	0.584	10A; 10B	–	–	√
694	Satellite Boulevard and Evergreen Boulevard	1.192	10A; 10B	–	√	–
699	Satellite Boulevard and Hopkins Mills Road IB	0.88	10A	–	√	–
702	Satellite Boulevard and Enterprise Dealer IB	0.096	10A;10B	√	–	–
719	Satellite Boulevard and Suzuki Dealership	0.092	10A; 10B	√	–	√
769	Singleton Road and Seattle Slew Lane	0.052	20	√	–	–
780	Koger Road and St. Leo University OB	0.012	30	√	–	–
781	Grayson Highway and St. Lawrence Church	0.08	40	√	–	–
809	Sugarloaf Parkway and Dunhill Drive	0.344	40	–	–	√
829	Technology Parkway and Homewood Suites	0.452	35	–	–	√
831	Technology Parkway and Research Drive	0.472	35	–	–	√
847	W Pike Street and Kacey's Home Cooking Restaurant	0.856	40	–	–	√
848	W Pike Street and Midas OB	0.04	40	√	–	–
858	Peachtree Parkway and Forum IB	1.296	35	–	–	√
860	Holcomb Bridge Road and Veranda Knolls Apartments	0.012	35	√	–	–
868	Satellite Boulevard and Evergreen Boulevard IB	0.172	10A; 10B	–	√	–

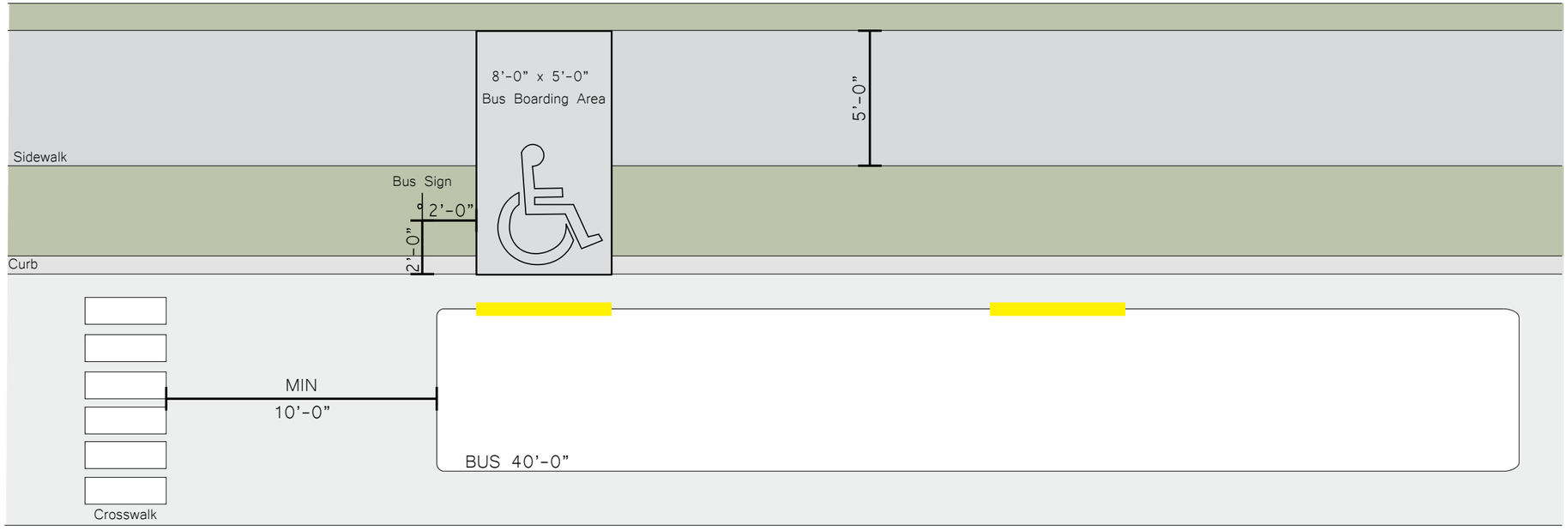
#	Stop Description	Average Weekday Daily Boardings	Route	Critically Low On-boardings	Adjacent to Vacant Land Use	No Adjacent Sidewalk
879	Button Gwinnett Drive at TOPSA	0.552	20; 35	–	–	√
880	Button Gwinnett and TOPSA	0.512	20; 35	–	–	√
882	Breckinridge Boulevard and Arlon Lane	0.076	30	√	–	–
890	Indian Trail Road and Indian Trail Court Plaza	3.524	30	–	–	√
891	Graves Road and East Windsor Lane	1.604	20	–	–	√
892	Graves Road and Graves Mill Drive	0.9	20	–	–	√
897	Indian Trail Road and Steve Reynolds Boulevard	0.2	30	–	√	√
898	Indian Trail Road and Wellington Square Plaza	1.432	30	–	–	√
904	Jimmy Carter Boulevard and Everest Trail OB	0.8	30	–	–	√
907	Jimmy Carter Boulevard and RR Tracks	0.092	35	√	–	√
913	Live Oak Parkway and Thompson Parkway	0	20	√	–	–
914	McDonough Drive and Dawson Boulevard	3.56	20	–	–	√
917	Old Norcross Road and Old Victorian Road IB	0.06	40	√	–	–
927	Peachtree Corners Circle and Parton Court OB	0.084	35	√	–	–
935	Singleton Road and Myrtle Creek Drive	0.028	20	√	–	–
945	Technology Parkway near Hampton Inn	0.152	35	–	–	√
950	Boggs Road at St. Andrews Church OB	2.224	10A; 10B	–	–	√
954	Graves Road and Marquis Estates Apartments IB	0.468	20	–	–	√
960	Steve Reynolds Boulevard and Windward Lane IB	0.028	30	√	–	–
970	Lawrenceville Highway and Beaver Ruin Road OB	3.464	30	–	√	–
973	Old Norcross Road and Boggs Road IB	4.352	40	–	√	–
981	Scientific Drive and Technology Parkway	0.16	35	–	–	√
982	Scientific Drive and Meridian Business Plaza	0.02	35	√	–	–
983	Peachtree Parkway and Piedmont Bank	0.936	35	–	–	√
984	Peachtree Corners Circle and Davinci Court IB	1.008	35	–	√	√
986	Medlock Bridge Road and Peachtree Corners Circle	0.024	35	√	–	–
987	Holcomb Bridge Road and Woodmont Land Apartments	0.56	35	–	–	√
988	N Norcross Tucker Road and Pelican Drive	3.508	35	–	–	√
993	L'Ville Highway and Bryson Park IB	0.14	30	–	√	–

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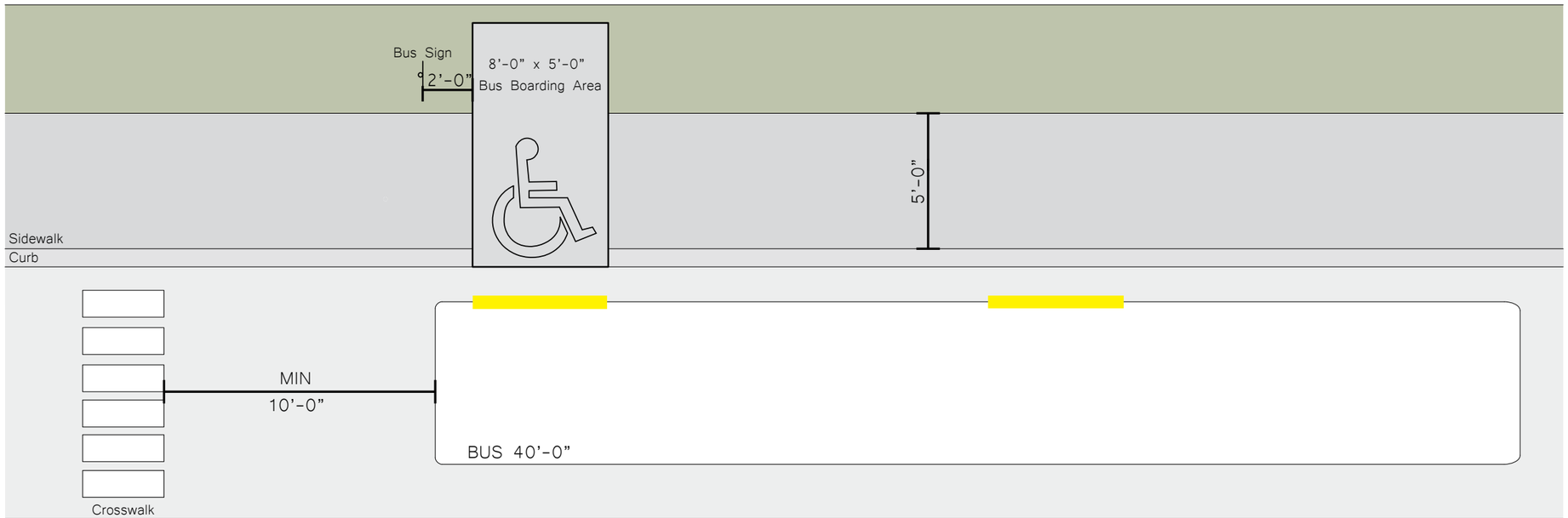
Bus Stop Layout Drawings

Appendix C

Basic Stop – Ride Gwinnett Bus Stop

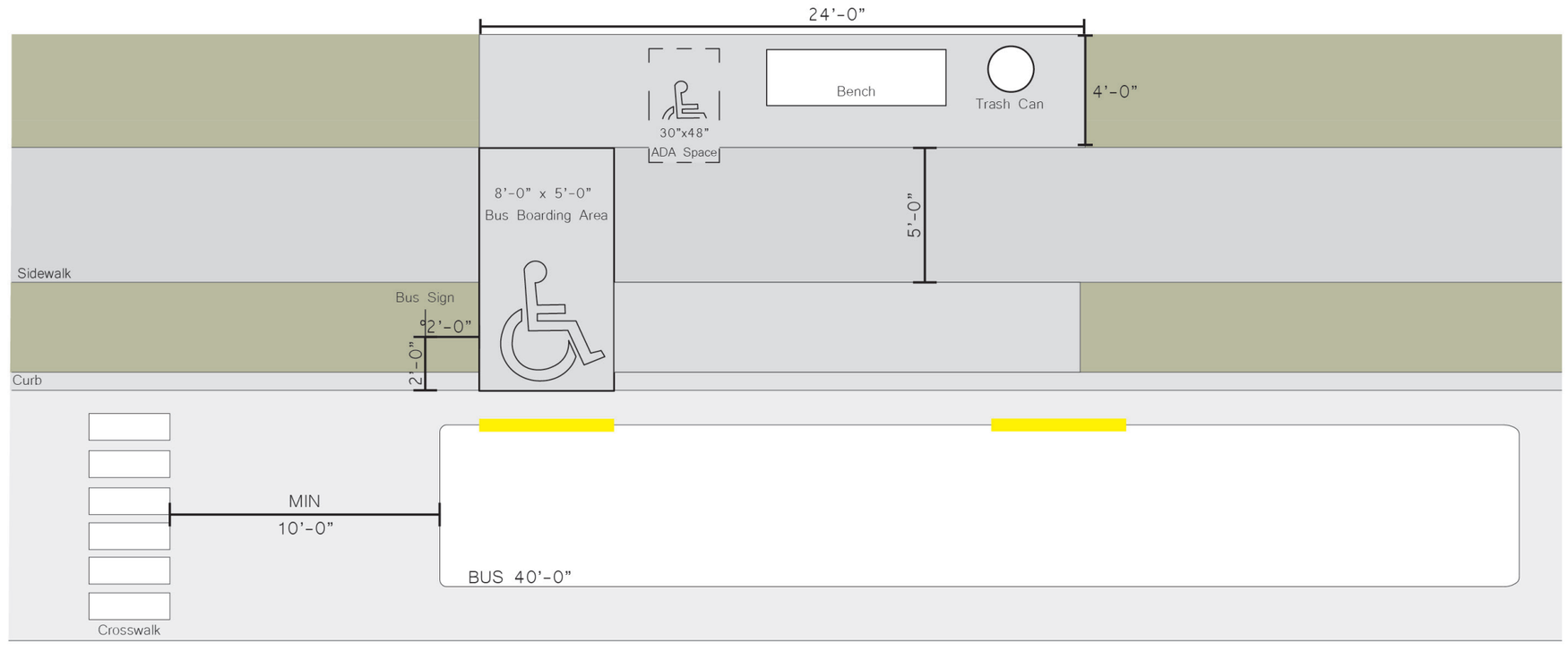


Sidewalk Pushed Back from Curb

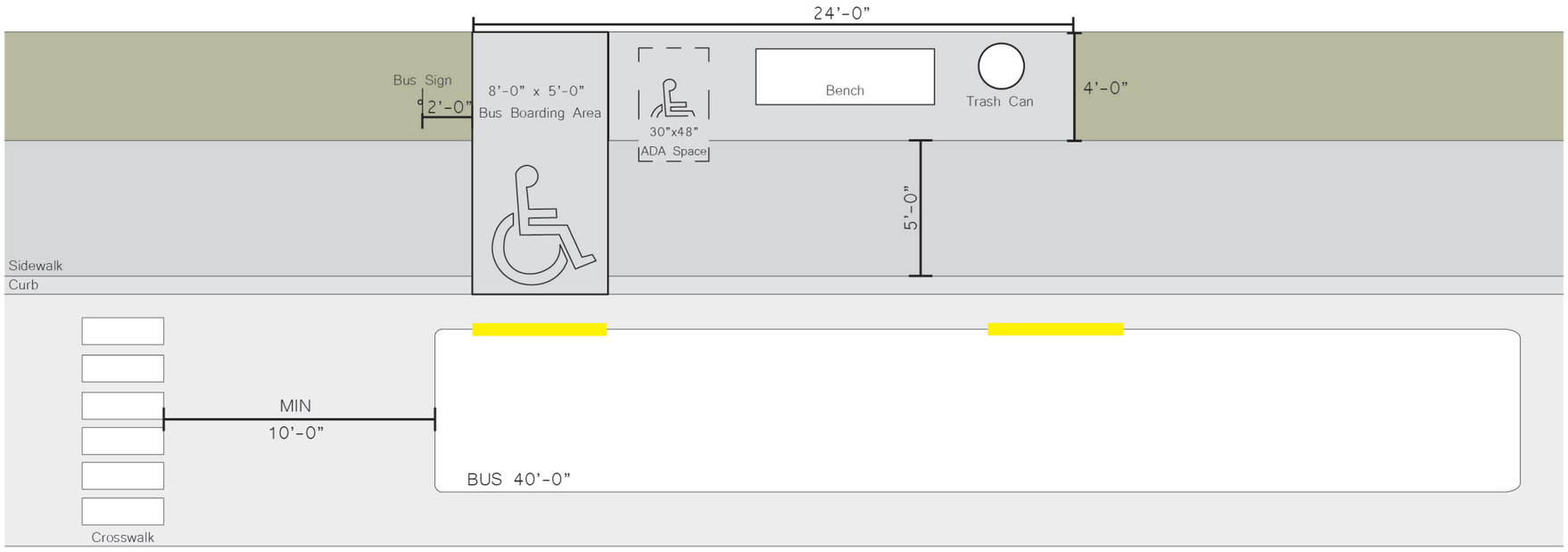


Sidewalk at Curb

Medium Ridership – Ride Gwinnett Bus Stop

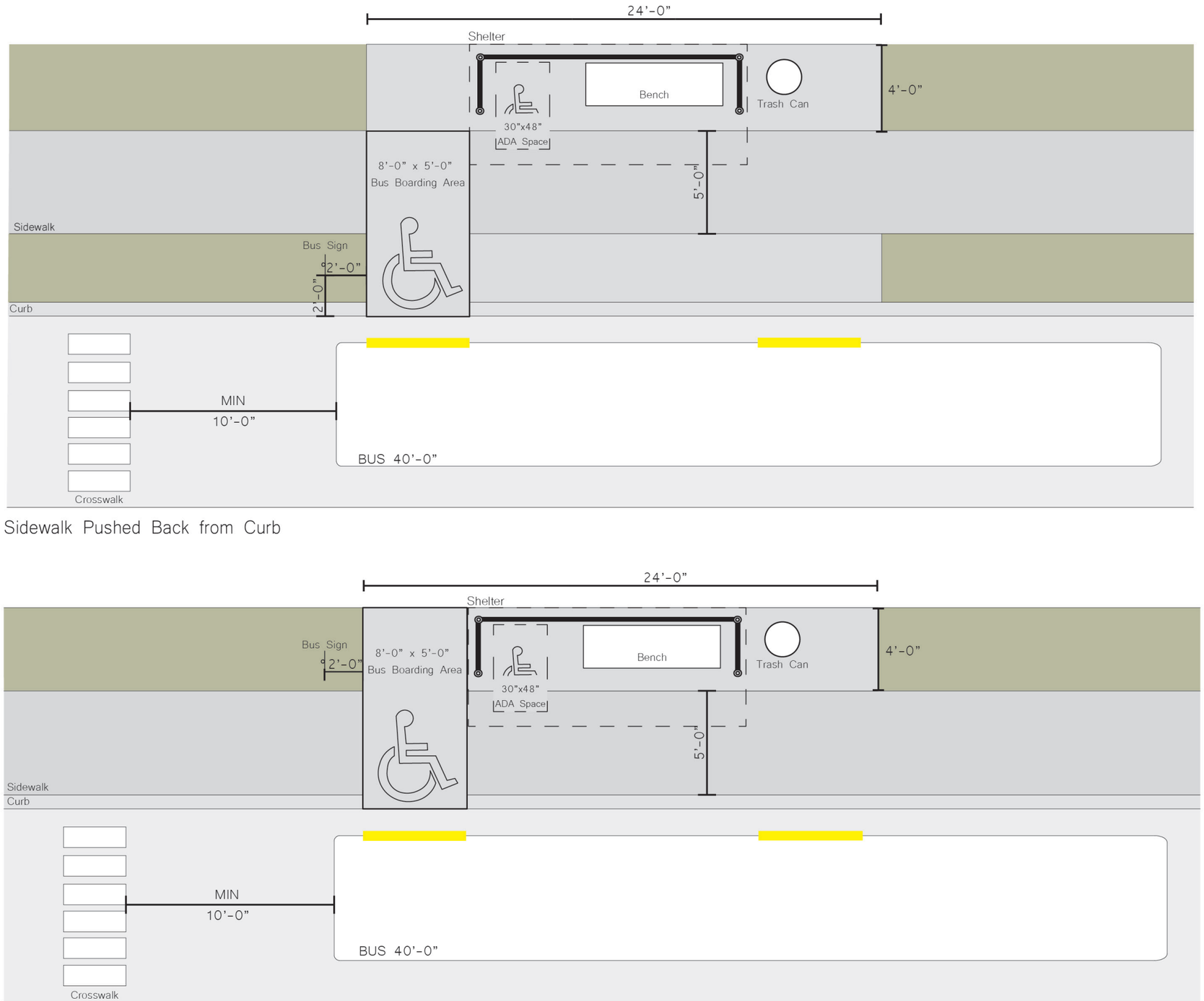


Sidewalk Pushed Back from Curb



Sidewalk at Curb

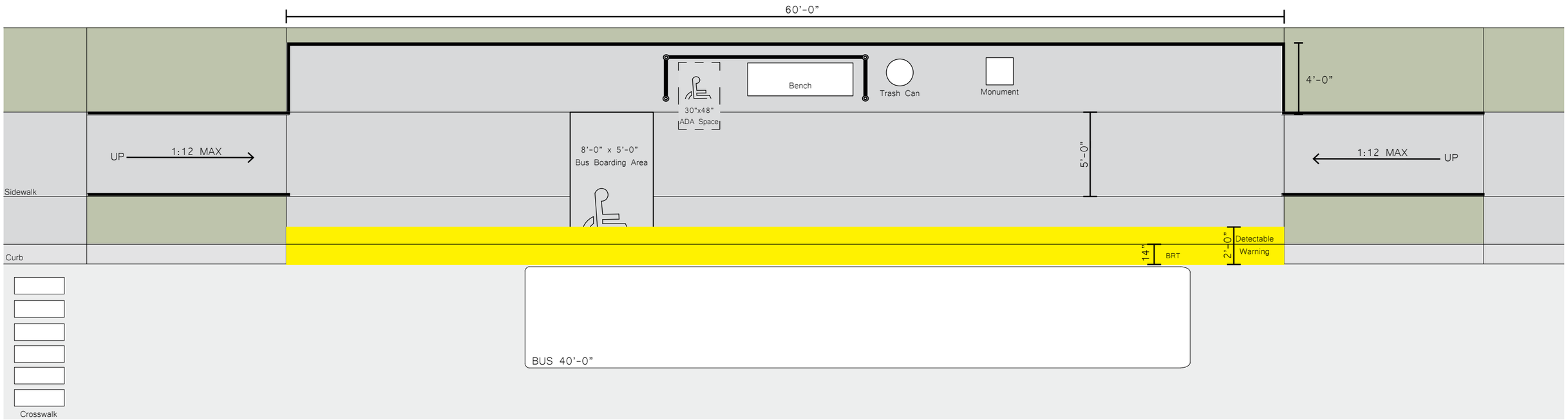
High Ridership – Ride Gwinnett Bus Stop



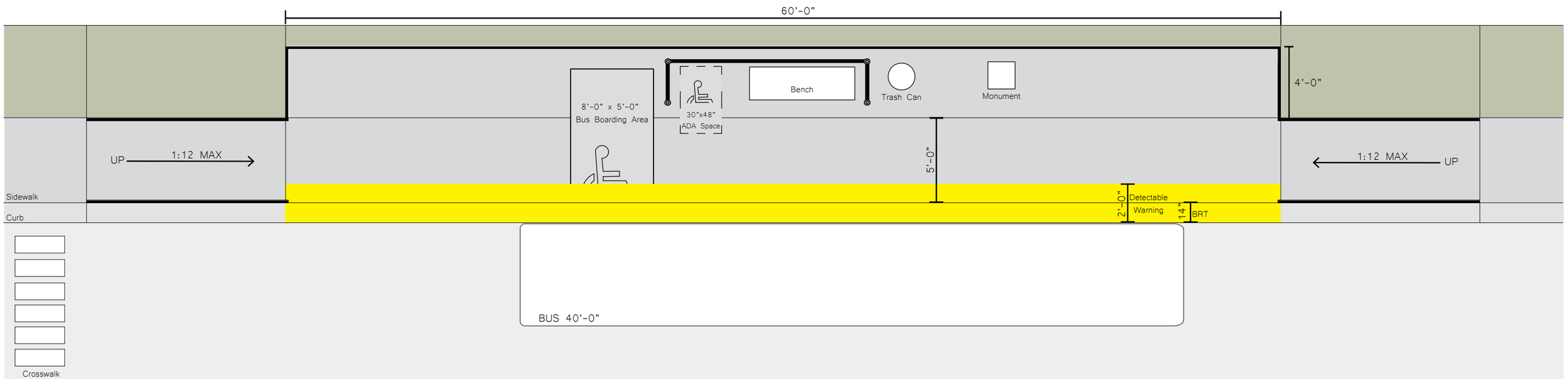
Sidewalk Pushed Back from Curb

Sidewalk at Curb

Rapid Bus Stop – Ride Gwinnett Bus Stop

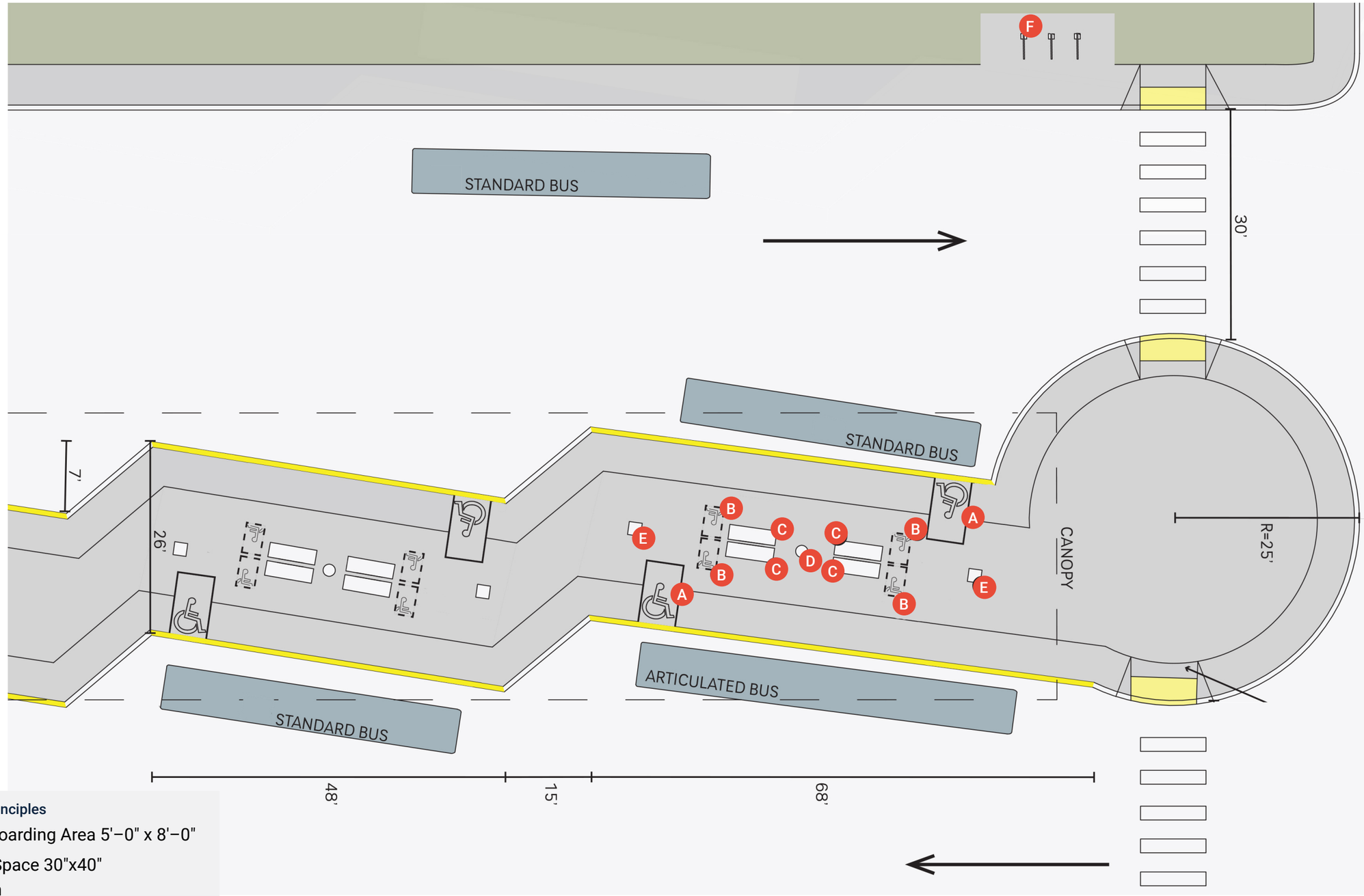


Sidewalk Pushed Back from Curb



Sidewalk at Curb

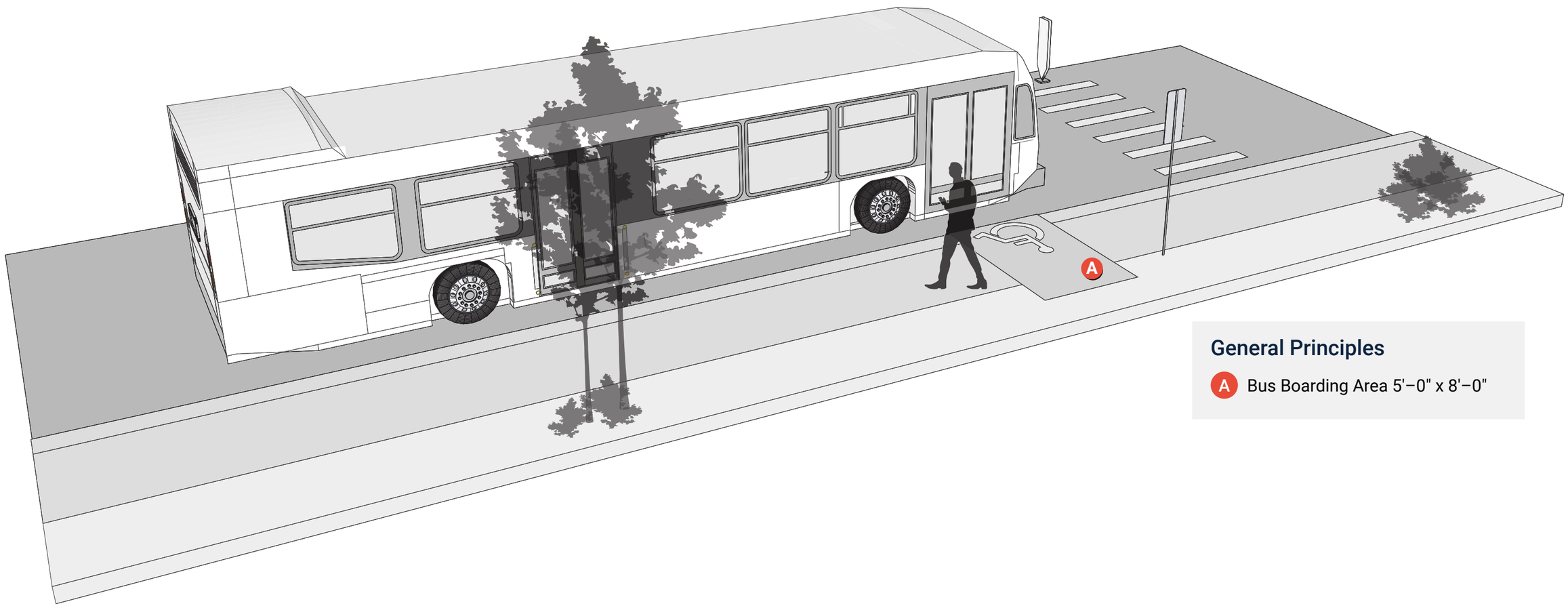
Transit Transfer Facility – Ride Gwinnett Bus Stop



General Principles

- A Bus Boarding Area 5'–0" x 8'–0"
- B ADA Space 30"x40"
- C Bench
- D Trashcan
- E Kiosk
- F Bike Racks

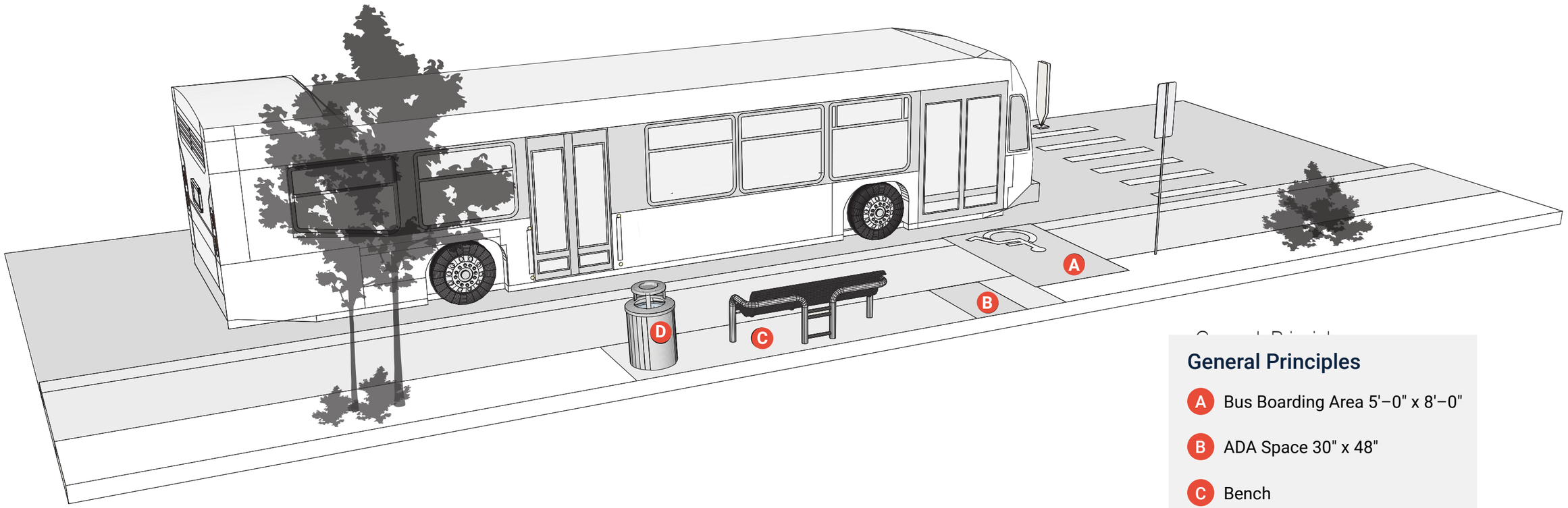
Basic Stop – Ride Gwinnett Bus Stop



General Principles

A Bus Boarding Area 5'–0" x 8'–0"

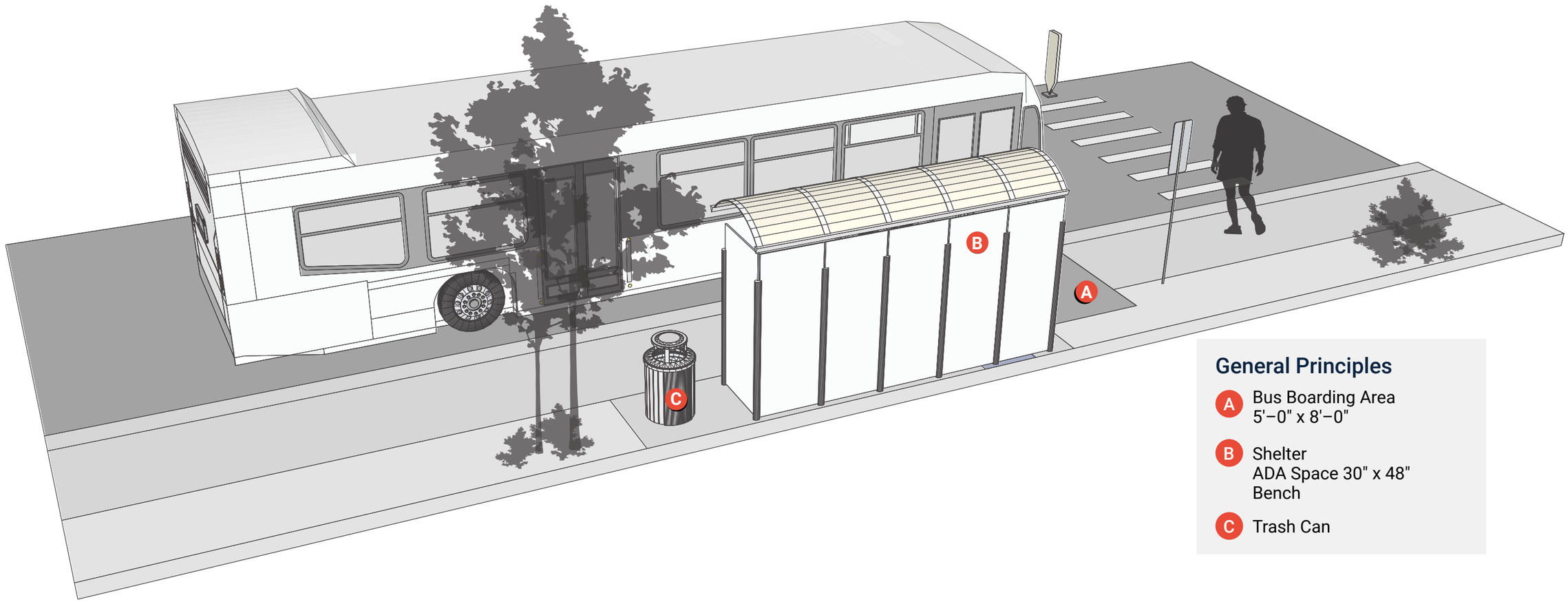
Medium Ridership - Ride Gwinnett Bus Stop



General Principles

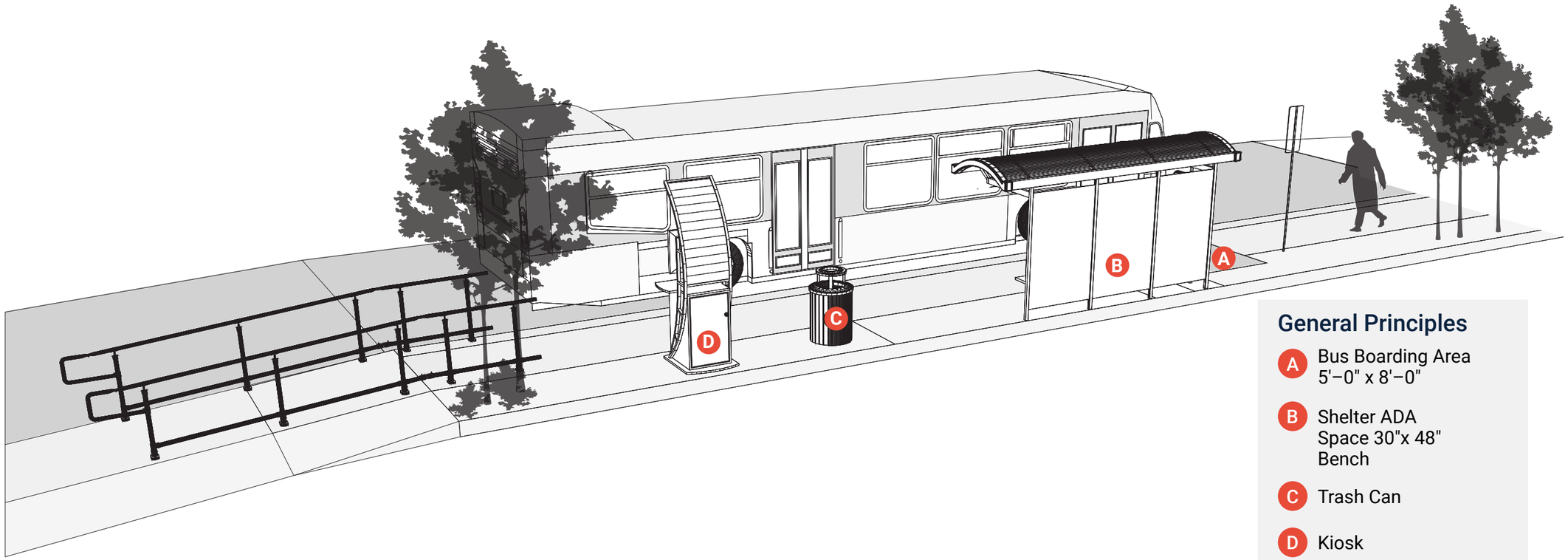
- **A** Bus Boarding Area 5'–0" x 8'–0"
- **B** ADA Space 30" x 48"
- **C** Bench
- **D** Trash Can

High Ridership – Ride Gwinnett Bus Stop



General Principles

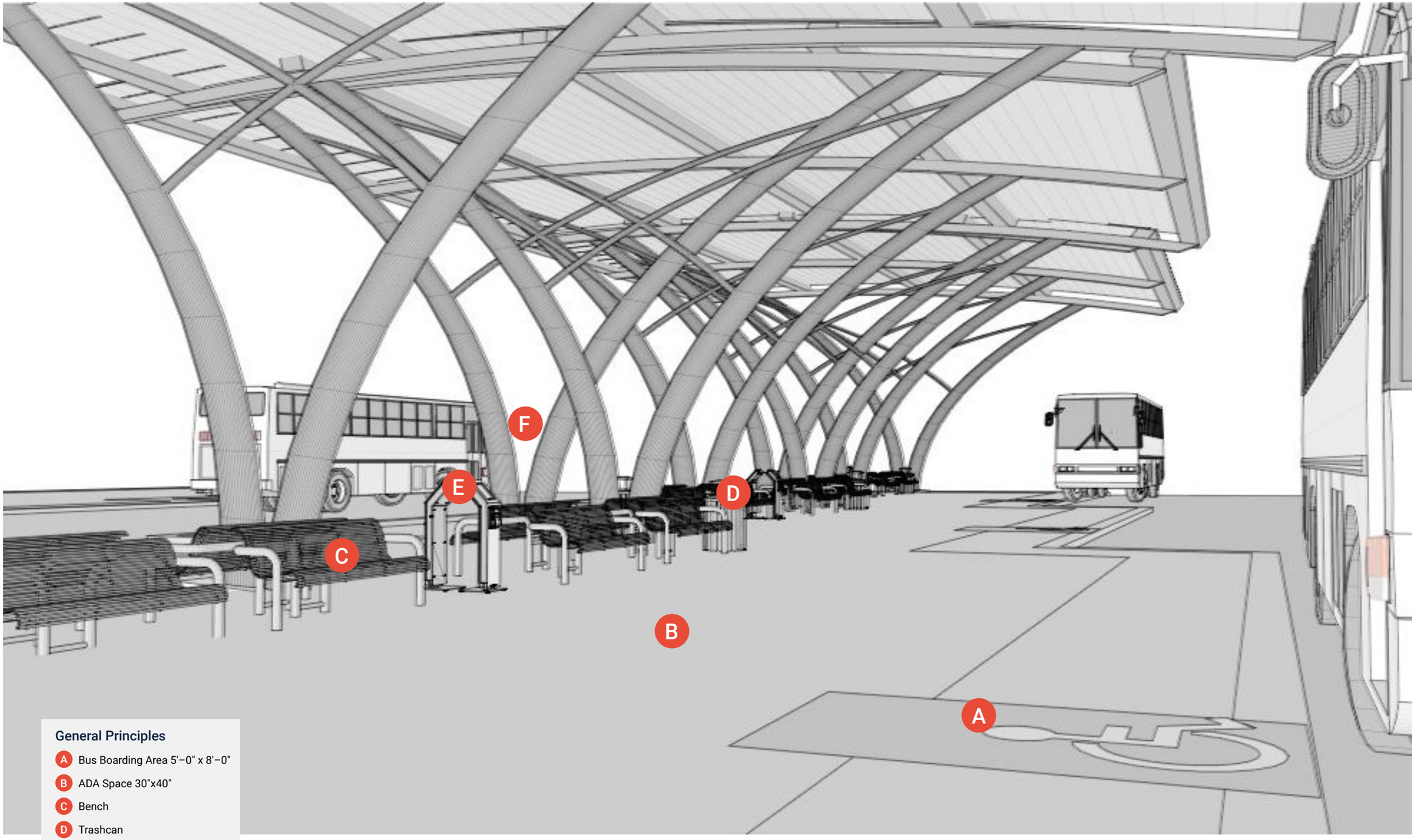
- **A** Bus Boarding Area
  5'–0" x 8'–0"
- **B** Shelter
  ADA Space 30" x 48"
  Bench
- **C** Trash Can



General Principles

- **A** Bus Boarding Area 5'–0" x 8'–0"
- **B** Shelter ADA Space 30"x 48" Bench
- **C** Trash Can
- **D** Kiosk

Transit Transfer Facility – Ride Gwinnett Bus Stop



General Principles

- A Bus Boarding Area 5'–0" x 8'–0"
- B ADA Space 30"x40"
- C Bench
- D Trashcan
- E Kiosk
- F Bike Racks(Refer to plan view)

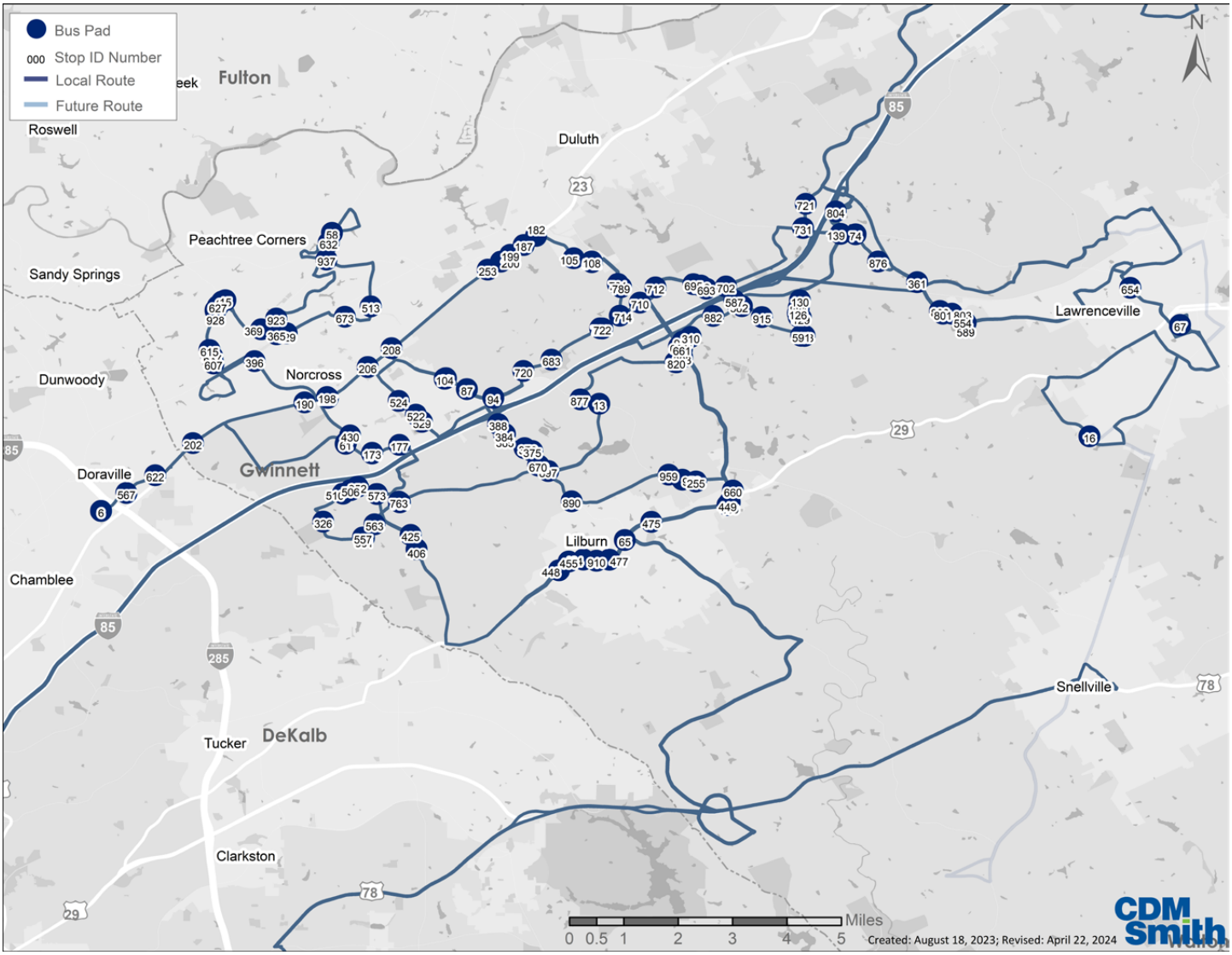
RIDE Gwinnett

CDM Smith
listen. think. deliver.

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Bus Pad Assessment

Appendix D


Bus Pad
000 Stop ID Number
Local Route
Future Route
Fulton
Roswell
Duluth
Peachtree Corners
Sandy Springs
Dunwoody
Norcross
Gwinnett
Doraville
Chamblee
Tucker
DeKalb
Clarkston
Lilburn
Snellville
Lawrenceville
N
Miles
0 0.5 1 2 3 4 5
Created: August 18, 2023; Revised: April 22, 2024
CDM Smith

Stop ID	Description	AW_DB	Bus Pad
13	**Beaver Ruin Rd & Steve Reynolds Blvd**	**4.404**	**Yes**
17	Gwinnett Justice & Admin Center	3.032	No
30	Lawrenceville Hwy & Indian Trail-Lilburn	2.856	No
48	Buford Hwy & Beaver Ruin Rd	3.728	No
64	Dawson/Live Oak &Jimmy Carter Blvd	4.616	No
67	**Gwinnett Justice & Admin Center**	**2.624**	**Yes**
71	1535 Atkinson Rd	0.232	No
73	Atkinson Rd & Rite Aid	1.74	No
77	Atkinson Rd & Westfield Dr	0.228	No
78	Atkinson & Willow Pointe Dr	0.48	No
79	Old Norcross Rd & Averitt OB	0.116	No
83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
84	Beaver Ruin Rd at Bolton Cir IB	0.252	No
85	Beaver Ruin Rd & Price Place IB	0.204	No
86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
96	Beaver Ruin Rd at Pinnacle Way IB	0.76	No
97	Beaver Ruin Rd at Plaza IB	1.88	No
100	Beaver Ruin Rd & Beaver Ridge Elementary	2.712	No
101	Beaver Ruin Rd & Sourwood Rd OB	0.016	No
102	Beaver Ruin Rd & Twin Creek Dr	3.996	No
103	Beaver Ruin Rd & NE Community Church OB	0.084	No
104	**Beaver Ruin Rd & Wexford Dr**	**1.768**	**Yes**
105	**N Berkeley Lake Rd & Cross Road Dist**	**0.384**	**Yes**
106	N Berkeley Lake Rd & The Estates Apts	0.944	No
107	N Berkeley Lake Rd & Marquis @ NBerkeley	0.768	No
109	Pleasant Hill Rd & L'ville Hwy (Berkmar)	2.712	No
111	Best Friend Rd & Best Friend Ct OB	2.648	No
112	Best Friend Rd & Best Friend Ct IB	1.844	No
113	Brook Hollow Pkwy & Best Friend Rd OB	1.836	No
114	Best Friend Rd & Brook Hollow Pkwy	0.888	No
116	Best Friend Rd & Nancy Hanks Dr IB	4.364	No

Stop ID	Description	AW_DB	Bus Pad
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71	1535 Atkinson Rd	0.232	No
73	Atkinson Rd & Rite Aid	1.74	No
77	Atkinson Rd & Westfield Dr	0.228	No
78	Atkinson & Willow Pointe Dr	0.48	No
79	Old Norcross Rd & Averitt OB	0.116	No
83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
84	Beaver Ruin Rd at Bolton Cir IB	0.252	No
85	Beaver Ruin Rd & Price Place IB	0.204	No
86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
117	Best Friend Rd & Royal Palm Ct OB	0.704	No
118	Best Friend Rd & Royal Palm Ct IB	0.28	No
120	Best Friend Rd & Skyland Ct IB	1.444	No
121	Best Friend Rd & Button Gwinnett Dr IB	1.768	No
122	Button Gwinnett Dr & Mimms Dr	3.972	No
123	Button Gwinnett Dr & Mimms Dr IB	0.588	No
124	Brook Hollow Pkwy & FedEx Entrance	1.276	No
125	Boggs Rd & Duluth Hwy 120 IB	0.248	No
126	**Boggs Rd & Autumn Village Ct**	**0.34**	**Yes**
127	Boggs Rd & Astor Place Apartments	1.24	No
128	Boggs Rd & Astor Place Apts	0.792	No
129	**Boggs Rd & Magnolia Pointe Apts**	**4.208**	**Yes**
130	**Boggs Rd & Post Office (Main Entrance)**	**0.228**	**Yes**
132	**Boggs Rd & Meridian Apts**	**2.2**	**Yes**
133	Boggs Rd & Old Norcross Rd	3.328	No
135	Boggs Rd & PInemeadow Ct (GE) OB	0.848	No
136	Boggs Rd & Post Office Entrance 1	0.032	No

Stop ID	Description	AW_DB	Bus Pad
13	**Beaver Ruin Rd & Steve Reynolds Blvd**	**4.404**	**Yes**
17	Gwinnett Justice & Admin Center	3.032	No
30	Lawrenceville Hwy & Indian Trail-Lilburn	2.856	No
48	Buford Hwy & Beaver Ruin Rd	3.728	No
64	Dawson/Live Oak &Jimmy Carter Blvd	4.616	No
67	**Gwinnett Justice & Admin Center**	**2.624**	**Yes**
71	1535 Atkinson Rd	0.232	No
73	Atkinson Rd & Rite Aid	1.74	No
77	Atkinson Rd & Westfield Dr	0.228	No
78	Atkinson & Willow Pointe Dr	0.48	No
79	Old Norcross Rd & Averitt OB	0.116	No
83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
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85	Beaver Ruin Rd & Price Place IB	0.204	No
86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
137	Boggs Rd & Post Office Entrance 3	0.648	No
138	Old Norcross Rd at Brass Key Ct	0.032	No
139	**Breckinridge Blvd & Duluth Hwy**	**0.712**	**Yes**
142	Breckinridge Blvd & Marcos Pizza OB	1.364	No
143	3350 Breckinridge Blvd	0.184	No
144	3350 Breckinridge Blvd (across)	0.092	No
145	Breckinridge Blvd & The Enclave @ Breck	0.304	No
147	Breckinridge Blvd & Friendly Village	1.532	No
148	Breckinridge Blvd & Kia Building	1.296	No
149	Breckinridge Blvd & Newpoint Pl	1.244	No
151	Breckinridge Blvd & RICOH (across)	0.028	No
159	Brook Hollow Pkwy & PepBoys	0.332	No
160	Brook Hollow Pkwy &Victory World Church	0.224	No
162	Brook Hollow Pkwy & Chevron Gas Station	2.184	No
163	Brook Hollow Pkwy & Financial Dr OB	1.008	No
164	Brook Hollow Pkwy & Mitchell Rd OB	0.588	No
165	Brook Hollow Pkwy & Mitchell Rd IB	0.384	No

Stop ID	Description	AW_DB	Bus Pad
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86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
171	Brook Hollow Pkwy & Pinnacle Way OB	1.636	No
172	Brook Hollow Pkwy & Pinnacle Way IB	0.304	No
173	**Brook Hollow Pkwy & Jimmy Carter Blvd OB**	**4.168**	**Yes**
174	**Brook Hollow Pkwy & Jimmy Carter Blvd IB**	**4.096**	**Yes**
175	Brook Hollow & Indian Temple (1st Ent)	0.14	No
176	Brook Hollow Pkwy & Spring Lake Apts	0.216	No
177	**Brook Hollow Pkwy & Spring Lake Apts OB**	**2.6**	**Yes**
178	Brook Hollow Pkwy & EBD OB	4.524	No
179	Brown Rd & Sugarloaf Pkwy IB	1.052	No
181	Buford Hwy & Beaver Ruin Rd (LasTortas)	2.432	No
182	Buford Hwy & N Berkeley Lake Rd IB	3.608	Yes
184	Buford Hwy & D' Custom Jewelry	1.472	No
186	Buford Hwy & East Lake Dr (across) OB	3.272	No
187	**Buford Hwy & Gravitt Tr IB**	**0.212**	**Yes**
188	Buford Hwy & Hillside Dr	0.024	No
189	Buford Hwy & Pine St OB	2.776	No
195	Buford Hwy & Oakcliff Rd	1.816	No

Stop ID	Description	AW_DB	Bus Pad
13	**Beaver Ruin Rd & Steve Reynolds Blvd**	**4.404**	**Yes**
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30	Lawrenceville Hwy & Indian Trail-Lilburn	2.856	No
48	Buford Hwy & Beaver Ruin Rd	3.728	No
64	Dawson/Live Oak &Jimmy Carter Blvd	4.616	No
67	**Gwinnett Justice & Admin Center**	**2.624**	**Yes**
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73	Atkinson Rd & Rite Aid	1.74	No
77	Atkinson Rd & Westfield Dr	0.228	No
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83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
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85	Beaver Ruin Rd & Price Place IB	0.204	No
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88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
196	Buford Hwy & Simpson Cir	1.468	No
197	Buford Hwy & Summerour St IB	1.056	No
199	**Buford Hwy & West Mount Tabor**	**0.08**	**Yes**
200	**Buford Hwy & Woodbine Hill Way**	**1.548**	**Yes**
202	**Buford Hwy & Steve Dr OB**	**4.924**	**Yes**
203	Buford Hwy at Steve Dr (Accu-Car Expo)	1.304	No
205	Buford Hwy & S Cemetery St IB	2.696	No
208	**Buford Hwy & Peach Corners Dist Ctr**	**0.104**	**Yes**
210	Buford Hwy & Cambridge St	1.544	No
212	Buford Hwy at Car Z Atlanta IB	0.2	No
213	Buford Hwy at Korean Catholic Church IB	1.772	No
217	Buford Hwy & Gravitt Tr (across) OB	1.792	No
218	Buford Hwy at Green Auto Body IB	2.844	No
221	Buford Hwy at Hillside Dr IB	0.204	No
231	Buford Hwy at Lake Dr IB	1.628	No
233	Buford Hwy & Langford Rd (Magnolia Plz)	1.54	No
234	Buford Hwy at Lively Ave IB	0.772	No

Stop ID	Description	AW_DB	Bus Pad
13	**Beaver Ruin Rd & Steve Reynolds Blvd**	**4.404**	**Yes**
17	Gwinnett Justice & Admin Center	3.032	No
30	Lawrenceville Hwy & Indian Trail-Lilburn	2.856	No
48	Buford Hwy & Beaver Ruin Rd	3.728	No
64	Dawson/Live Oak &Jimmy Carter Blvd	4.616	No
67	**Gwinnett Justice & Admin Center**	**2.624**	**Yes**
71	1535 Atkinson Rd	0.232	No
73	Atkinson Rd & Rite Aid	1.74	No
77	Atkinson Rd & Westfield Dr	0.228	No
78	Atkinson & Willow Pointe Dr	0.48	No
79	Old Norcross Rd & Averitt OB	0.116	No
83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
84	Beaver Ruin Rd at Bolton Cir IB	0.252	No
85	Beaver Ruin Rd & Price Place IB	0.204	No
86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
237	Buford Hwy & N Norcross Tucker Rd	3.388	No
238	Buford Hwy & Norcross Industrial Ct	2.748	No
239	Buford Hwy at Oak Rd IB	1.02	No
240	Buford Hwy & S Peachtree St IB	0.276	No
241	Buford Hwy & Old Norcross Rd	0.756	No
242	Buford Hwy & Payne Rd	0.156	No
243	Buford Hwy & Phoenix Metals	0.5	No
244	Buford Hwy & S Old Peachtree Rd OB	0.016	No
245	Buford Hwy at Pleasantdale Rd IB	1.888	No
246	Buford Hwy & Pittman Cir	0.376	No
247	Buford Hwy & Pittman Cir	1.416	No
248	Buford Hwy & Centro Norcross Plaza IB	0.08	No
250	Buford Hwy & Remington Park Ct	0.772	No
254	Buford Hwy & Smith Ridge Trace	2.148	No
255	**Burns Rd & Cliffglen Way IB**	**0.036**	**Yes**
256	Burns Rd & Garner Way	0.036	No
258	Burns Rd & Burns Cir B	0.08	No

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67	**Gwinnett Justice & Admin Center**	**2.624**	**Yes**
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83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
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88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
259	Burns Rd & Beaver Ruin Rd (CVS)	1.892	No
260	Burns Rd & Beaver Ruin Rd (Chevron)	1.196	No
262	Burns Rd & Jacksons Mill Way	0.088	No
263	Burns Rd & Jodeco Cir (across)	1.032	No
264	Burns Rd & Jodeco Rd	0.628	No
265	Burns Rd & Johns Way IB	0.772	No
266	Burns Rd & Johns Way	0.22	No
267	Burns Rd & Pleasant Hill Rd OB	2.628	No
268	Burns Rd & Shady Dr (across)	0.836	No
269	Burns Rd & Springwood Dr IB	0.744	No
270	Burns Rd & Springwood Dr	0.444	No
272	Burns Rd & Walking Ln (past)	0.008	No
278	Button Gwinnett Dr & RUSH Truck Ctr	2.076	No
279	Button Gwinnett Dr & RUSH Ent (across)	0.868	No
281	Center Way Quicktrip (across)	0.728	No
282	Center Way & Oakbrook Summit Entrance	1.132	No
283	Center Way & Reece Supply OB	4.324	No

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83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
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89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
288	Grayson Hwy & Associated Credit Union	0.348	No
291	Club Dr & Carrington Ct Apts (Court Dr)	2.016	No
292	Club Dr & Crestwood Pkwy OB	2.224	No
293	Club Dr & Shackleford Rd	0.424	No
294	Club Dr & Shackleford Rd	0.14	No
295	Club Dr & Steve Reynolds Blvd	1.604	No
295	Club Dr & Steve Reynolds Blvd OB	1.604	No
304	W. Pike St & CVS Pharmacy	0.844	No
305	Dawson Blvd & Gateway Business Park	3.244	No
308	Dawson Blvd & Varsity Entrance 2	1.304	No
309	Dawson Blvd & Varsity Entrane 1	0.528	No
310	**Koger Blvd & Devry University OB**	**0.74**	**Yes**
313	Duluth Hwy & Meadow Brook Pkwy IB	0.06	No
316	Ferguson Elementary OB	2.216	No
318	Best Friend Rd & Button Gwinnett Dr	2.992	No
323	Graves Rd & McDonough Dr OB	1.92	No
324	Graves Rd & McDonough Dr	1.456	No

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89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
326	**Graves Rd & Osborne Dr**	**0.02**	**Yes**
327	Graves Rd & Sienna Heights Apts OB	2.56	No
328	Graves Rd & Champoins Park Apts OB	1.012	No
329	Graves Rd & Champions Park Apts IB	1.348	No
330	Graves Rd & Downing Ln OB	2.08	No
334	Graves Rd & E National Cir	0.956	No
336	Grayson Hwy & Big Lots	2.896	No
338	Grayson Hwy & Metro Matress	0.796	No
340	Grayson Hwy & VFW IB	0.008	No
349	Prof Dr at the Gwinnett Prof Center	0.108	No
350	Gwinnett Dr & Bridgestone Tire	0.956	No
351	Gwinnett Dr & Town Center Cinemas OB	1.264	No
352	Gwinnett Dr & Green Tomato OB	0.592	No
353	Gwinnett Dr & Kroger Shopping IB	2.464	No
354	Gwinnett Dr & Police Security Bldg	0.072	No
355	Gwinnett Dr & HS Football Field	0.304	No
356	Gwinnett Dr & PNC Bank	0.272	No

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88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
357	Gwinnett Dr & Scenic Hwy OB	0.112	No
358	Gwinnett Dr & Stone Mountain St	1.9	No
360	Gwinnett Central High School IB	0.424	No
361	**Gwinnett Technical College**	**1.684**	**Yes**
363	Old Norcross Rd & Hillandale Rd	0.064	No
364	Holcomb Bridge Rd & Gwinnett Walk Plaza	0.424	No
370	Holcomb Bridge Rd & Family Dermatology	0.292	No
371	Holcomb Bridge Rd & Wells Fargo	1.568	No
372	Holcomb Bridge Rd & Woodland Rd OB	1.024	No
374	Indian Trail Rd & Le's Auto Repair	2.872	No
375	**Indian Trail Rd at BOEHM Travel**	**0.148**	**Yes**
376	**Indian Trail Rd & GA Belle Ct**	**1.068**	**Yes**
377	Indian Trail Rd & Georgia Belle Ct	0.044	No
378	Indian Trail Rd & GACS (2nd Entrance) OB	0.368	No
379	Indian Trail Rd & Indian Way	0.064	No
380	Indian Trail Rd & Market Center	3.252	No
381	Indian Trail Rd & Checks Cashed Bldg	0.232	No

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88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
382	Indian Trail Rd & GACS (1st Entrance) OB	0	No
383	Indian Trail Rd & Brook Plaza	0.316	No
385	**Indian Trail Rd & Quicktrip**	**2.348**	**Yes**
386	Indian Trail Rd & TreeTrl Village Plz	1.216	No
388	**Indian Trail Rd & Willow Trail Pkwy IB**	**1.612**	**Yes**
390	Indian Tr & Wuthering Way (CPA) IB	0.512	No
391	Jimmy Carter Blvd & Amway Products Dist	0.932	No
393	Jimmy Carter Blvd & MJays Baked Foods	1.152	No
395	Jimmy Carter Blvd & Veridian Bus Park	0.392	No
397	Jimmy Carter Blvd & Britt Rd	2.212	No
398	Jimmy Carter Blvd & Williams Rd	1.464	No
399	Jimmy Carter Blvd & Los Portales Rest	3.136	No
400	Jimmy Carter Blvd & Atlantic Blvd	0.496	No
403	Jimmy Carter Blvd & Everest Tr	0.268	No
404	Jimmy Carter Blvd & Frugal Fabrics	0.76	No
405	Jimmy Carter Blvd & Forest Vale Apts	1.288	No
406	**Jimmy Carter Blvd & NAPA**	**1.052**	**Yes**

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89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
411	Jimmy Carter Blvd & Home Depot	3.928	No
412	Jimmy Carter Blvd & Hunters Club Ln	2.5	No
413	Jimmy Carter Blvd & Mr. Clean Carwash	3.668	No
416	Jimmy Carter Blvd & Sunrise Village Ln	3.812	No
418	Jimmy Carter Blvd & Norhtbelt Dr	1.032	No
419	Jimmy Carter Blvd & O'Riley	1.824	No
421	Jimmy Carter Blvd & Pacific Dr	1.556	No
424	Jimmy Carter Blvd & Regency Pkwy OB	3.612	No
425	**Jimmy Carter Blvd & Rockbridge Rd (IHOP)**	**0.932**	**Yes**
426	Jimmy Carter Blvd & SPECTRA	0.888	No
427	Jimmy Carter Blvd & Shelby Dr	1.928	No
428	Jimmy Carter Blvd & WalMart OB	1.204	No
430	**Jimmy Carter Blvd & Sonic OB**	**1.184**	**Yes**
431	Jimmy Carter Blvd & Tracey Valley Dr	0.22	No
432	Jimmy Carter Blvd & Wandering Way	0.328	No
433	Jimmy Carter Blvd & Wandering Way	0.248	No
434	Jimmy Carter Blvd & Pacific Dr (Granite)	0.504	No

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90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
436	Johnson Rd & L&ing Plaza OB	2.44	No
438	Nash St & GJAC Garage Ave	0.308	No
439	131 Langley Professional Building	0.216	No
440	Langley Dr & Plaza Park Office	1.2	No
441	Langley Dr & Methodist Church	2.232	No
442	Langley Dr & Huff St (Shell)	1.008	No
443	Lawrenceville Hwy & Main St	1.52	No
444	Lawrenceville Hwy & Hillcrest Rd OB	0.676	No
445	Lawrenceville Hwy & Bartow Jenkins Park	0.58	No
446	Lawrenceville Hwy& Berkmar Middle Sch OB	0.112	No
448	**Lawrenceville Hwy & Exxon Gas Station**	**1.284**	**Yes**
450	Lawrenceville Hwy & Goodwill	1.284	No
451	Lawrenceville Hwy & Greenwood Dr	0.604	No
452	Lawrenceville Hwy & Harmony Grove Rd	1.284	No
453	Lawrenceville Hwy & Hanarry Dr	0.22	No
454	Lawrenceville Hwy & Harbins Rd	0.608	No
455	**Lawrenceville Hwy & Harbins Rd**	**0.972**	**Yes**

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91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
456	Lawrenceville Hwy & Harmony Grove Rd	2.368	No
457	Lawrenceville Hwy & Pine St	0.668	No
459	Lawrenceville Hwy & Kenvilla Dr	0.224	No
460	Lawrenceville Hwy & Kenvilla Dr OB	0.792	No
461	Lawrenceville Hwy & Lankford Rd IB	0.088	No
462	Lawrenceville Hwy & La Sabrosita Mexican	0.9	No
463	Lawrenceville Hwy & Lilburn School Rd	0.532	No
464	**Lawrenceville Hwy & Lilburn School Rd OB**	**0.008**	**Yes**
465	Lawrenceville Hwy & Linda Dr	0.648	No
466	Lawrenceville Hwy & Mimosa Cir IB	2.664	No
467	Lawrenceville Hwy & Mimosa Cir OB	3.604	No
468	L'ville Suwanee Rd & Old Norcross Rd	0.544	No
469	**Lawrenceville Hwy & PepBoys**	**1.948**	**Yes**
470	Lawrenceville Hwy & Pizza Hut	1.78	No
471	Lawrenceville Hwy & US Postal	0.592	No
472	Lawrenceville Hwy & Pounds Rd	0.204	No
473	Lawrenceville Hwy & Braxton Pl	0.964	No

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91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
475	**Lawrenceville Hwy & Providence**	**0.172**	**Yes**
476	Lawrenceville Suwanee & Radio Shack	0.996	No
477	**L'ville Hwy & Shell/Lilburn Animal Hosp**	**0.688**	**Yes**
478	Lawrenceville Hwy & Summerwalk Pkwy	2.572	No
479	Lawrenceville Hwy & Stone Center OB	1.636	No
480	Lawrenceville Hwy & Citgo Gas Station	0.216	No
481	L'ville Hwy & Rockbridge Rd (Walgreens)	1.092	No
485	Lawrenceville Hwy & Arcado Rd IB	1.624	No
486	Lawrenceville Hwy & Pop Eyes OB	1.576	No
487	L'ville Hwy & Lawrenceville Pediatrics	0.272	No
488	Lawrenceville Hwy & Pizza Hut IB	2.036	No
489	Lawrenceville Hwy & Little Ceasars	0.164	No
493	Live OakPkwy & Live Oak Center	0.024	No
494	Live Oak Pkwy & Fire Department	0.772	No
495	Live Oak Pkwy at Live Oak Plaza IB	0.112	No
496	Live Oak Pkwy & Salvation Army	0.116	No
498	McDonough Dr & Webb Dr OB	0.38	No

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83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
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85	Beaver Ruin Rd & Price Place IB	0.204	No
86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
499	McDonough Dr & Young Ct OB	0.62	No
504	McDonough Dr & Dawson Blvd (Rooms2Go)	2.404	No
505	McDonough Dr & Fit Food (across)	0.22	No
506	**McDonough Dr & Fit Food IB**	**0.14**	**Yes**
507	McDonough Dr & DACA Specialty Svc IB	0.036	No
508	McDonough Dr & Webb Dr (APEX)	0.108	No
509	McDonough Dr & Wilwat Dr (past street)	0.984	No
510	**McDonough Dr & Young Ct IB**	**0.208**	**Yes**
511	Steve Reynolds Blvd at Meadow Creek HS	0.34	No
513	**Medlock Bridge Rd & Animal Hospital**	**1.748**	**Yes**
515	Medlock Bridge Rd & Medlock Corners Dr	0.74	No
521	Mitchell Rd & Everglades Tr	0.544	No
522	**Mithcell Rd & Goodwick Way (across)**	**1.352**	**Yes**
523	Mitchell Rd & Goodwick Way	0.632	No
524	**Mitchell Rd & Co-Op Ministry**	**2.508**	**Yes**
525	Mitchell Rd & Co-Op Ministry	1.136	No
527	Mitchell Rd & Price Pl	0.068	No

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13	**Beaver Ruin Rd & Steve Reynolds Blvd**	**4.404**	**Yes**
17	Gwinnett Justice & Admin Center	3.032	No
30	Lawrenceville Hwy & Indian Trail-Lilburn	2.856	No
48	Buford Hwy & Beaver Ruin Rd	3.728	No
64	Dawson/Live Oak &Jimmy Carter Blvd	4.616	No
67	**Gwinnett Justice & Admin Center**	**2.624**	**Yes**
71	1535 Atkinson Rd	0.232	No
73	Atkinson Rd & Rite Aid	1.74	No
77	Atkinson Rd & Westfield Dr	0.228	No
78	Atkinson & Willow Pointe Dr	0.48	No
79	Old Norcross Rd & Averitt OB	0.116	No
83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
84	Beaver Ruin Rd at Bolton Cir IB	0.252	No
85	Beaver Ruin Rd & Price Place IB	0.204	No
86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
528	Mitchell Rd & Everglades Tr (Shell)	1.396	No
529	**Mitchell Rd & Station Cir (across)**	**4.764**	**Yes**
530	Mitchell Rd & Station Cir	1.392	No
536	Old Norcross Rd & Monfort Rd	0.3	No
537	Nash St & Culver St	2	No
538	Nash St & GJAC Garage Ave	0.032	No
539	Nash St & Stone Mountain St	0.268	No
540	N Berkeley Lake Rd & The Estates Apts	0.756	No
541	NBerkeley Lake Rd & Marquis @ NBerkeley	1.668	No
542	**N Berkeley Lake Road & Wal-Mart**	**4.22**	**Yes**
545	Old Norcross Rd & Cntry @Sugarloaf Apts	0.016	No
546	Old Norcross Rd & Benefield Elementary	0.224	No
547	Old Norcross Rd & 3100 Curtis Building	0.516	No
549	Old Norcross Rd & Averritt (across) IB	0.06	No
551	Old Norcross Rd & Discovery HS IB	0.644	No
552	Old Norcross Rd & Old Norcross Plaza	0.892	No
553	Old Norcross Rd & Riverside Pkwy	0.448	No

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89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
554	**Old Norcross Rd & Sugarloaf Pkwy**	**3.08**	**Yes**
555	Old Norcross Rd & Sweetwater Rd	0.856	No
556	Old Norcross Rd & Tipton Industrial Dr	0.948	No
558	Norcross Tucker Rd & Checkers	1.416	No
559	Norcross Tucker Rd & Crestwood Apts	3.16	No
560	S Norcross Tucker Rd & Danbury Dr OB	2.036	No
562	S Norcross Tucker Rd & Rest. Las Islitas	4.256	No
563	**Norcorss Tucker Rd & Oakwood Cir**	**2.4**	**Yes**
564	Old Norcross Rd & Showroom (Raco Dr)	4.12	No
565	New Peachtree Rd at Lazaros Auto Rep IB	3.324	No
566	New Peachtree Rd & Longmire Way OB	1.668	No
569	New Peachtree Rd & McElroy Rd (BP)	2.384	No
570	Pebble Wood Apartments OB	0.748	No
571	Live Oak Pkwy & Brookside Apartments	0.504	No
572	Live Oak Pkwy & Oaklake Office Center	1.096	No
573	**Live Oak Pkwy & Jimmy Carter Blvd (WF)**	**0.928**	**Yes**
574	Live Oak Pkwy Lakeside Corporate Ct	0.112	No

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89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
576	Oakbrook Pkwy & Oakbrook Dri	1.348	No
578	OakBrook Pkwy & Oakbrook Lake Dr OB	2.52	No
579	Oakbrook Pkwy & Oakbrook Summit(2nd Ent)	0.568	No
580	Old Norcross Rd & Sweetwater Rd	0.992	No
581	Old Norcross Rd & Mill Valley Apts	0.54	No
582	**Old Norcross Rd at Gwinnett Clinic**	**0.876**	**Yes**
583	Old Norcross at the Gwinnett Body Shop	0.084	No
584	Old Norcross Rd & Old Victorian Rd IB	1.316	No
585	Old Norcross Rd & Bridge	0.128	No
586	Old Norcross Rd & Burnham Ridge	0.044	No
587	**Old Norcross Rd & Breckinridge Blvd IB**	**1.66**	**Yes**
588	Old Norcross Rd & Breckinridge Blvd(WF)	4.836	No
589	**Old Norcrss Rd & Shell Gas Station**	**1.108**	**Yes**
590	Old Norcross at Stephen Gould Corp	0.344	No
591	**Old Norcross & Sweetwoods Dr**	**0.224**	**Yes**
593	Park Dr & Beaver Ruin Rd IB	0.388	No
594	Park Dr & Beaver Ruin Rd OB	0.164	No

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88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
597	Peachtree Industrial Rd & ADVA OB	0.352	No
599	Peachtree Indust Rd & Fine Art Gallery	0.724	No
600	Ptree Ind Blvd & Mercer Place Apts	3.496	No
608	P'tree Corners Cir & Elmside Villg Ln	2.9	No
613	Peachtree Pkwy & Hyatt IB	0.16	No
616	P'tree Ind Blvd & Hunters Ridge Apts	0.168	No
617	Peachtree Corners Cir & Springs NW	0.412	No
618	P'tree Industrial Blvd & Kingston Ct	0.108	No
620	Peachtree Corners Cir & Muray's	0.552	No
622	**New Peachtree Rd & Oakcliff OB**	**3.104**	**Yes**
623	Peachtree Pkwy & Publix	1.34	No
624	Peachtree Pkwy & Peachtree Corner Cir IB	0.176	No
626	N Peachtree St & Reps Miller Road	0.756	No
627	**P'tree Corners Cir & Silver Oaks Apts**	**1.704**	**Yes**
628	P'tree Industrial Rd & DIVOTS Sportswear	2.036	No
632	**Peachtree Pkwy & Weslayan School OB**	**0.156**	**Yes**
633	Peachtree Corners Cir & Appletree Way IB	0.98	No

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89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
634	Peachtree Corners Cir & Bannor Ln	1.756	No
635	P'tree Corners Cir & Brandywine Tr	1.02	No
636	P'tree Corners Cir & Jones Mill Spur	1.092	No
638	Peachtree Corners Cir & Kilnect Ct	0.776	No
639	Peachtree Corners Cir & FIZZ IB	1.08	No
640	P'tree Corners Cir & Parton Ct	0.74	No
642	Peachtree Pkwy & Residence Inn Hotel	0.064	No
643	Peachtree Pkwy Plaza IB	0.692	No
646	Philip Blvd & Katherine Oaks Rd	2.516	No
647	Philip Blvd & Walther Rd	1.888	No
648	Philip Blvd & Walther Rd IB	3.824	No
649	Philip Blvd & Katherine Oak Ct IB	1.272	No
650	W Pike St & McConnell Dr	0.388	No
651	W Pike St & Buchannan St (Hertz)	0.28	No
652	W Pike St & Honeysuckle Ave	3.512	No
653	W Pike St & Old Norcross Rd	0.368	No
654	**W Pike St & Phoenix HS**	**3.48**	**Yes**

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90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
661	**Pleasant Hill Rd & Pleasant Hill Plaza**	**4.572**	**Yes**
662	**Pleasant Hill Rd & Popeyes OB**	**2.728**	**Yes**
664	Mitchell Rd & Price Pl OB	2.876	No
665	L'ville Suwanee Rd & Professional Dr	0.136	No
666	Prof Dr & Second Four Way Stop Sign IB	2.72	No
667	575 Professional Dr	2.092	No
672	Reps Miller Rd & Race Track	1.6	No
673	**3119 Reps Miller Rd Office Park**	**0.324**	**Yes**
674	Reps Miller Rd & Wyngate (Reps Ln)	0.208	No
675	Old Norcross Rd & Riverside Pkwy	0.064	No
676	Old Norcross Rd & Winding River Dr	0.092	No
677	Grayson Hwy & Phillip St (Citgo)	0.448	No
678	Satellite Blvd & Marquis @ Sugarloaf IB	0.584	No
679	Satellite Blvd & Satellite Shops	0.684	No
681	Satellite Blvd & Bank of America IB	1.168	No
682	Satellite Blvd & Bridgewater Apts OB	1.576	No
683	**Satellite Blvd & I Love Phone Plaza IB**	**0.44**	**Yes**

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91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
684	Satellite Rd & Pars Cars Sales	0.26	No
685	Satellite Blvd & Century Apartments IB	0.948	No
686	Satellite Blvd & Menlo Creek Apts OB	0.608	No
687	Satellite Blvd & Chevy Dealership	0.644	No
689	Satellite Blvd & Childrens Healthcare IB	0.132	No
690	Satellite & NCR Main Entrance OB	0.24	No
693	**Satellite Blvd & Commerce Ave (10A&B)**	**2.908**	**Yes**
694	Satellite Blvd & Evergreen Blvd	1.192	No
695	**Satellite Blvd & Golden Corral**	**1.68**	**Yes**
699	Satellite Blvd & Hopkins Mills Rd IB	0.88	No
700	Satellite Blvd & Hopkins Mill Rd	1.476	No
702	**Satellite Blvd & Enterprise Dealer IB**	**0.096**	**Yes**
703	Satellite Rd & NCR Office Building OB	0.24	No
704	Satellite Blvd & InTown Suites IB	4.364	No
708	**Satellite Blvd & Satellite Point Offices**	**4.624**	**Yes**
711	Satellite Blvd & Pond Rd	0.96	No
713	Satellite Blvd at Recycling Center IB	1.068	No

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95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
715	Satellite Blvd & The Eclipse Apts OB	3.4	No
719	Satellite Blvd & Suzuki Dealership	0.092	No
720	**Satellite Blvd at Valley Ridge Ln IB**	**0.404**	**Yes**
721	**Satellite Blvd & 2180 Satellite Blvd**	**0.876**	**Yes**
722	**Satellite Blvd & West Liddell IB**	**2.856**	**Yes**
727	Satellite Blvd & Tandy Key Ln	0.432	No
729	Satellite Blvd & Midas IB	1.364	No
731	**Satellite Blvd & BP Gas Station**	**2.3**	**Yes**
732	Satellite Blvd & Steve Reynolds (QT) IB	3.636	No
734	Scientific Dr & Peachtree Pkwy (UCI)	0.212	No
736	Shackleford Rd & Corporate Dr IB	0.032	No
737	Shackleford Rd & Corporate Dr	1.532	No
739	Park Dr & Shackleford Rd	1.704	No
740	Shackleford Rd & Park Dr	1.092	No
744	Singleton Rd & Harbins Rd IB	1.548	No
746	Singleton Rd & Pirkle Rd	2.34	No
747	Singleton Rd & Pirkle Rd OB	0.132	No

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748	Singleton Rd & Singleton Valley Cir (1)	0.416	No
749	Singleton Rd & Turners Ridge Dr	1.548	No
750	Singleton Rd & Walton Way	0.216	No
751	Singleton Rd & Santa Anna Dr	0.136	No
752	Singleton Rd & Button Gwinnett Dr OB	3.64	No
753	Singleton Rd & Button Gwinnett Pl	0.208	No
754	Singleton Rd & Country Downs Dr	0.884	No
759	Singleton Rd & Gladiator Dr OB	1.288	No
761	Singleton Rd & Sarah Ct	2.268	No
762	Singleton Rd & Metro Self Storage	0.064	No
765	Singleton Rd & Reddington Ln OB	1.808	No
766	Singleton Rd & Riva Ridge Dr	0.124	No
767	Singleton Rd & Robin Hill Dr OB	2.812	No
768	Singleton Rd & Sandune Dr (2nd Entrance)	0.136	No
769	Singleton Rd & Seattle Slew Ln	0.052	No
770	Singleton Rd & Singleton Valley Cir (2)	0.06	No
771	5925 Singleton Rd Steep Chase)	0.816	No

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772	Singleton Rd & Steeple Chase Apts	1.056	No
773	Singleton Rd & Stonewood Dr OB	1.004	No
774	Singleton Rd & Sugarwood Ln	1.404	No
775	Singleton Rd & Texaco Gas Station	0.08	No
776	Singleton Rd & Williams Rd	0.128	No
778	Spalding Dr & Norcross HS (bfr light)	0.428	No
779	Spalding Dr & Medlock Bridge Rd (Shell)	4.284	No
780	Koger Rd & St Leo University OB	0.012	No
781	Grayson Hwy & St. Lawrence Church	0.08	No
784	Steve Reynolds Blvd & Chesdan Dr	0.896	No
785	Steve Reynolds Blvd & 7 Coffee Shop OB	2.548	No
787	Steve Reynolds Blvd & Falling Water Ln	0.952	No
788	Steve Reynolds Blvd & Hillcrest Ct	2.052	No
789	**Steve Reynolds & Old Norcross Rd OB**	**2.684**	**Yes**
790	Steve Reynolds Blvd & Oak Loch Tr	0.052	No
791	**Steve Reynolds Blvd & Old Norcross Rd**	**0.832**	**Yes**
794	Stone Mountian St & Boys & Girls Club OB	0.084	No

Stop ID	Description	AW_DB	Bus Pad
13	**Beaver Ruin Rd & Steve Reynolds Blvd**	**4.404**	**Yes**
17	Gwinnett Justice & Admin Center	3.032	No
30	Lawrenceville Hwy & Indian Trail-Lilburn	2.856	No
48	Buford Hwy & Beaver Ruin Rd	3.728	No
64	Dawson/Live Oak &Jimmy Carter Blvd	4.616	No
67	**Gwinnett Justice & Admin Center**	**2.624**	**Yes**
71	1535 Atkinson Rd	0.232	No
73	Atkinson Rd & Rite Aid	1.74	No
77	Atkinson Rd & Westfield Dr	0.228	No
78	Atkinson & Willow Pointe Dr	0.48	No
79	Old Norcross Rd & Averitt OB	0.116	No
83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
84	Beaver Ruin Rd at Bolton Cir IB	0.252	No
85	Beaver Ruin Rd & Price Place IB	0.204	No
86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
795	Stone Mountain St & Piedmont Bank	0.852	No
796	Stone Mountain St & Highgate Dr OB	0.308	No
797	Johnson Rd & Stone Mountain St	0.136	No
798	Stone Mountain St & Liegh Kay Apts OB	0.616	No
799	Stone Mountain St & Open Mountian OB	1.648	No
800	Stone Mountain St & Somerset Dr OB	0.432	No
801	**Sugarloaf Pkwy & Taco Bell**	**2.76**	**Yes**
802	Sugarloaf Mills at the 410 412	0.896	No
803	**Sugarloaf Pkwy & Arbys**	**1.816**	**Yes**
804	**Sugarloaf Mills at BassPro Shop**	**2.78**	**Yes**
805	Sugarloaf Pkwy & Bellbrook Ln OB	0.412	No
806	Sugarloaf Pkwy & Cisco Office	0.156	No
808	**Sugarloaf Pkwy & Marathon Blvd (McD's)**	**2.892**	**Yes**
809	Sugarloaf Pkwy & Dunnhill Dr	0.344	No
810	Sugarloaf Mills at the Discount Tire Co	2.564	No
812	Sugarloaf Pkwy & Prodigy Point	0.38	No
813	Sugarloaf Pkwy & MacLeod Indusrial Park	4.008	No

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90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
814	Sugarloaf Pkwy & PNC Bank OB	0.132	No
815	Sugarloaf Pkwy & The James @ Sugarloaf	2.216	No
816	Sugarloaf Pkwy & Gwinnett Tech N Ent.	1.72	No
823	**Sweetwater Rd & Pleasant Hill Rd**	**4.172**	**Yes**
829	Technology Pkwy & Homewood Suites	0.452	No
830	Technology Pkwy & Humblot	0.04	No
831	Technology Pkwy & Research Dr	0.472	No
833	Technology Pkwy & Yardi Business	0.016	No
834	Thompson Pkwy & Singleton Rd IB	0.236	No
836	S Clayton St & Wells Fargo	1.364	No
837	W Pike St & W Pike Plza (Sign-o-rama)	0.204	No
846	W Pike St & Ultra Carwash	0.588	No
847	W Pike St & Kaceys Home Cooking Rest	0.856	No
848	W Pike St & Midas OB	0.04	No
858	Peachtree Pkwy & Forum IB	1.296	No
860	Holcomb Bridge Rd & Veranda Knolls Apts	0.012	No
862	Buford Hwy & Susan Ln	2.664	No

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89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
863	Buford Hwy & Pine St IB	0.524	No
864	Buford Hwy & Gwinn Dr IB	0.496	No
865	Beaver Ruin Rd & Standford Village Ln IB	0.056	No
866	Satellite Blvd & Menlo Creek Apts IB	0.32	No
867	Satellite Blvd & Aviation School IB	0.904	No
868	Satellite Blvd & Evergreen Blvd IB	0.172	No
869	Satellite Blvd & Merritt Apartments OB	2.256	No
870	Beaver Ruin Rd & Red Oak Rd OB	1.304	No
871	Beaver Ruin Rd & Bailey Dr OB	2.22	No
872	Beaver Ruin Rd & Child Ntwrk Daycare OB	1.544	No
873	Buford Hwy & Post Office OB	4.512	No
876	**Atkinson Rd & Atkinson Park Dr IB**	**0.224**	**Yes**
877	**Beaver Ruin Rd & Shell Gas Station**	**1.604**	**Yes**
879	Button Gwinnett Dr at TOPSA	0.552	No
880	Button Gwinnett & TOPSA	0.512	No
881	**Boggs Rd & Caduceus Occupational Med**	**0.624**	**Yes**
882	**Breckinridge Blvd & Arlon Lane**	**0.076**	**Yes**

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89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
883	Breckinridge Blvd & Cascade Apartments	2.02	No
884	Breckinridge Blvd & Eldridge Rd	0.136	No
885	Breckinridge Blvd & Mustang Unlimited	1.34	No
886	Brook Hollow & Indian Temple (2nd Ent)	0.12	No
889	Burns Rd & Hillcrest Rd (across)	1.016	No
890	**Indian Trail Rd & Indian Trail Ct Plaza**	**3.524**	**Yes**
891	Graves Rd & East Windsor Ln	1.604	No
892	Graves Rd & Graves Mill Dr	0.9	No
893	Graves Park Entrance	1.412	No
894	Graves Park Entrance (across)	0.48	No
895	Holcomb Bridge Rd & The Centre Apts	1.68	No
897	**Indian Trail Rd & Steve Reynolds Blvd**	**0.2**	**Yes**
898	Indian Trail Rd & Wellington Sq Plaza	1.432	No
899	Indian Trail Rd & Abbots Glen OB	1.292	No
900	6695 Jimmy Carter Blvd	0.452	No
901	Jimmy Carter Blvd & Best Friend Rd IB	3.82	No
903	Jimmy Carter Blvd & Maxzone Depo	1.204	No

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86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
904	Jimmy Carter Blvd & Everest Tr OB	0.8	No
905	Jimmy Carter Blvd & Meadowbrook Dr OB	3.096	No
906	Jimmy Carter Blvd & Best Friend Park	2.472	No
907	Jimmy Carter Blvd & RR Tracks	0.092	No
909	Lawrenceville Hwy & BBT Bank IB	0	No
910	**Lawrenceville Hwy & Bryson Park OB**	**0.188**	**Yes**
911	L'ville Hwy & Rockbridge Rd (Citgo)	2.368	No
912	Lawrenceville Hwy & Wynne Russell Dr	0.512	No
913	Live Oak Pkwy & Thompson Pkwy	0	No
914	McDonough Dr & Dawson Blvd	3.56	No
915	**Old Norcross Rd & Arbors @Breckinridge**	**1.028**	**Yes**
916	Old Norcross Rd & Burnham Ridge	0.096	No
917	Old Norcross Rd & Old Victorian Rd IB	0.06	No
922	Park Dr & Gwinnett Park Sign (across)	0.216	No
923	**Peachtree Pkwy & The Corner Bakery**	**1.212**	**Yes**
924	Peachtree Pkwy & Triangle Dr	1.444	No
925	P'tree Corners Cir & Gleanleaf Dr IB	3.144	No

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89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
927	P'tree Corners Cir & Parton Ct OB	0.084	No
928	**P'tree Corners Cir & Westchase Villge Ln**	**2.804**	**Yes**
932	Singleton Rd & Harbins Ridge Dr	0.128	No
934	Singleton Rd & Hydaburg Ln	3.832	No
935	Singleton Rd & Myrtle Creek Dr	0.028	No
936	S Norcross Tucker Rd & Sinclair Apts	2.076	No
938	Spalding Dr & Technology Pkwy	0.564	No
939	Steve Reynolds Blvd & Falling Water Ln	1.12	No
940	Steve Reynolds Blvd & Fire Station OB	1.912	No
941	Steve Reynolds Blvd & Indian Trail Apts	0.352	No
942	Stone Mountain St & Charleston Ln	1.432	No
943	Stone Mountain St & Charter St	0.456	No
944	Technology Pkwy at 157 Tech Pkwy	0.088	No
945	Technology Pkwy near Hampton Inn	0.152	No
948	Technology Pkwy & Technology Pkwy South	0.296	No
949	Boggs Rd & Meadow Brook Pkwy IB	0.044	No
950	Boggs Rd @ St. Andrews Church OB	2.224	No

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85	Beaver Ruin Rd & Price Place IB	0.204	No
86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
951	Satellite Blvd & Public Storage OB	0.404	No
952	**McDonough Dr & Wilwat Dr (ACE) IB**	**1.412**	**Yes**
953	Singleton Rd & Harbins Ridge Dr OB	1.692	No
954	Graves Rd & Marquis Estates Apts IB	0.468	No
955	Live Oak Pkwy & Live Oak Plaza OB	1.796	No
958	**Burns Rd & Bradstone Trace**	**0.128**	**Yes**
959	**Burns Rd & Shady Dr**	**0.584**	**Yes**
960	Steve Reynolds Blvd & Windward Lane IB	0.028	No
961	Park Dr & Communications Dr IB	0.352	No
962	Shackleford Rd & Doan Way	0.692	No
963	**Koger Blvd & Assi Farmers Market**	**2.696**	**Yes**
964	Koger Blvd & Devry University IB	0.892	No
965	Breckinridge Blvd & Executive Dr S	0.524	No
967	Breckinridge Blvd & Arlon Ln OB	0.116	No
968	Shackleford Rd & Doan Way OB	0.016	No
969	Steve Reynolds Blvd & Hillcrest Ct OB	0.54	No
970	Lawrenceville Hwy & Beaver Ruin Rd OB	3.464	No

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90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
971	Lawrenceville Hwy & Merchants Walk OB	0.936	No
972	Jimmy Carter Blvd & Rockbridge School Rd	0.332	No
973	**Old Norcross Rd & Boggs Rd IB**	**4.352**	**Yes**
974	Atkinson Rd & Atkinson Park Dr OB	1.584	No
977	N Norcross Tucker Rd & Pelican Dr IB	0.432	No
978	Jimmy Carter Blvd & W Peachtree St	0.792	No
980	Holcomb Bridge Rd & The Veiws Apts	0.116	No
981	Scientific Dr & Technology Pkwy	0.16	No
982	Scientific Dr & Meridian Business Plza	0.02	No
983	Peachtree Pkwy & Piedmont Bank	0.936	No
984	P'tree Corners Cir & Davinci Ct IB	1.008	No
985	P'tree Corners Cir & CHASE Bank IB	0.148	No
986	Medlock Bridge Rd & P'tree Corners Cir	0.024	No
987	Holcomb Bridge Rd & Woodmont Land Apts	0.56	No
988	N Norcross Tucker Rd & Pelican Dr	3.508	No
993	L'ville Hwy & Bryson Park IB	0.14	No
994	Beaver Ruin Rd & Fam Med Chiropractor	0.056	No

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95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
995	Buford Hwy & WA Credit Dealer (Gwin Dr)	2.604	No
996	Buford Hwy & CarZ (across) OB	1.264	No
997	Buford Hwy & Cornerstone Auto (acros) OB	1.544	No
998	Jimmy Carter Blvd & Paces Crossing Apts	0.284	No
999	L'ville Hwy & Car Care Service Center IB	0.2	No
1000	Lawrenceville Hwy & Jordan Drive OB	0.336	No
1001	Breckinridge & Mustangs Unltd OB across	0.088	No
1002	Atkinson Rd & Herrington Rd	0.016	No
1003	Collins Hill Rd & Collins Industrial Way	3.128	No
1004	Collins Hill Rd & Park Access Dr OB	0.064	No
1005	Duluth Hwy & ALDI	0.204	No
1006	Duluth Hwy & Lakes Pkwy	0.488	No
1007	Duluth Hwy & Lawrenceville Suwanee Rd	0.216	No
1008	Lawrenceville Suwanee Rd & AMC	0.256	No
1009	Hurricane Shoals Rd & Curtis Rd OB	0.404	No
1010	Hurricane Shoals Rd & Philip Blvd	0.064	No
1011	Hurricane Shoals Rd & Whitehall Ln OB	0.248	No

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91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
1012	Lakes Pkwy @ 1760 Apt Homes	1	No
1013	Lakes Pkwy & Lakes Court Dr OB	0.02	No
1014	Lakes Pkwy & Laval Blvd (Truck Entrance)	0.332	No
1015	Lakes Pkwy & WIKA	0.04	No
1016	Lakes Pkwy & Belle Meade Ct	0.328	No
1017	Riverside Pkwy & Lakes Pkwy OB	0.172	No
1018	L'ville Suwanee Rd & L'ville Shop Center	0.4	No
1020	Lonnie Harvel Blvd & Sugar Oak Ln OB	2.596	No
1021	Lonnie Harvel Blvd & Student Center OB	0.484	No
1022	Riverside Pkwy & Kroger	1.032	No
1023	Walther Blvd & IHOP	0.204	No
1024	Walther Blvd & Parc 980 Apartments OB	0.112	No
1025	Collins Hill Rd & Park Access Dr IB	0.444	No
1026	Duluth Hwy & Lutheran Church	1.456	No
1027	Hurricane Shoals Rd & Curtis Rd IB	1.284	No
1028	Hurricane Shoals Rd & Whitehall Ln IB	0.616	No
1029	Lakes Pkwy & Lakes Court Dr IB	1.96	No

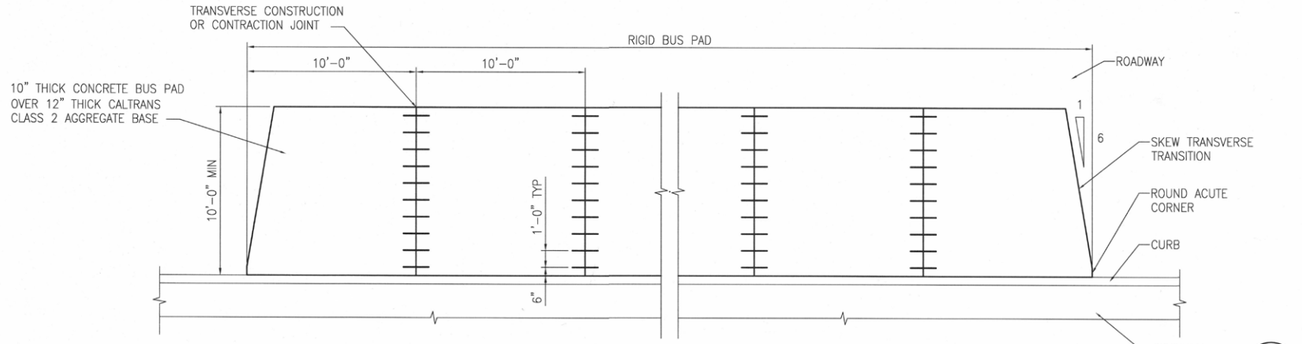
Stop ID	Description	AW_DB	Bus Pad
13	**Beaver Ruin Rd & Steve Reynolds Blvd**	**4.404**	**Yes**
17	Gwinnett Justice & Admin Center	3.032	No
30	Lawrenceville Hwy & Indian Trail-Lilburn	2.856	No
48	Buford Hwy & Beaver Ruin Rd	3.728	No
64	Dawson/Live Oak &Jimmy Carter Blvd	4.616	No
67	**Gwinnett Justice & Admin Center**	**2.624**	**Yes**
71	1535 Atkinson Rd	0.232	No
73	Atkinson Rd & Rite Aid	1.74	No
77	Atkinson Rd & Westfield Dr	0.228	No
78	Atkinson & Willow Pointe Dr	0.48	No
79	Old Norcross Rd & Averitt OB	0.116	No
83	**Beaver Ruin Rd & East Hill Way OB**	**4.48**	**Yes**
84	Beaver Ruin Rd at Bolton Cir IB	0.252	No
85	Beaver Ruin Rd & Price Place IB	0.204	No
86	Beaver Ruin Rd & Price Place (across) OB	4.444	No
88	Beaver Ruin Rd at Family Denstistry IB	0.792	No
89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
1030	Lakes Pkwy & Riverside Pkwy IB	1.096	No
1031	Lakes Pkwy @ Smokey Tr	1.972	No
1032	Lakes Pkwy & Wiegand Blvd	0.2	No
1033	Duluth Hwy & Publix (L'ville Suwanee Rd)	1.812	No
1034	Lawrenceville Suwanee Rd & Verizon	0.676	No
1036	Lonnie Harvel Blvd @ Sugar Oak Ln IB	3.444	No
1037	Lonnie Harvel Blvd & Student Center IB	0.632	No
1038	Collins Hill Rd & Hurricane Shoals Rd IB	1.488	No
1039	Atkinson Rd & Farmwood Dr	0.708	No
1040	Riverside Pkwy & Duluth Hwy	1.696	No
1042	Walther Blvd & C3 Church	0.248	No
1044	Walther Blvd & Parc 980 Apartments IB	1.468	#N/A
1045	Gwinnett Medical Resource Ctr	2.448	#N/A
1058	Jimmy Carter Blvd & Dunkin Donuts	0.716	#N/A
1059	Buford Hwy & Remington Park Ct	0.812	#N/A
1060	N Berkeley Lake Rd & Storage Co OB	1.66	#N/A
1061	N Berkeley Lake Rd & Storage Co IB	0.408	#N/A

Stop ID	Description	AW_DB	Bus Pad
13	**Beaver Ruin Rd & Steve Reynolds Blvd**	**4.404**	**Yes**
17	Gwinnett Justice & Admin Center	3.032	No
30	Lawrenceville Hwy & Indian Trail-Lilburn	2.856	No
48	Buford Hwy & Beaver Ruin Rd	3.728	No
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71	1535 Atkinson Rd	0.232	No
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89	Beaver Ruin Rd & Dept of Labor IB	1.252	No
90	Beaver Ruin Rd & Rockborough Tr (DMV)	0.712	No
91	Beaver Ruin Rd at Huddersfield Way IB	0.032	No
95	Beaver Ruin Rd at Newbury Rd IB	2.304	No
1062	Data Dr & Vital Solutions	0.008	#N/A
1063	Triangle Pkwy & Triangle Dr	0.528	#N/A

Illustrative Bus Pad Standard Drawing

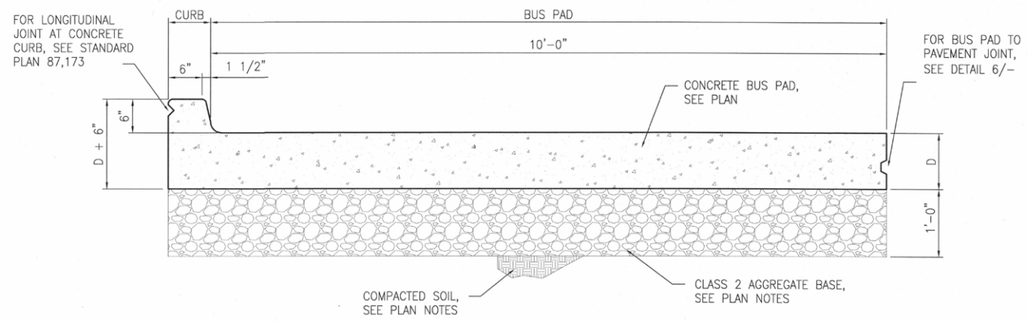
Appendix E

NOTES:
1. CONCRETE BUS PAD SHALL BE A MINIMUM THICKNESS OF D=10".
2. MINIMUM CONCRETE COMPRESSIVE STRENGTH SHALL BE fc' = 6,000 PSI AND MAXIMUM WATER/CEMENTITIOUS MATERIAL RATIO SHALL BE 0.40.
3. SET BUS PAD TO FIT CROWN OR SUPERELEVATION OF ADJACENT ROADWAY WITH A MAXIMUM 5% CROSS SLOPE.
4. LOCATE CONTRACTION JOINTS SPACED AT 10'–0" O.C.
5. LOCATE CONSTRUCTION JOINTS SPACED AT 120'–0" O.C., MAXIMUM.
6. EDGES ADJOINING PAVING SHALL HAVE ROUND EDGES TO A 1/4" RADIUS.
7. FINISH SURFACE OF BUS PAD WITH BROOM FINISH.
8. SOIL AND AGGREGATE BASE BELOW BUS PAD SHALL BE COMPACTED TO 95% RELATIVE COMPACTION PER ASTM D1557 – STANDARD TEST METHODS FOR LABORATORY COMPACTION CHARACTERISTICS OF SOIL USING MODIFIED EFFORT, AND ASTM D69.38 – STANDARD TEST METHODS FOR IN–PLACE DENSITY AND WATER CONTENT OF SOIL AND SOIL–AGGREGATE BY NUCLEAR METHODS.
9. AGGREGATE BASE SHALL CONFORM TO CALTRANS STANDARD SPECIFICATIONS, SECTION 26, CLASS 2 AGGREGATE BASE, 3/4" MAXIMUM GRADATION.
10. CURE CONCRETE BUS PAD FOR 7 DAYS MINIMUM, UNLESS OTHERWISE APPROVED BY CITY REPRESENTATIVE. APPLY CURING COMPOUND CONFORMING TO ASTM C309, TYPE 1, CLASS A OR B, PER MANUFACTURER'S DIRECTIONS. CURING SHALL COMMENCE IMMEDIATELY FOLLOWING FINISHING OF CONCRETE SURFACE.
11. TRAFFIC SHALL NOT BE ALLOWED ON CONCRETE BUS PAD UNTIL CONCRETE COMPRESSIVE STRENGTH EXCEEDS 2,500 PSI.
12. FOR BUS PADS IN CALTRANS RIGHT–OF–WAY, CONFORM TO CALTRANS STANDARD PLANS AND SPECIFICATIONS. LOCATE CONTRACTION JOINTS AT 10'–0" O.C.



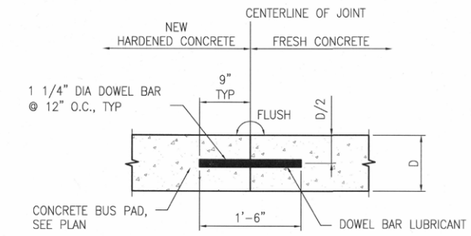
PARTIAL PLAN
NOT TO SCALE

1 / –



CONCRETE BUS PAD WITH CONCRETE CURB
SCALE: NONE

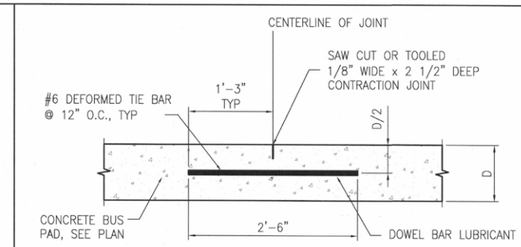
2 / –



NOTES:
1. DOWEL BARS SHALL CONFORM TO ASTM A615 OR ASTM A1035.
2. DOWEL BAR LUBRICANT SHALL BE BRADLEY COATINGS GROUP BCG 6116 AS MANUFACTURED BY BRADLEY COATINGS GROUP, GIBSONIA, PA, OR VALVOLINE TECTYL 506 AS MANUFACTURED BY VALVOLINE INC., LEXINGTON, KY, OR APPROVED EQUAL.
3. JOINT FILLER MATERIAL SHALL BE BITUMINOUS TYPE, EXPANSION JOINT FILLER COMPLYING WITH ASTM D994.

TRANSVERSE CONSTRUCTION JOINT DETAIL
SCALE: NONE

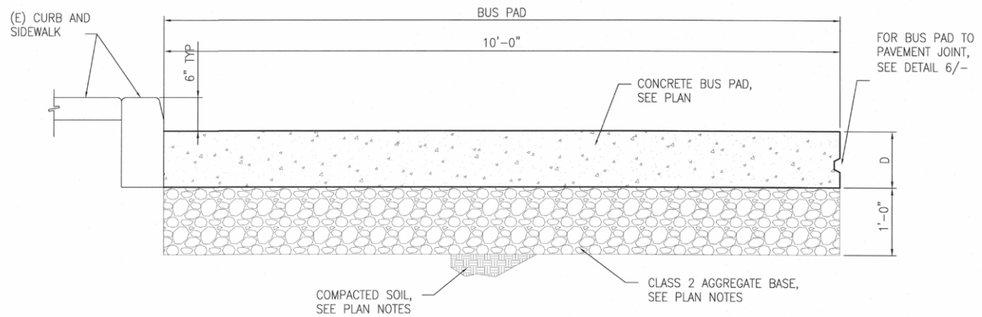
3 / –



NOTES:
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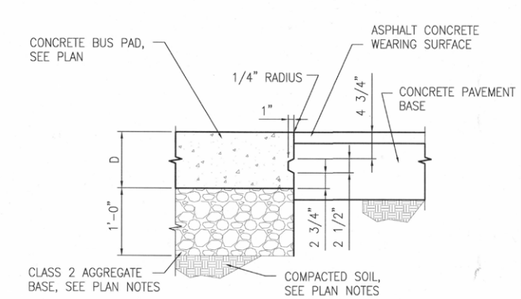
TRANSVERSE CONTRACTION JOINT DETAIL
SCALE: NONE

4 / –



CONCRETE BUS PAD AT EXISTING CURB
SCALE: NONE

5 / –



BUS PAD TO PAVEMENT JOINT
SCALE: NONE

6 / –

This Standard Plan was developed for use on Public Works projects in the City and County of San Francisco, and shall not be used without consulting a Registered Professional Engineer. San Francisco Public Works reserves the right to make revisions to this Standard Plan at any time.

NO.	DATE	DESCRIPTION	BY	APP.
2	10/3/17	REVISION TO REMOVE 10' SECTIONS	RL	JS
1	7/20/15	REVISION TO INCLUDE 10' SECTIONS	RL	EK

TABLE OF REVISIONS
THIS DRAWING WAS LAST MODIFIED: 10/04/17 09:14, BY: rlui

REFERENCE INFORMATION & FILE NO. OF SURVEYS

DESIGN & ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
30 VAN NESS AVENUE, 5TH FLOOR
SAN FRANCISCO, CA 94102 - 6028

		Date:
Section Mgr:	CRISTINA OLEA	10/30/17
Deputy Division Mgr:	FERNANDO CISNEROS	10/31/17
Division Mgr:	PATRICK RIVERA	10/31/17

DESIGNED:	RL	DATE: 10/03/17
DRAWN:	RL	DATE: 10/03/17
CHECKED:	JS	DATE: 10/03/17

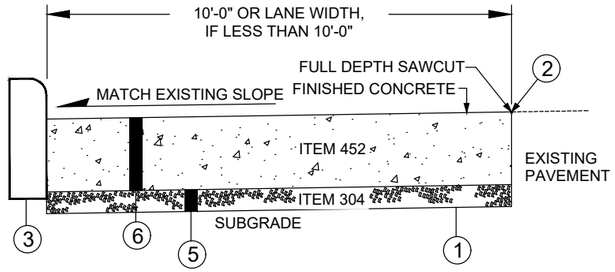
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SHEET OF SHEETS

STANDARD PLAN

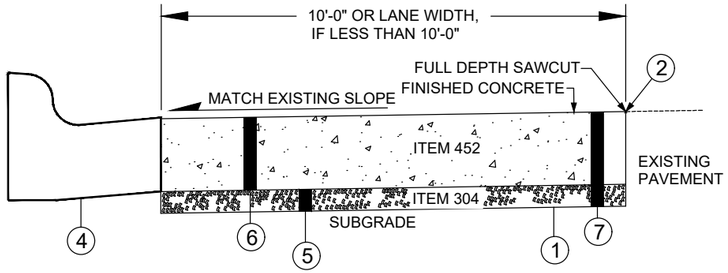
CONCRETE BUS PAD

CONTRACT NO.
DRAWING NO.
FILE NO. 96,607
REV. NO. 2

Xrefs: S:\Str\roy\0-Projects\DPW Standards\bus pad\DEI_TB_22x34.dwg
Dimension Scale: 1
Model Units: inches
Drawing Path: S:\Str\roy\0-Projects\DPW Standards\bus pad\bus pad standard rev 2.dwg, Login: rlui
Plot Time: Mon, 30 Oct 2017 – 3:52pm
Measurement Units are English



TYPE A: CONCRETE BUS PAD AT LOCATIONS WITH STRAIGHT CURB



TYPE B: CONCRETE BUS PAD AT LOCATIONS WITH COMBINATION CURB & GUTTER

(1) ITEM 204 - SUBGRADE COMPACTION

(2) ITEM 423 - CRACK SEALING, TYPE I

(3) ITEM 609 - EXISTING CURB OR, CURB STRAIGHT 18" (STANDARD DRAWING 2000)

(4) ITEM SPECIAL - COMBINATION CURB AND GUTTER, TYP. SPECIAL 10" (STANDARD DRAWING 2020, MODIFIED)

(5) ITEM 304 - 6" AGGREGATE BASE

(6) ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT

(7) PAVEMENT REMOVAL AND ITEM 203 - EXCAVATION

ITEM SPECIAL, CONCRETE BUS PAD, S.Y., SHALL INCLUDE THE FOLLOWING ITEMS:

ALL SAWCUTTING, PAVEMENT REMOVAL, ITEM 203 - EXCAVATION, ITEM 204 - SUBGRADE COMPACTION, ITEM 304 - 6" AGGREGATE BASE, ITEM 423 - CRACK SEALING, TYPE I, AND ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT.

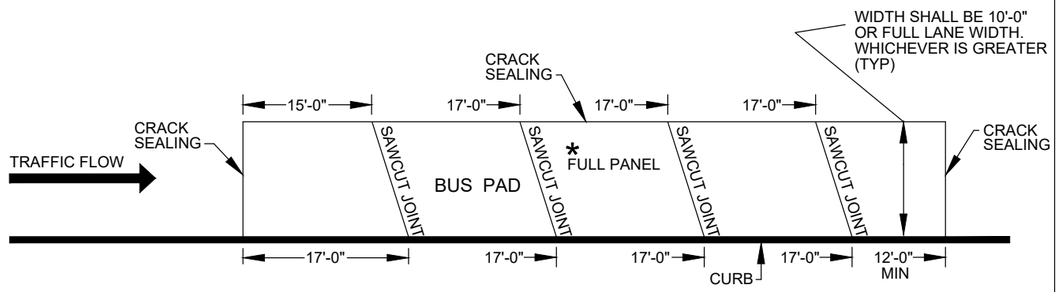
FOR TYPE B CONDITION, THE EXISTING COMBINATION CURB & GUTTER SHALL BE REPLACED TO LIMITS OF BUS PAD INSTALLATION UNLESS WAIVED BY ENGINEER.

CONCRETE BUS PAD

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

CITY ENGINEER

STD DWG
2332
4/30/2018
SHT 1 OF 3



TRANSVERSE JOINT PLAN VIEW

TRANSVERSE JOINT

EACH CONCRETE BUS PAD SHALL BE SAWCUT TO PROVIDE EQUAL PANELS WITH CONTRACTION JOINTS SPACED AT A MAXIMUM OF 17 FEET.

THE JOINT SHALL BE SKEWED WITH THE RIGHT EDGE OF THE JOINT 2 FEET AHEAD OF THE LEFT EDGE IN THE DIRECTION OF TRAVEL OVER WIDTH OF BUS PAD (SEE PLAN VIEW ABOVE AND DETAIL "A").

EACH SAWCUT JOINT SHALL BE SEALED WITH ITEM 705.04.

PARTIAL BUS PAD REPLACEMENT

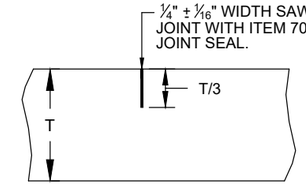
* ANY PARTIAL REPLACEMENT SHALL BE NO LESS THAN A FULL PANEL.

CONSTRUCTION JOINT

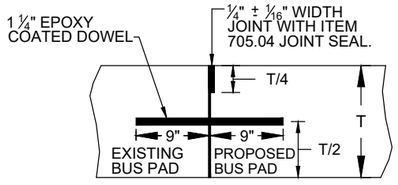
1) AT LOCATIONS WHERE A CONSTRUCTION JOINT IS REQUIRED (WHERE THE BUS PAD REQUIRES PARTIAL REPLACEMENT OR LENGTHENING), 1 ¼" EPOXY COATED DOWELS ARE TO BE USED AS SHOWN IN DETAIL "B".

2) DOWELS SHALL BE SPACED AT 12" CENTERS FOR TRANSVERSE JOINTS, BEGINNING 6" FROM THE JOINT.

3) THIS WORK SHALL BE PAID FOR UNDER ITEM 509 - EPOXY COATED REINFORCING (POUNDS) AND ITEM 510 - DOWEL HOLES (EACH).



DETAIL "A"



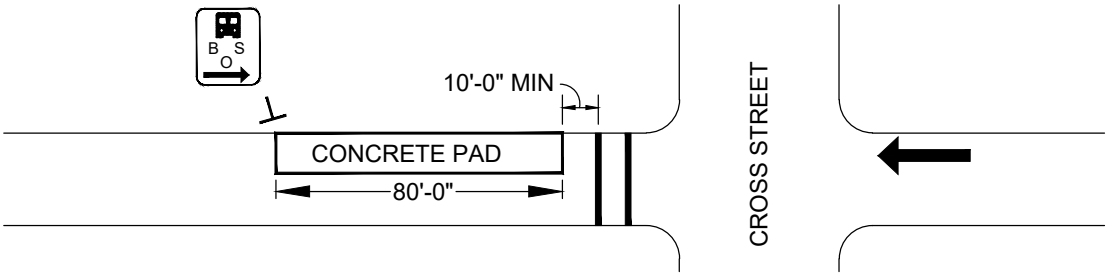
DETAIL "B"

TRANSVERSE JOINT

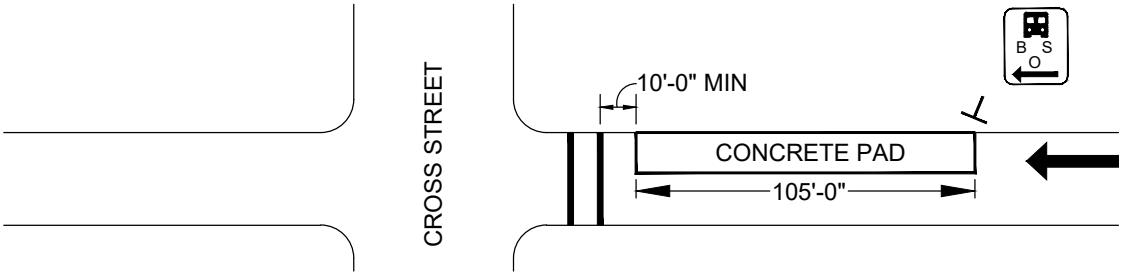
CONCRETE BUS PAD

CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

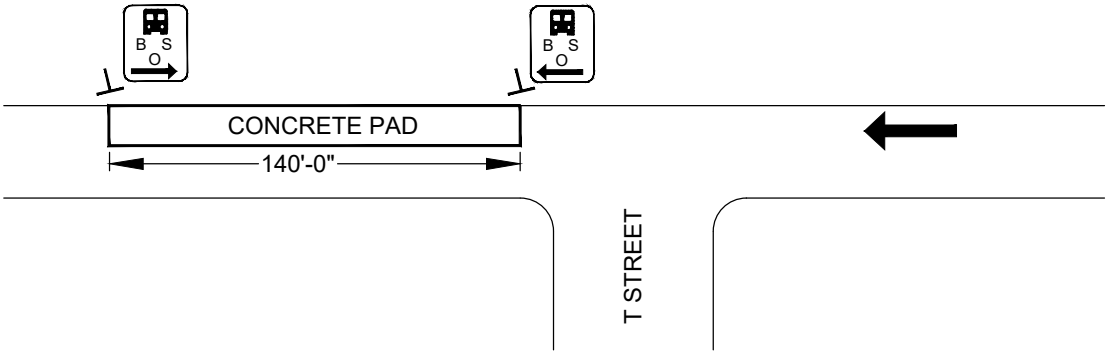
STD DWG
2332
4/30/2018
SHT 2 OF 3



FAR SIDE BUS STOP



NEAR SIDE BUS STOP



MID BLOCK BUS STOP

DIRECTION OF TRAVEL

TYPICAL LOCATIONS

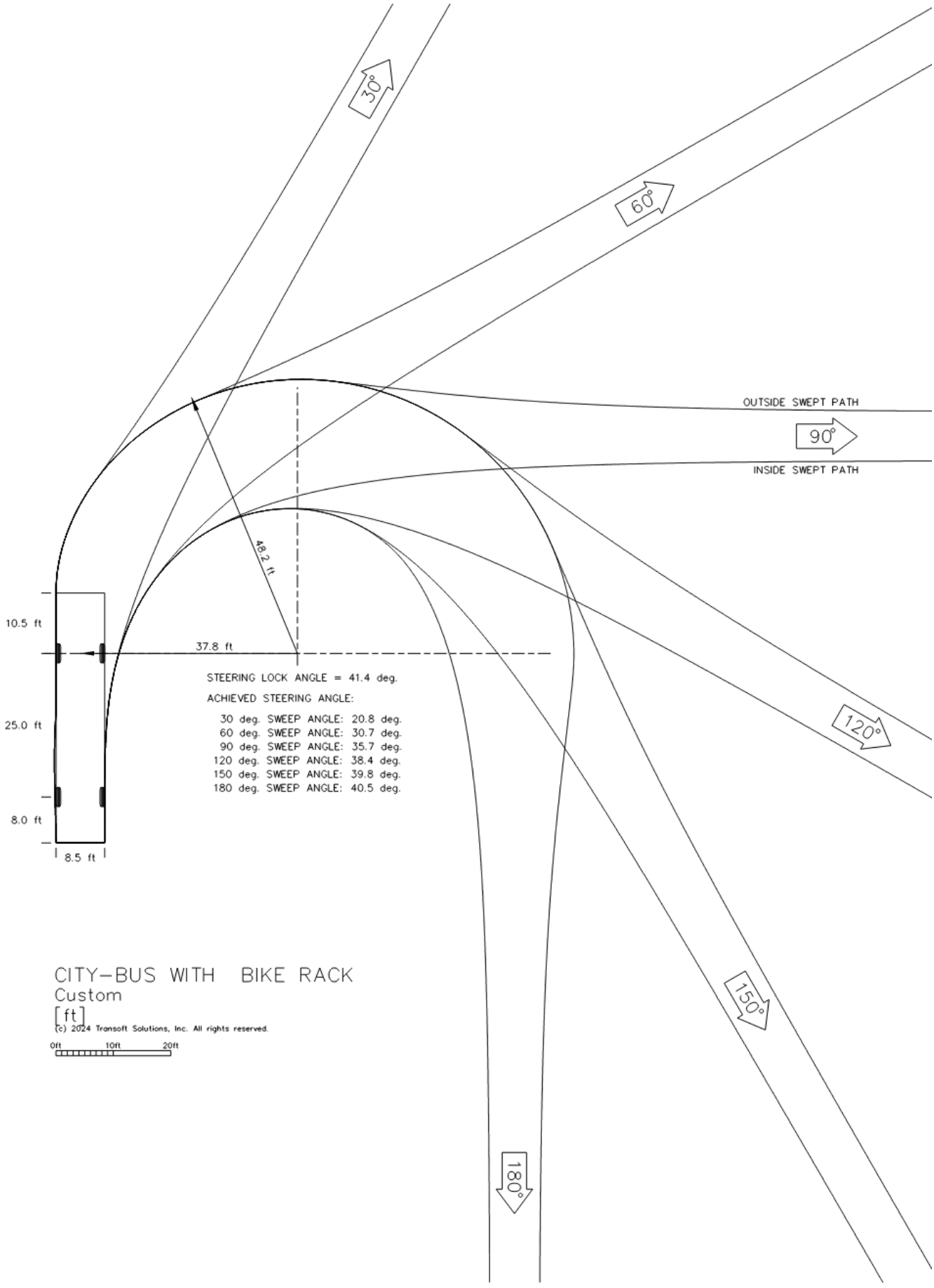
CONCRETE BUS PAD

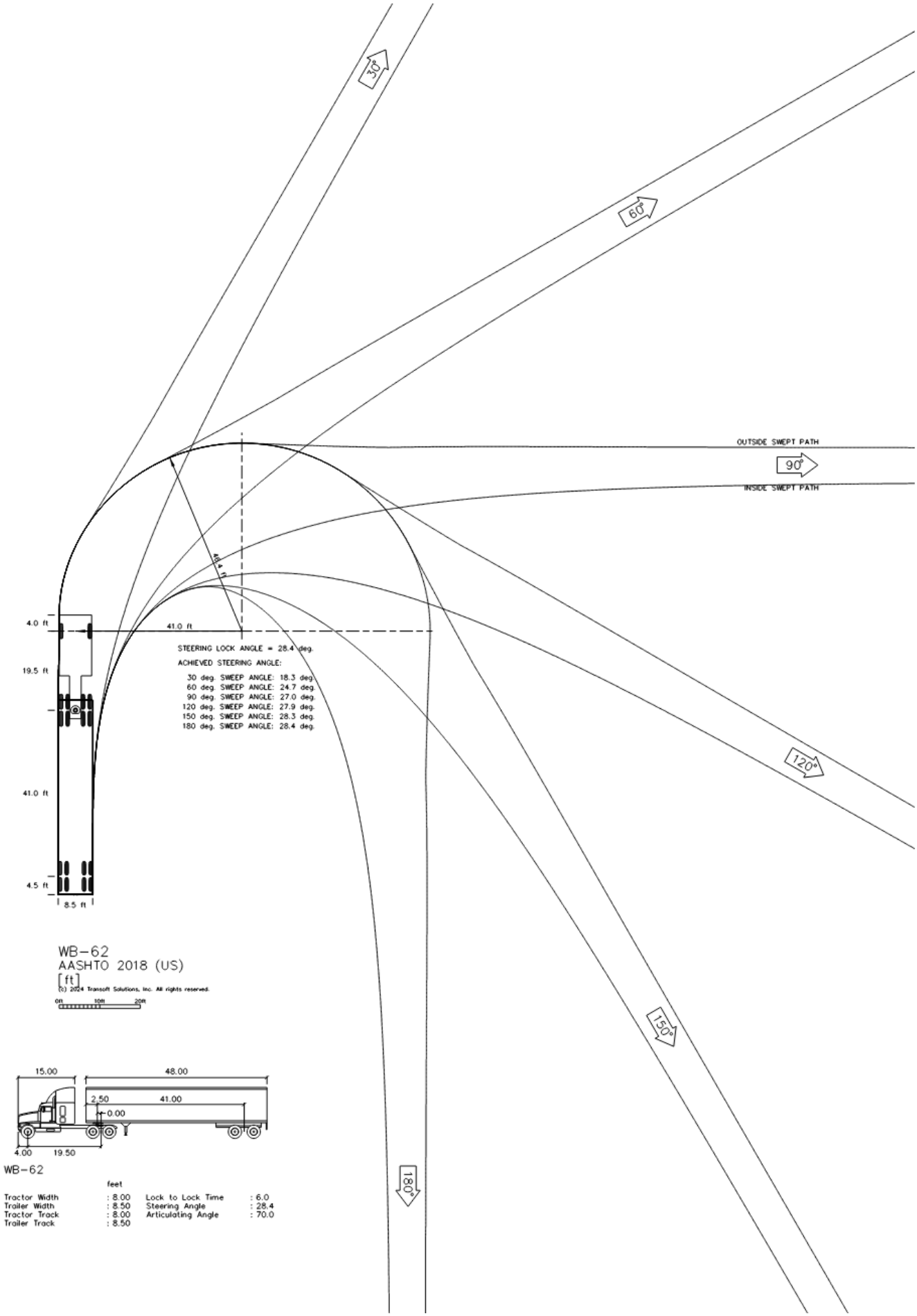
CITY OF COLUMBUS, OHIO
DEPARTMENT OF PUBLIC SERVICE
DIVISION OF DESIGN AND CONSTRUCTION

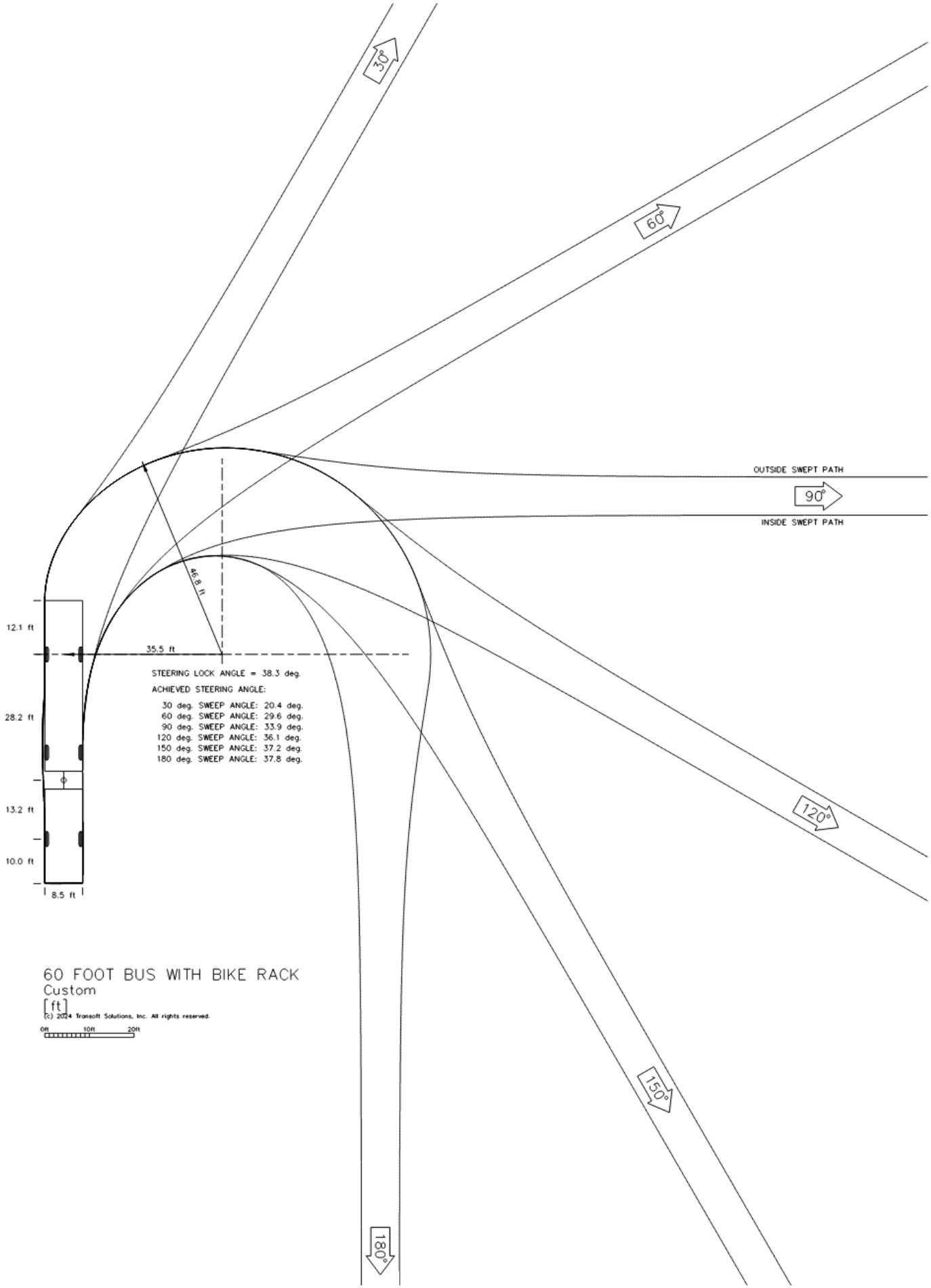
STD DWG
2332
4/30/2018

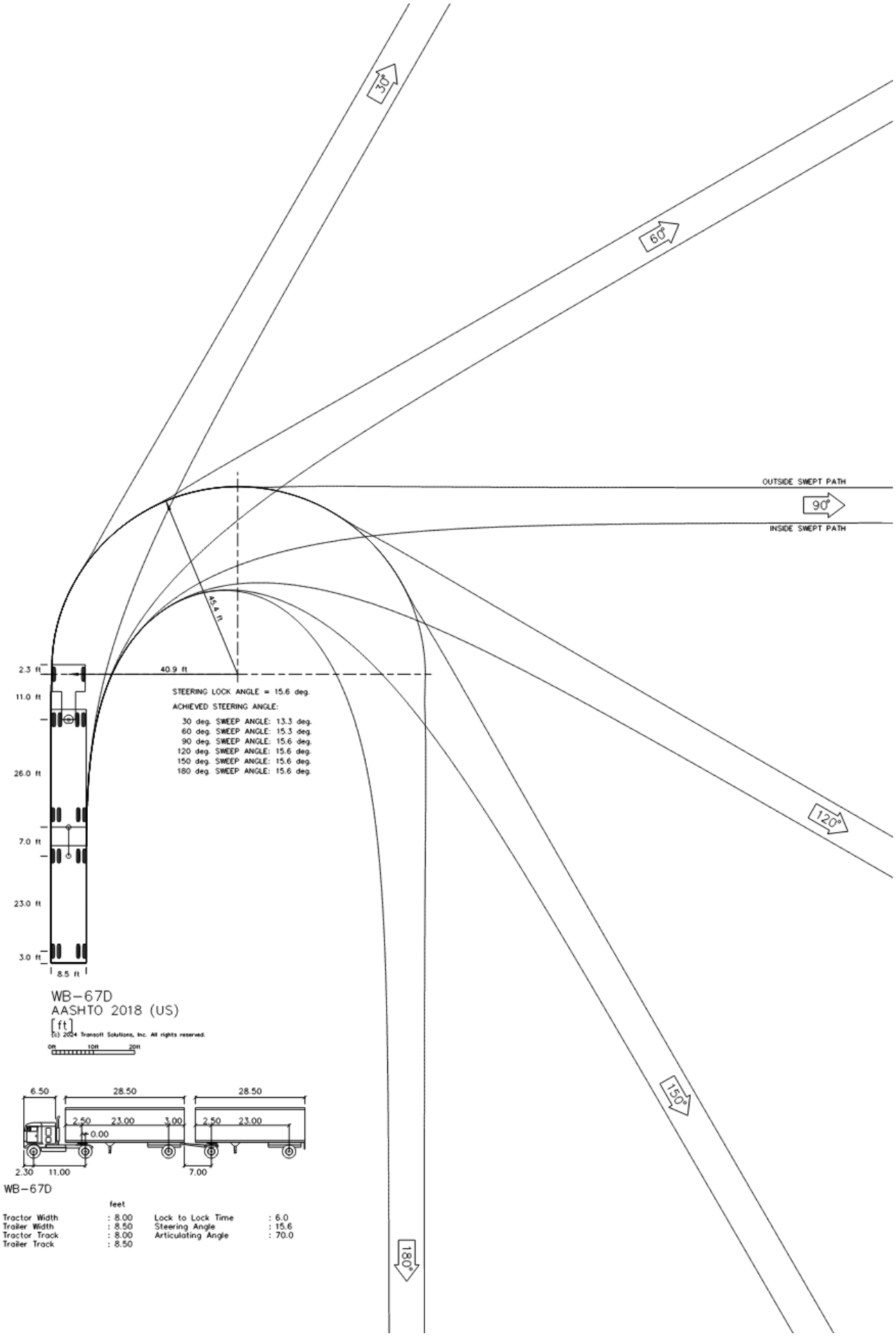
Vehicle Turning Templates

Appendix F


30°
60°
90°
120°
150°
180°
OUTSIDE SWEPT PATH
INSIDE SWEPT PATH
48.2 ft
37.8 ft
10.5 ft
25.0 ft
8.0 ft
8.5 ft
STEERING LOCK ANGLE = 41.4 deg.
ACHIEVED STEERING ANGLE:
30 deg. SWEEP ANGLE: 20.8 deg.
60 deg. SWEEP ANGLE: 30.7 deg.
90 deg. SWEEP ANGLE: 35.7 deg.
120 deg. SWEEP ANGLE: 38.4 deg.
150 deg. SWEEP ANGLE: 39.8 deg.
180 deg. SWEEP ANGLE: 40.5 deg.
CITY–BUS WITH BIKE RACK
Custom
[ft]
(c) 2024 Transoft Solutions, Inc. All rights reserved.
0ft
10ft
20ft


30°
60°
90°
120°
150°
180°
OUTSIDE SWEPT PATH
INSIDE SWEPT PATH
41.4 ft
4.0 ft
41.0 ft
19.5 ft
41.0 ft
4.5 ft
8.5 ft
STEERING LOCK ANGLE = 28.4 deg.
ACHIEVED STEERING ANGLE:
30 deg. SWEEP ANGLE: 18.3 deg.
60 deg. SWEEP ANGLE: 24.7 deg.
90 deg. SWEEP ANGLE: 27.0 deg.
120 deg. SWEEP ANGLE: 27.9 deg.
150 deg. SWEEP ANGLE: 28.3 deg.
180 deg. SWEEP ANGLE: 28.4 deg.
WB-62
AASHTO 2018 (US)
[ft]
(c) 2024 Transoft Solutions, Inc. All rights reserved.
0ft 10ft 20ft
15.00
48.00
2.50
41.00
0.00
4.00
19.50
WB-62
feet
Tractor Width : 8.00
Trailer Width : 8.50
Tractor Track : 8.00
Trailer Track : 8.50
Lock to Lock Time : 6.0
Steering Angle : 28.4
Articulating Angle : 70.0


30°
60°
90°
120°
150°
180°
OUTSIDE SWEPT PATH
INSIDE SWEPT PATH
46.8 ft
35.5 ft
12.1 ft
28.2 ft
13.2 ft
10.0 ft
8.5 ft
STEERING LOCK ANGLE = 38.3 deg.
ACHIEVED STEERING ANGLE:
30 deg. SWEEP ANGLE: 20.4 deg.
60 deg. SWEEP ANGLE: 29.6 deg.
90 deg. SWEEP ANGLE: 33.9 deg.
120 deg. SWEEP ANGLE: 36.1 deg.
150 deg. SWEEP ANGLE: 37.2 deg.
180 deg. SWEEP ANGLE: 37.8 deg.
60 FOOT BUS WITH BIKE RACK
Custom
[ft]
(c) 2024 Transoft Solutions, Inc. All rights reserved.
0ft
10ft
20ft


30°
60°
90°
120°
150°
180°
OUTSIDE SWEPT PATH
INSIDE SWEPT PATH
45.4 ft
40.9 ft
2.3 ft
11.0 ft
26.0 ft
7.0 ft
23.0 ft
3.0 ft
8.5 ft
STEERING LOCK ANGLE = 15.6 deg.
ACHIEVED STEERING ANGLE:
30 deg. SWEEP ANGLE: 13.3 deg.
60 deg. SWEEP ANGLE: 15.3 deg.
90 deg. SWEEP ANGLE: 15.6 deg.
120 deg. SWEEP ANGLE: 15.6 deg.
150 deg. SWEEP ANGLE: 15.6 deg.
180 deg. SWEEP ANGLE: 15.6 deg.
WB-67D
AASHTO 2018 (US)
[ft]
(c) 2024 Transoft Solutions, Inc. All rights reserved.
0ft 10ft 20ft
6.50
28.50
28.50
2.50
23.00
3.00
2.50
23.00
0.00
2.30
11.00
7.00
WB-67D
feet
Tractor Width : 8.00
Trailer Width : 8.50
Tractor Track : 8.00
Trailer Track : 8.50
Lock to Lock Time : 6.0
Steering Angle : 15.6
Articulating Angle : 70.0

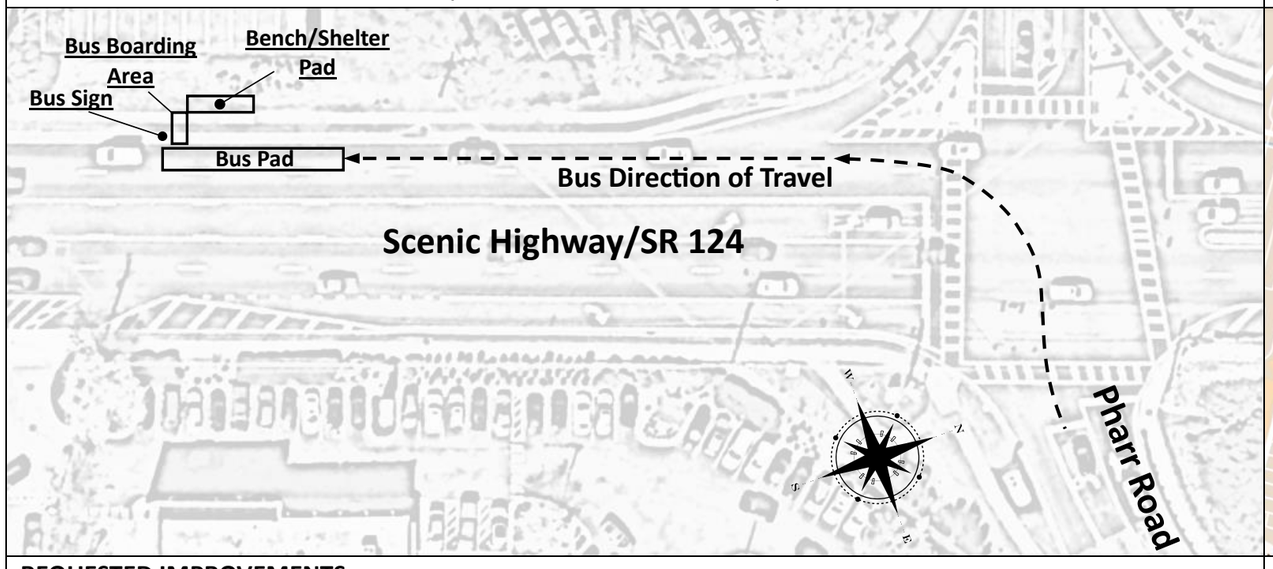
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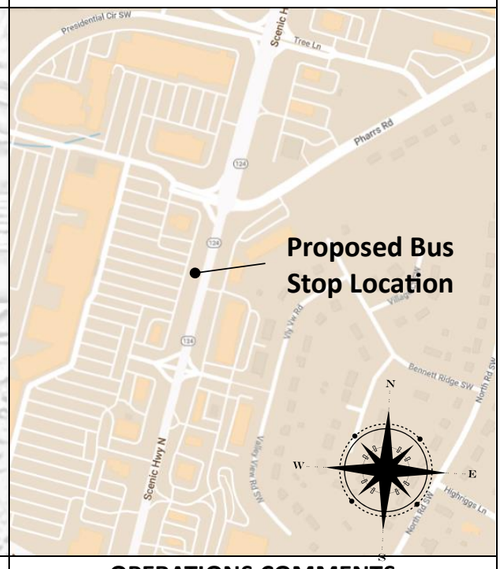
Bus Stop Request Form

Appendix G

RIDE GWINNETT BUS STOP REQUEST FORM

LOCATION & DIRECTIONS: SB Scenic Highway (SR 124) far-side Pharr Road **JURISDICTIONS**: City of Snellville			**ROUTES(S) AFFECTED:** (Future) Route 60	**DATE: March 5, 2024** **BSRF PREPARED BY:** [Add Preparer's Name] **FILE NAME: [**Add File Name]
STOP CATEGORY:	**PULL OFF**: In-lane	**BUS APPROACH:** Left Turn	**BUS DEPARTURE:** Thru	**SAFETY ANALYSIS REF #:**
BUS STOP ID: TBD – ID on Sign	**ZONE REQUIRED:** **Yes**	**WHEELCHAIR ACCESS** (Yes | No | **Proposed**)	**LANDING AREA** (Yes | No | **Proposed**)	**DESIGN DRAWINGS BY:** [Add Preparer's Name**]**
BUS STOP SPACING	**UPSTREAM: 1,320**	**DOWNSTREAM: 1,485**		**DATE**:





REQUESTED IMPROVEMENTS County to add bus stop for new Route 60. Add (1) Landing Pad/Bus Boarding Area (2) Pad for bench/shelter (3) Lighting (4) Other amenities as warranted (5) Bus Pad	**OPERATIONS COMMENTS** **DATE**:
TRANSPORTATION ENGINEERING COMMENTS The bus zone and bus stop placement should account for eastbound right-turning vehicles, which will likely be looking left. The perception and reaction time for drivers to recognize that a bus may be stopped in the lane will need to be included in bus zone length calculations. Consider adding signage to warn drivers of the potential for stopped vehicles in the lane. When SR 124 is reconstructed, shorten the intersection turning radius. Also, add a bus pad to stop.	**MUNICIPAL COMMENTS** **DATE**:

Bus Stop Modifications Checklist

The following checklist will be used by Ride Gwinnett upon receiving a bus stop modification request.

Evaluation Bus Stop Request	
Step 1	**Ride Gwinnett receives a bus stop modification request**
Step 2	**Determine the typology of the affected bus stop.**
Step 3	**Complete a Bus Stop Request Form**
Step 4	**Proceed to relevant checklist based on modification request type:** • For requests to modify amenities at an existing bus stop, continue to Evaluating Modification Requests. • For requests to add a new bus stop to an existing bus route, continue to Evaluating Addition and Relocation Requests. • For requests to permanently move the location of an existing bus stop, continue to Evaluating Addition and Relocation Requests. • For requests to remove a bus stop, continue to Evaluating Removal Requests. • For temporary bus stop changes, continue to Temporary Bus Stop Changes.

Evaluating Bus Stop Addition Requests

All new stops must improve the transit network as a whole by strategically improving access to bus routes while maintaining operational efficiencies that enable passengers to reach their destinations quickly and reliably.

New Bus Stop Considerations

Ride Gwinnett evaluates proposed new bus stop locations based on the following factors: Access, Safety, and Operational Efficiency.

ACCESS

- Transit need, defined by demographics, socioeconomics, and other criteria;
- Access to (and at) the proposed stop in compliance with the Americans with Disabilities
- Act (ADA), including the boarding and alighting area, sidewalks, curb ramps, and pedestrian crossings;
- Equity, as defined and measured by Title VI of the Civil Rights Act of 1964;
- Amenities, including the feasibility of installing seating or a shelter;
- Block lengths, street connectivity, presence of controlled pedestrian crossings, and topography around the proposed stop;
- Curb space uses (i.e. loading, parking) and available curb space for buses to dwell.

SAFETY

- Lighting, visibility, and protection from vehicle traffic for waiting passengers;
- Presence of controlled pedestrian crossings;

- Ease of bus movement in and out of the proposed stop;
- Volumes and movements of traffic other than transit.

OPERATIONAL EFFICIENCY

- Routes that would serve the proposed stop, including their service type (Shared Ride, County Ride, Quick Ride, Rapid Ride) and their frequency of service;
- Land uses surrounding the proposed stop and their suitability for transit service;
- Spacing between adjacent stops consistent with the criteria identified in Chapter 2, Section 2.2.1 Bus Stop Spacing
- Travel time and dwell time effects on bus operations and passengers' trips;
- Potential ridership, primarily in the form of passengers who currently do not have adequate access to the transit network.

Step 1	**Does the bus stop location meet the Considerations for new bus stops?** • If yes, proceed to the next step. • If no, deny the request.
Step 2	**Does new bus stop location meet bus stop spacing guidelines consistent with the criteria identified in Chapter 2, Section 2.2.1 Bus Stop Spacing** • If yes, proceed to Implementing Bus Stop Changes. • If no, is a bus stop still needed in the proposed location due to safety issues • (E.g., existing bus stops do not allow for safe access to a destination)? – If yes, proceed to Implementing Bus Stop Changes – If no, deny the request.

Evaluating Bus Stop Modification Requests

When considering a request to modify existing bus stops, Ride Gwinnett uses the following Bus Stop Upgrade Scoring Rubric to determine whether further investment, usually in the form of additional amenities or relocation, is appropriate. Ride Gwinnett will prioritize the bus stops with the highest scores for capital investment.

Consideration should be given to implementing improvements simultaneously for both halves of a bus stop pair since most travelers need to make round trips. Exceptions to this rule might be made if one of the stops is already in relatively good condition (with only minor deficiencies) while the other is in poor condition

Q1	**Does the affected bus stop location meet bus stop spacing guidelines consistent with the criteria identified in Chapter 2, Section 2.2.1 Bus Stop Spacing** • If yes, proceed to Evaluating Bus Stop Relocation Request or Implementing Bus Changes. • If no (bus stop, if removed, would maintain good bus stop spacing), continue to Evaluating Bus Stop Removal Requests
Q2	**Score bus stops using the Bus Stop Upgrade Scoring Rubric (See Below)** • If the bus stop scores higher than other prioritized and funded bus stops, proceed to Implementing Bus Stop Changes. • If bus stop scores lower than other prioritized and funded bus stops, note the request in the inventory and notify the requester that other bus stops have received priority

Bus Stop Upgrade Scoring Rubric

Criteria	Score
Passenger Activity – Sum of weekday boardings and alightings	• 40 points if sum is greater than 50 • 30 points if sum is between 25-50
Existing Conditions	• 20 points if rated as 1 (Very Poor) • 15 points if rated as 2 (Poor) • 10 points if rated as 3 (Fair)
Zero-vehicle households and Environmental Justice Are	• 10 points if zero-vehicle household population in the surrounding census block group is greater than the Ride Gwinnett service area average • 10 points if stop is located in an Environmental Justice Area • 20 points if both
Transfer Point	• 10 points
Near Medical Facility, Civic Building or Educational Institution (1/4 mile)	• 10 points
Part of a corridor or neighborhood initiative to strengthen identity	• 10 points

Evaluating Bus Stop Relocation and Removal Requests

Bus Stop Relocation and Removal Considerations

Ride Gwinnett evaluates bus stop relocation and removal requests based on the following factors:

SAFETY/ACCESSIBILITY

It is vitally important that passenger only access the bus network where it is safe to do so. Because street infrastructure is the responsibility of the state, county, and/or local jurisdiction, Ride Gwinnett can make only minor accessibility improvements at bus stops. Bus stops without a safe waiting area, sidewalks, crosswalks, or lighting may be relocated to safer and more accessible locations.

TRANSFER POINTS

For the transit network to operate efficiently and effectively, passengers must be able to connect between services. Bus stops should be maintained at locations where passengers can connect to intersecting Ride Gwinnett bus routes and services, regional transit services, and services provided by neighboring transit providers. Bus stops may be retained at transfer points even if they do not meet spacing guidelines.

RIDERSHIP

Because Ride Gwinnett has limited resources it is sometimes necessary to discontinue service to bus stops that are used by only a small number of passengers. Stops with less than five average weekday boardings may be considered for removal if the stop is not needed to meet the Bus Stop Spacing (Chapter 2, Section 2.2.1).

A bus stop with more than 50 average weekday boardings is a useful stop that should be retained. However, even stops that have more than 50 average weekday boardings may be removed when they are close to another stop, adjacent to a stop that functions as a transfer point, or adjacent to a stop with greater capacity for waiting passengers or amenities such as a bus shelter.

TRIP GENERATORS AND SPECIAL CONSIDERATIONS

Many origins and destinations in the transit network are very important to serve as directly as possible. Before removing a stop, consideration is given to nearby schools and universities, healthcare facilities, services, dense residential and mixed-use communities, housing for people with disabilities and older adults, large employers, community centers, and other major points of interest. Bus stops near some trip generators may be retained even if they do not meet spacing guidelines.

Evaluating Bus Stop Relocation Requests	
Step 1	**Does the proposed location of the relocated bus stop meet the Access, Safety, and Operational Efficiency considerations identified for New Bus Stops?** • If yes, proceed to the next step. • If no, deny the request
Step 2	**Does the relocated bus stop's location meet bus stop spacing guidelines consistent with the criteria identified in Chapter 2, Section 2.2.1 Bus Stop Spacing** • If yes, proceed to Implementing Bus Stop Changes. • If no, deny the request
Evaluating Bus Stop Removal Requests	
Step 1	**If approved, will the remaining bus stops meet bus stop spacing guidelines consistent with the criteria identified in Chapter 2, Section 2.2.1 Bus Stop Spacing?** • If yes, proceed to the next stop. • If no, deny the request.
Step 2	**Evaluate the proposed stop based on its existing access, role as a transfer point, proximity to major destinations, and existing ridership (see Bus Stop Relocation and Removal Considerations)** **Would removing this stop significantly and negatively affect access, transit operations, or stop spacing, as identified in Chapter 2, Section 2.2.1 Bus Stop Spacing? For requests to modify amenities at an existing bus stop, continue to Evaluating Modification Requests.** • If yes, is the bus stop removal request due to the existing stop being unsafe? • If yes, proceed to Evaluating Bus Stop Addition Requests. • If no, deny request. • If no, proceed to next step.
Step 3	**Post a rider notice to notify transit users and the surrounding community of the proposed stop removal 15 days before stop is removed.**
Temporary Bus Stop Changes	
Step 1	**Identify primary point of contact with entity responsible for construction, DOT, property owner, and official of any involved municipalities.**
Step 2	**Review work zone traffic control plans to ensure that transit is accommodated within the limits of the construction project.**
Step 3	**Post a rider notice to notify transit users and the surrounding community of the temporary bus stop change 15 days before stop is changed or as soon as possible.**

Bus Stop Installation Inspection Checklist

TO: Project File

FROM:

SUBJECT: Bus Shelter Installation Inspection Checklist

DATE: Bus Stop

Bus Stop Name	ID Number:	Inspection Date:
Project Description:		
Inspection Performed By:		
Is the spatial location consistent with the design plans:		
Bus stop sign installed:		
Sign Orientation/Position Acceptable:		
Correct Route Information/ID Number:		
Sign/Post In Good Condition:		
Concrete Pad poured to specification:		
Concrete Expansion Joints Installed:		
Any Concrete Cracking:		
Curb Tie-in per Design Plans:		
Sidewalk Tie-in per Design Plans:		
Bench Installed:		
All side panels present and fastened:		
Trash Can installed:		
Secured:		
Map Holders Installed (3):		
Date Marketing Department Notified to Install map inserts:		
Date Finance Department Notified to Update Stop Database and GTFS:		
Drainage Sloped Away from Structure:		
Sediment and Erosion Control devices:		
Dimensions meet ADA Guidelines: • Landing area at least 5 feet wide and 8 feet deep • Wheelchair fits completely under the shelter (min. space of a common mobility device is 30 in. by 48 in.		
Sod Installation		
Accepted:		

Comments:
Corrective Action Requested:

When used properly, an inspection checklist assures that a particular piece of equipment has been inspected. As each item on the checklist is ticked off, the person doing the inspection verifies that each equipment component is in correct working order.

A grantee of the Federal Transit Administration (FTA) must ensure continuous management of grant projects. Capital projects, such as construction projects, rolling stock procurements, and technology projects, must have a mechanism for technical oversight of the projects.

This document describes the procedures and reporting requirements that the Federal Transit Administration (FTA) expects from the project manager (PM) regarding the Sponsor's management, organization, and capability to plan, develop, manage, and complete a Federally-assisted capital project effectively and efficiently.

When projects are implemented, the PM is ultimately responsible for and must ensure technical oversight of the project. Monitoring mechanisms may include:

- Contracting with a consultant to provide project management oversight
- Reviewing requests for proposals and construction contracts
- Reviewing plans and drawings
- Conducting periodic site inspections
- Requiring/Completing progress reports
- Attending project review meetings
- Withholding payment of a portion of the grant until final inspection and acceptance of the facility by the PM

Contractors and/or sub-recipients are required to prepare various reports quarterly. These include a project narrative, invoices, and project performance measures (number of passenger trips provided, vehicle miles traveled, unit installed, project status, etc., As appropriate based on the project).

Signature:_____

Endnotes

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Bus Stop Guidelines

Gwinnett County

Developed by

CDM Smith

www.cdmsmith.com

May 2024

Appendix N- Title VI Equity Analysis for Proposed Expansion Service in 2023



March 2023

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1. Background

Gwinnett County is the second largest county in Georgia and one of the fastest growing counties, located in the northwest portion of the Atlanta urbanized area, 437 square miles with a population of over 960,000. Ride Gwinnett (formerly known as Gwinnett County Transit (GCT) currently operates seven local bus routes and five commuter express routes to the City of Atlanta, with a fleet of 92 vehicles, including local buses, commuter buses, and paratransit vehicles. Ride Gwinnett maintains the Gwinnett Place Transit Center and three Park-and Ride lots (Indian Trail P&R, Sugarloaf Mills P&R, and I-985 P&R), and shares in the use of MARTA rail stations.

In 2022, Gwinnett County delivered over 900,000 trips (i.e., unlinked passenger trips). Approximately 20 percent of Gwinnett County residents and approximately 40 percent of Gwinnett County workers have access have access to fixed route service. Americans with Disabilities Act (ADA) complementary paratransit is provided as well. Gwinnett County has 81 buses to support fixed route service and 11 vehicles to support ADA paratransit service.

With extensive experience providing fixed route service and demand-response transportation options for 21 years, Gwinnett County staff have been exploring the potential technologies and mobility options to improve service efficiency and bridge service gaps. Gwinnett County is currently conducting a detailed study of the County's public transit system via an update to the countywide Gwinnett Transit Development Plan (TDP). This study will evaluate travel demands, project future public transportation needs, and make recommendations to connect Gwinnett County residents to the places they want to go.

As part of the approved 2023 budget, Ride Gwinnett will be adding service to new areas of Gwinnett County. Transit will expand in Snellville, Stone Mountain, Buford, and Suwanee with extended service in Lawrenceville, Lilburn, and Duluth. The proposed expansion services will be launched through a phased approach in 2023 to citizens with three new local fixed routes and two Microtransit zones. Fixed Route 25 will run from Gwinnett Place Transit Center to Stone Mountain, and Route 50 will connect Gwinnett Place Transit Center to Buford, while Route 70 will serve Snellville to Indian Creek MARTA station. Two Microtransit zones will be officially deployed in Lawrenceville and Snellville in order to serve areas of the County that do not have enough density to support fixed route transit.

2. Title VI Requirements and County Policy

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in federally aided programs and activities. As a recipient of Federal Transit Administration (FTA), Ride Gwinnett established a Title VI Plan to comply with the Title VI requirements, set forth in Circular 4702 that ensures FTA assisted benefits and services are made available and equitably distributed without regard to race, color, and national origin.

As a transit agency, when Ride Gwinnett proposes a fare change or major service change, including addition to service, the Ride Gwinnett Title VI Plan requires an equity analysis to determine whether the fare or service change will result a Disparate Impacts (DI) on minority population or a Disproportionate Burdens (DB) on low-income communities.

The following Title VI Equity Analysis is based on the policy in the County Title VI Plan approved the County Board of Commissioners in 2022. The analysis uses Title VI Plan defined thresholds of (+/_)15% for determining DI on minority population and (+/_) 3% for determining DB on low-income population. Ride Gwinnett has made intensive efforts to measure and mitigate adverse burdens on low-income populations as well as disparate impacts on minority populations resulting from changes in service operations.

2.1 Title VI Equity Analysis Definition

2.1.1 Definitions from the FTA Circular 4702

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.

Disproportionate burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable.

Low-income person means a person whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. Recipients are encouraged to use a locally developed threshold, such as the definition found in 49 U.S.C. 5302 as amended by MAP 21: "refers to an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in Section 673(2) of the Community Services Block Grant Act (42 U.S.C 9902(2)), including any revision required

by that section) for a family of the size involved" or another threshold, provided that the threshold is at least as inclusive as the HHS poverty guidelines.

Low-income population refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FTA program, policy or activity.

Minority persons include the following:

American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.

Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

Black or African American, which refers to people having origins in any of the Black racial groups of Africa.

Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.

Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Minority population means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient populations (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.

2.1.2 Definitions from the Gwinnett County Title VI Pan:

Comment Period refers to a specifically designated public comment period of not less than 15 days during which formal comment is accepted on a proposed policy or action.

Major Service Change is defined as increasing or decreasing service by 10 percent or more of total service provided (revenue hours) or by 25 percent of service hours on any individual route; or as decreasing service to a major employment destination or service area.

Public Hearing is the specific, formal public meeting held when GCT is considering a Major Service Change or Fare Change. Public hearings are recorded and formal transcripts of the meeting made available. Additionally, a court reporter is present at all public hearings to record the comments and suggestions of persons who prefer not to make their comments in writing. Typically, only one public hearing is held in relation to a single issue, however a series of public meetings may also be held to gather additional information of value in assessing the issue under consideration.

Public Meeting is the opportunity for members of the public to meet with and discuss policy, plan, project, and service issues that do not reach the level of impact of a Fare Change or Major Service Change. Public meetings may be held in support of an issue that requires a public hearing as well as being a part of an effort to gather public opinion on other issues of concern to the community.

2.2 Title VI Equity Analysis Data Collection

Ride Gwinnett Title VI Plan indicates that census data shall be used for evaluating the impact of major service changes that result in entirely new service. The proposed expansion changes include several new services. As a result, a network-based approach using census data was used for this Title VI Equity Analysis. This approach is consistent with the FTA Circular 4702.1B, which states that using census block groups that are located within ¼ mile of the proposed changes are appropriate for an equity analysis.

For this Title VI equity analyses, the following approaches were applied.

1. Use 2020 American Community Survey (ACS) Block Group data.

2. Use a one quarter mile buffer around all fixed transit routes, and boundaries of the microtransit service area to identify census block groups, and the corresponding population estimates.

2.3 Disparate Impact (DI) and Disproportionate Burden (DB) Threshold from the County Title VI Plan

Ride Gwinnett Title VI Plan established thresholds for DI and DB:

1. Disparate Impact Threshold for Major Service Changes: For a major service change affecting existing service, anytime the expected distribution of adverse impacts to minority and non-minority passengers is **plus or minus 15 percentage** points different from the GCT-operated services average distribution of minority and non-minority passengers, this is statistically significant and such differences in adverse impacts are considered disparate. Impacts shall be calculated on a cumulative basis over all

trips and/or routes affected. The impact on passengers will be measured using system ridership from the most recent on-board customer survey. For a major service change that results in entirely new service, Census data will be used.

2. Disproportionate Burden Impact Threshold for Major Service Changes: For a major service change affecting existing service, anytime the expected distribution of adverse impacts to low-income and non-low-income passengers is **plus or minus 3 percentage** points different from the GCT-operated services average distribution of low-income and non-low-income passengers, this is statistically significant and such differences in adverse impacts pose a disproportionate burden. Impacts shall be calculated on a cumulative basis over all trips and/or routes affected. The impact on passengers will be measured using system ridership from the most recent on-board customer survey. For a major service change that results in entirely new service, Census data will be used.

3. Title VI Equity Analysis

3.1 Service Areas Study

Currently Ride Gwinnett provides 5 commuter routes, and 7 local fixed routes, including 10A, 10B, 20, 30, 35, 40, and 45. In 2022, approximately 900,00 trips were provided to Gwinnett residents, visitors and business owners**. Figure 1** represents the current Ride Gwinnett services.

With the new expanded service, three local routes (25, 50, 70) and two microtransit zones (Lawrenceville and Snellville) will be added to the existing transit network. **Figure 2** represents the expansion of Ride Gwinnett.

The following **Figure 3** compares the service areas (with 0.25 miles of the fixed routes) between Existing service areas and proposed additional service areas.

Comparing the service areas and miles, the existing fixed route transit service in Gwinnett County has a total 151.88 miles of routes and 43.17 square miles of service area. With the implementation of proposed fixed route and microtransit service, the service area is expected to expand an additional 54.18 square miles and an additional 110.42 miles of routes. **Table 1** calculates the gained service miles and areas between the existing service and expansion.

Table 1. Service Mile and Squares Comparison (within Gwinnett County)

	Service Miles (Miles)	Service Areas (Square Miles)
Existing Service	151.88	43.17
Expansion Service	262.30	97.35
Increased New Service	110.42	54.18

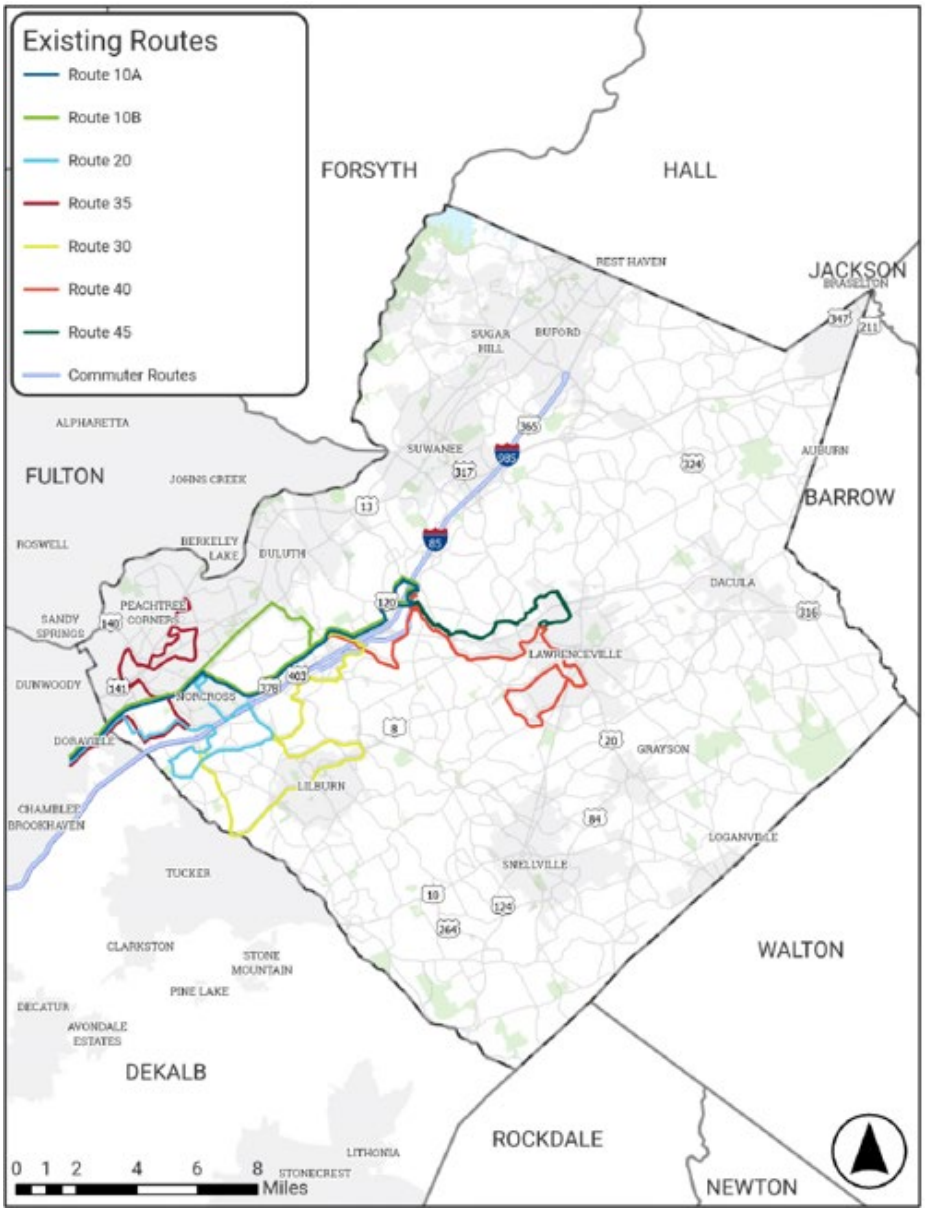


Figure 1: Ride Gwinnett Existing Service

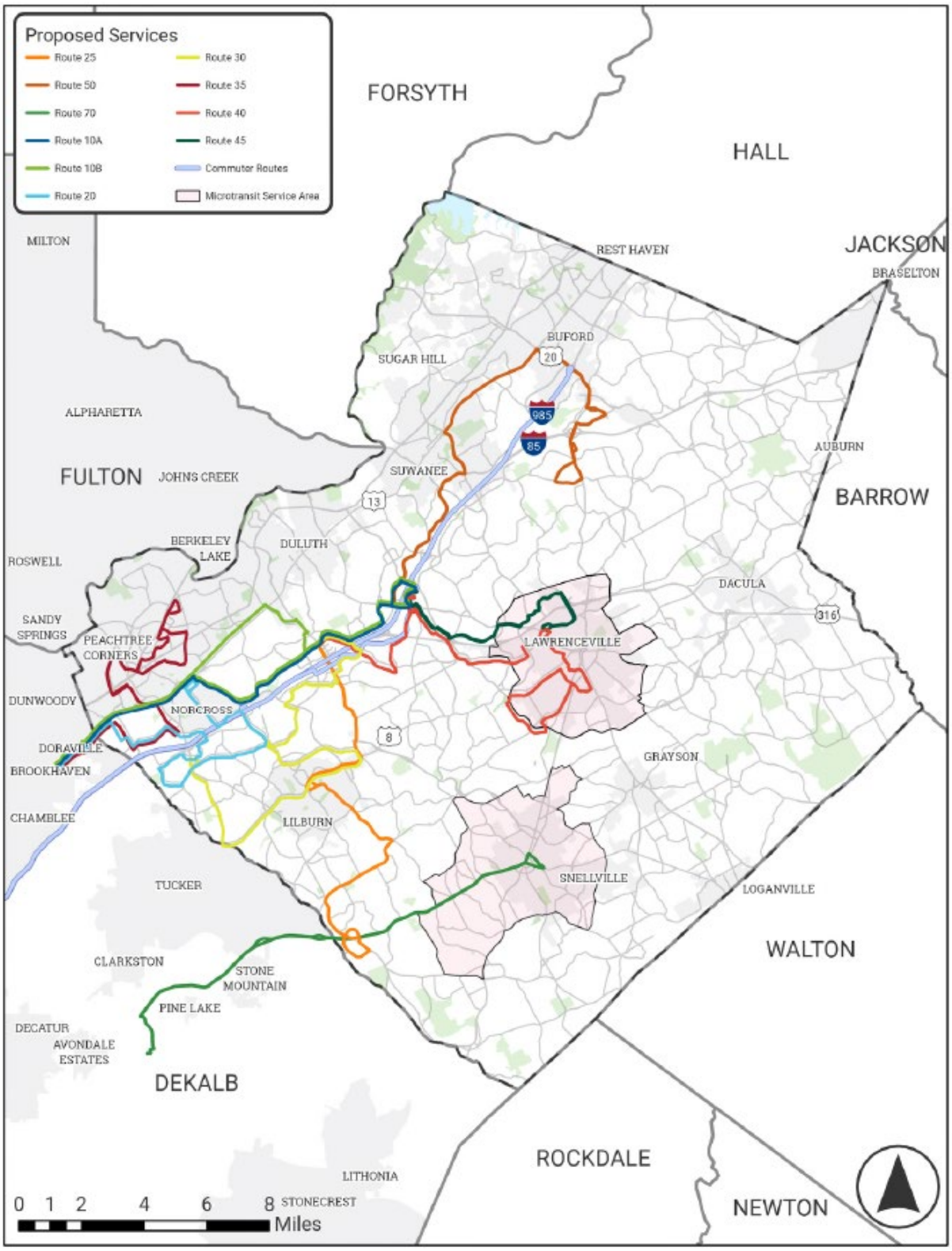


Figure 2. Ride Gwinnett Proposed Expansion Service

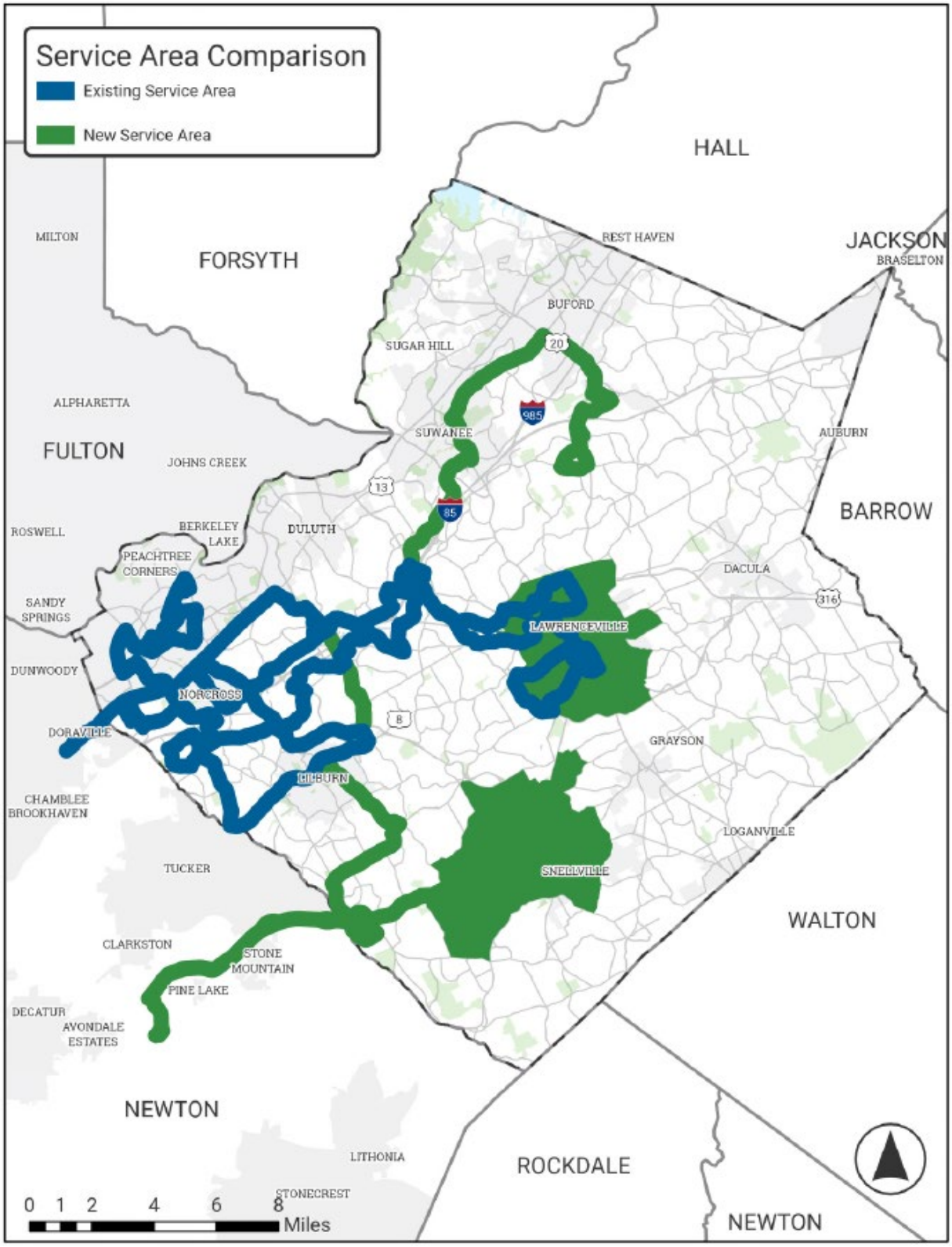


Figure 3. Service Area Comparison

3.2 Gwinnett County Minority and Low-Income Population Study

The ACS 2020 census block group data was used to identify minority and low-income populations in Gwinnett County. The two following figures (**Figure 4 and 5**) show the proportion of minority and low-income persons within each Gwinnett County Census Block Group.

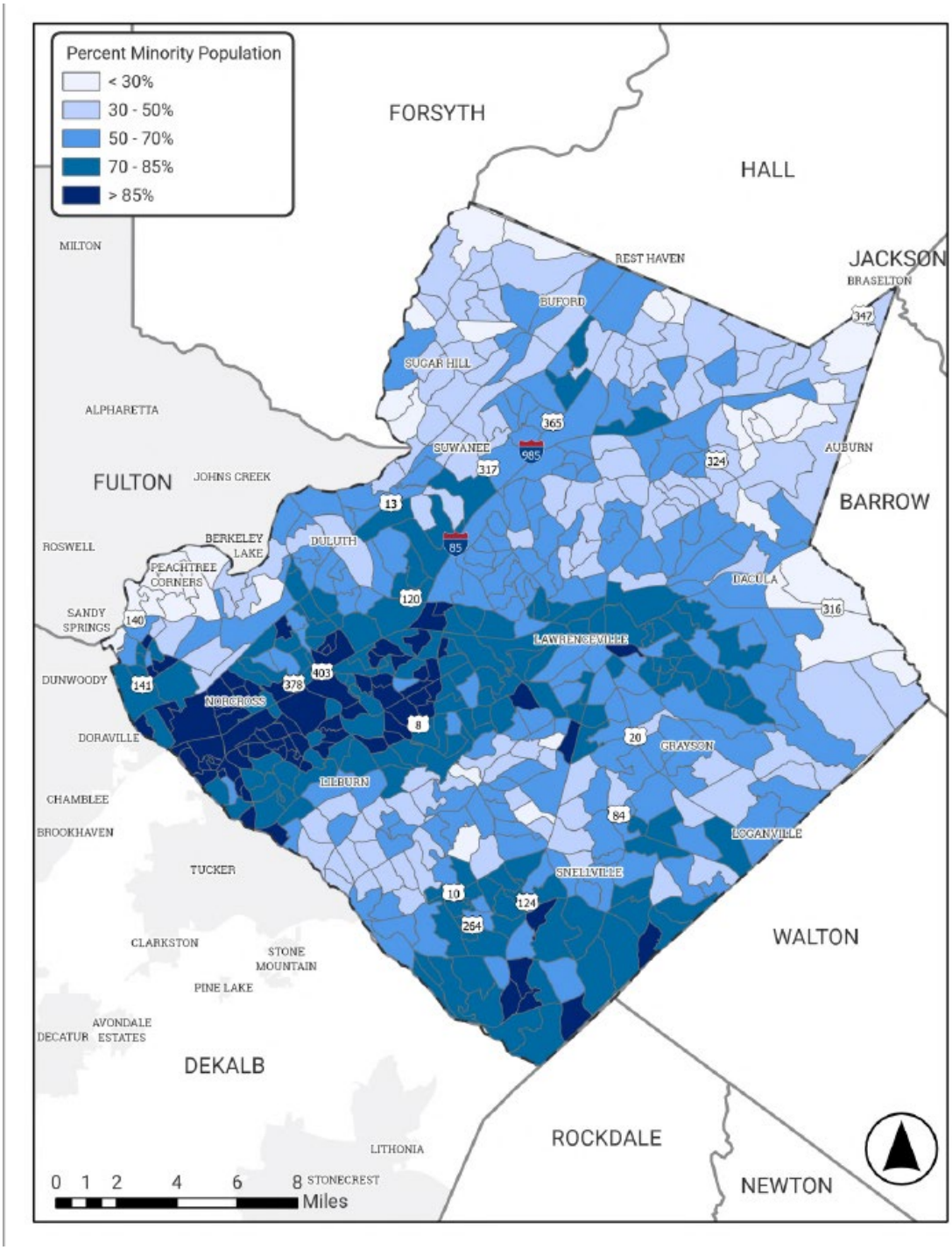


Figure 4. Existing Minority Populations within Gwinnett County

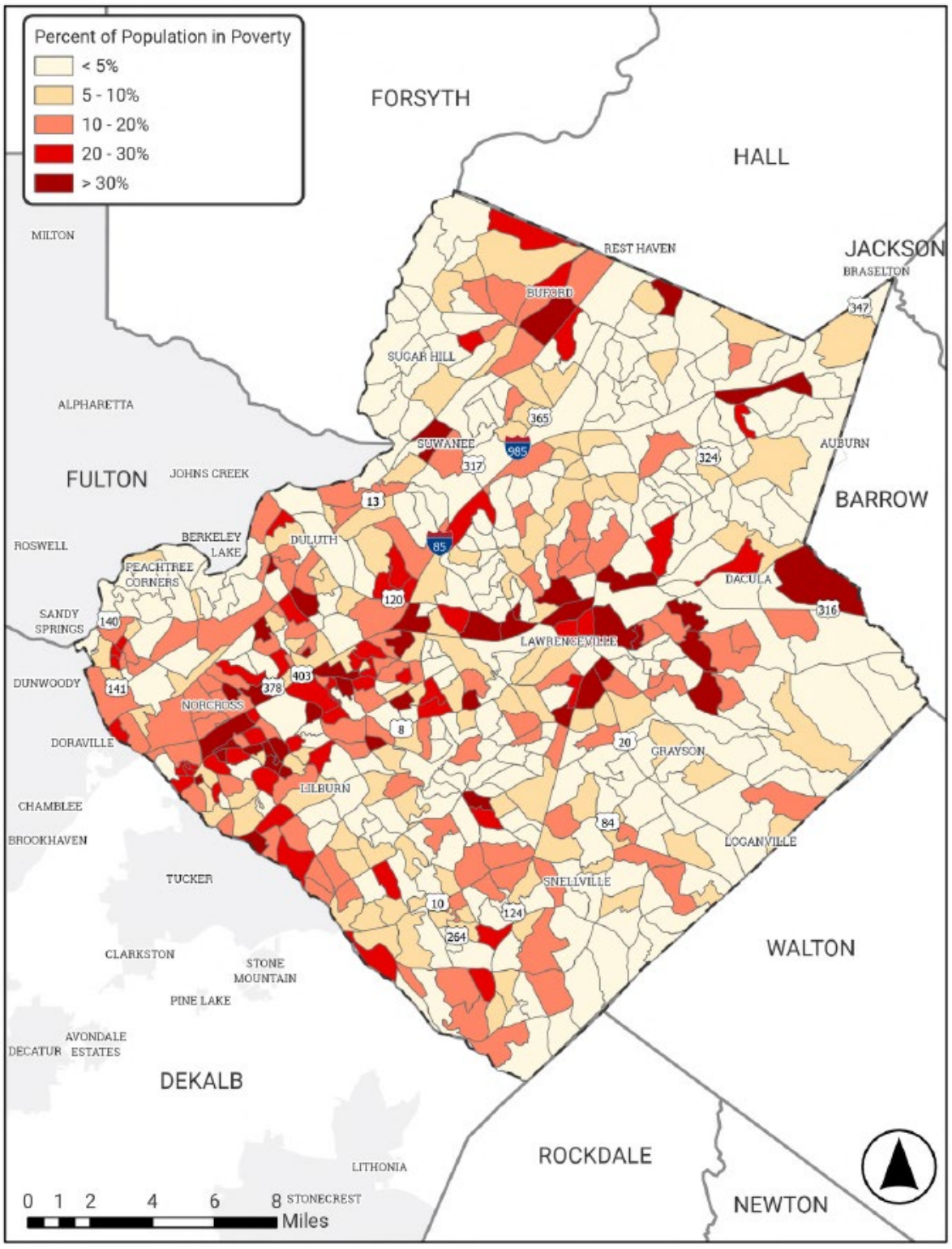


Figure 5. Poverty Populations within Gwinnett County

There are currently 559 Census Block Groups within Gwinnett County with a total population of 957,062. The total minority population within the county is 606,029 (63.32%) while the total people in poverty is 96,753 (10.10%). This statistic related to Gwinnett County is listed below in **Table 2.**

Table 2. Minority and Poverty Populations with Gwinnett County

	Population	% Of Population
Total Gwinnett County Population	957,062	100%
Minority Population	606,029 (Sum of Black Alone, American Indian and Alaska Native Alone, Asian Alone, Native Hawaiian and Other Pacific Islander Alone, and Hispanic or Latino Alone)	63.32%
Poverty Population	96,753 (Sum of total income in past 12 months below poverty level)	10.10%

3.3 Existing Service Area Minority and Low-income Populations Study

There are currently 161 Census Groups that are within or bordering 0.25 miles of the existing fixed routes in Gwinnett County. These Census Groups were identified as shown in **Figure 6**. These Census Groups have a total population of 273,425 residents. The minority and poverty population Census Groups within 0.25 miles of the existing fixed routes are shown in **Figure 7 and 8.**

The minority and poverty population statistics for these Census Groups are shown in **Table 3**.

Table 3. Minority and Poverty Populations within Existing Service Area

	Population within Existing Service Area	% of Total Service Area Population
Minority	212,213	77.61%
Poverty	43,372	15.86%
Total Population	273,425	100%

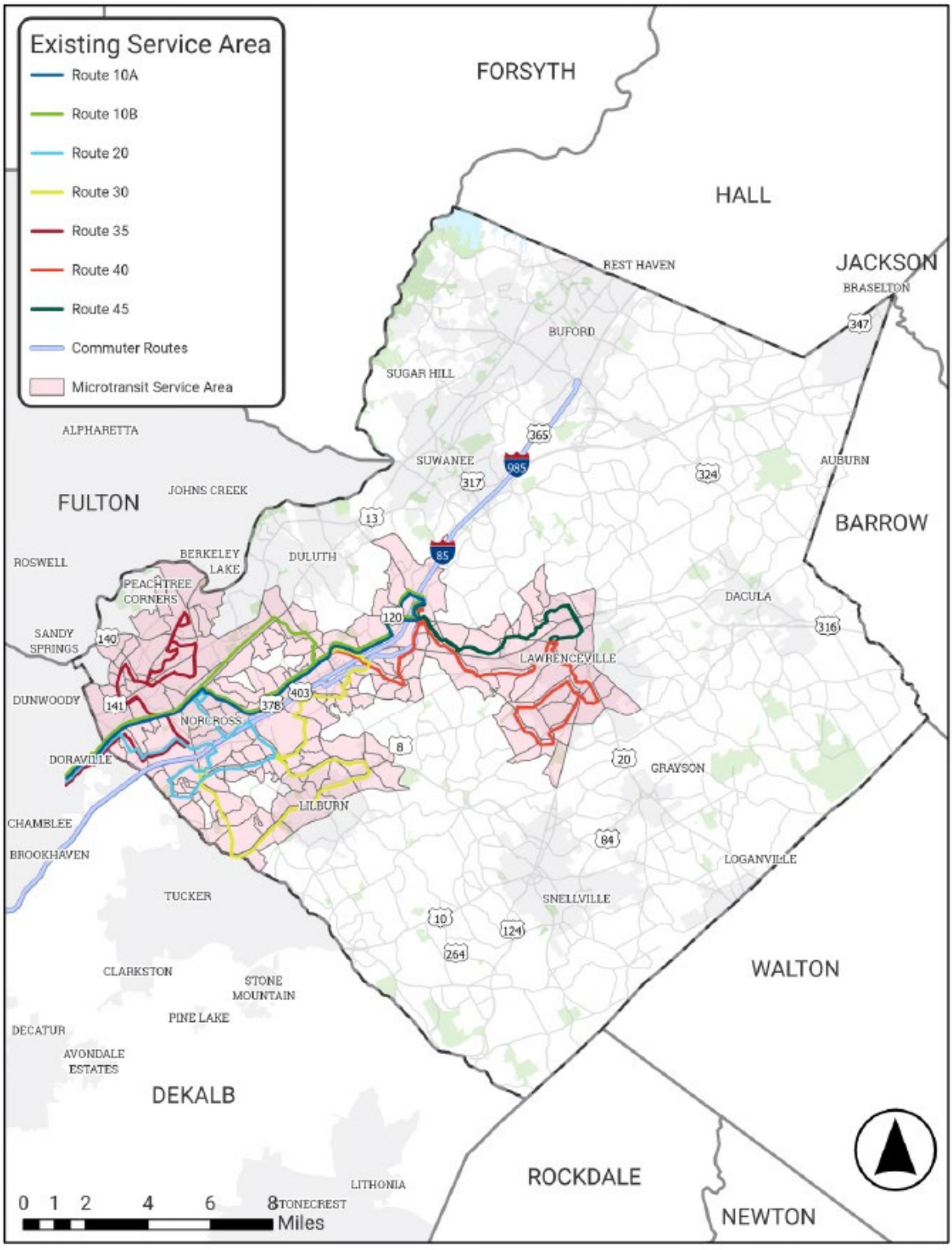


Figure 6. Census Block Groups within 0.25 miles of Existing Service

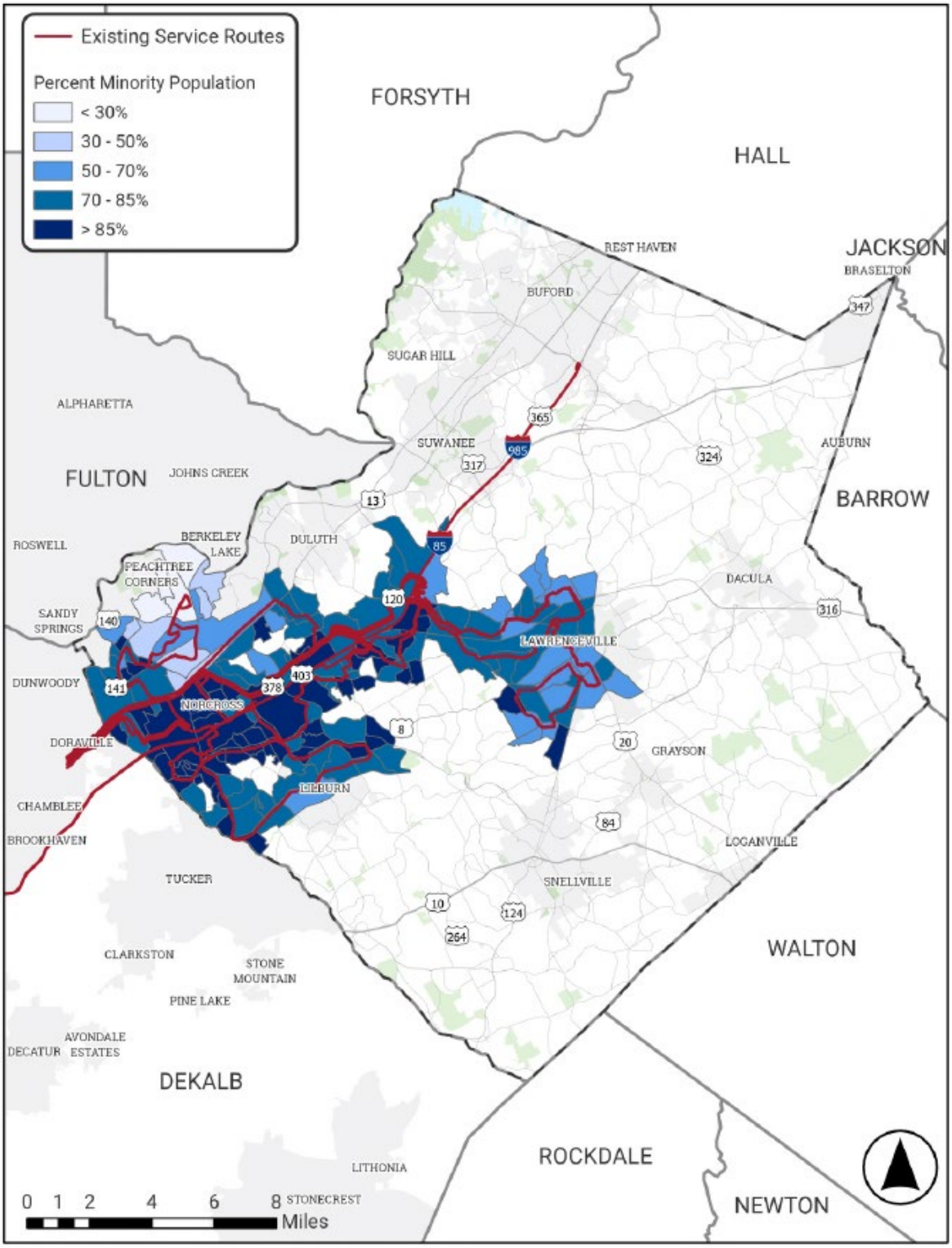


Figure 7. Minority Populations within 0.25 mile of Existing Fixed Routes

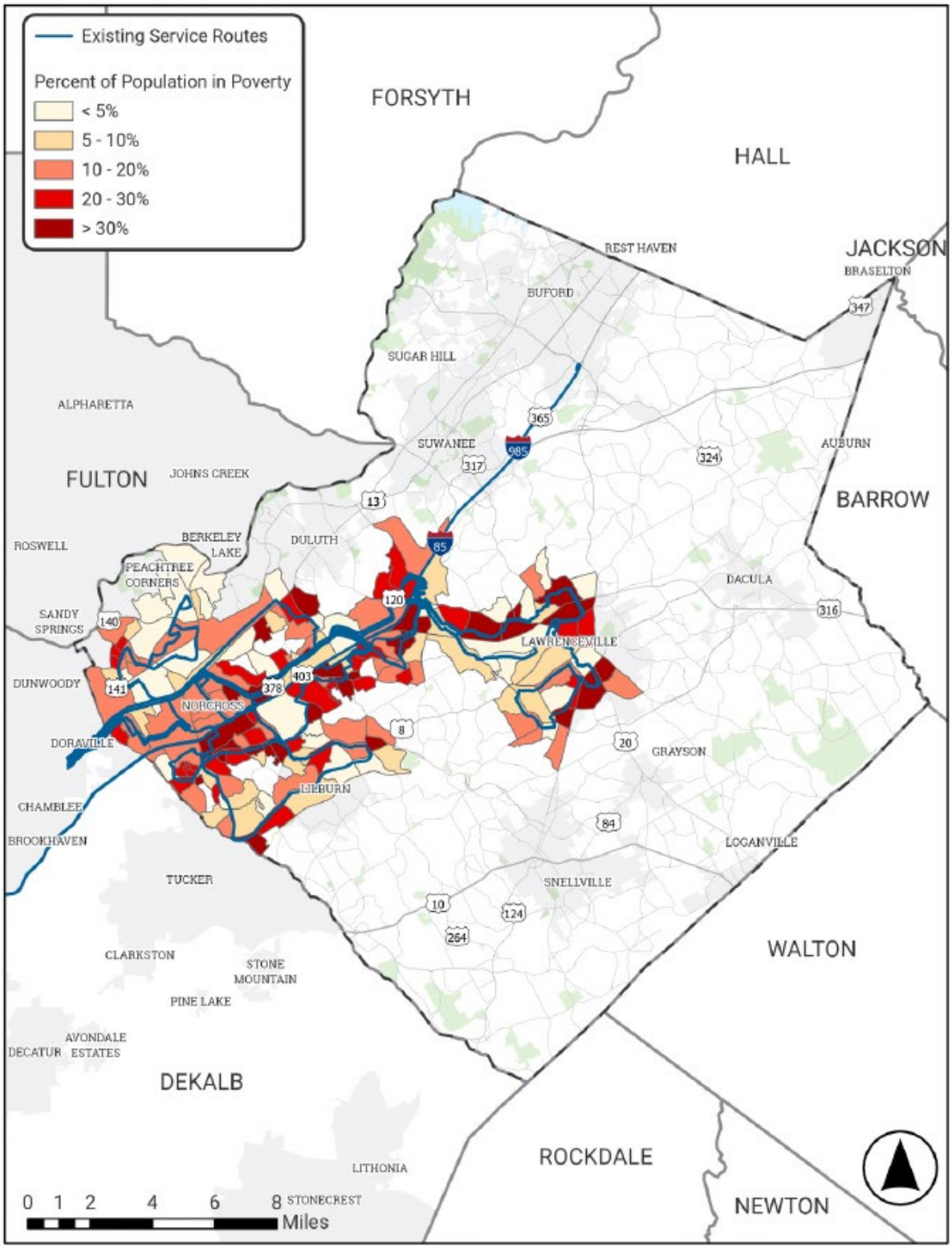


Figure 8. Poverty Population within 0.25 mile of Existing Fixed Routes

3.4 Proposed Service Area Minority and Low-income Population Study

Within 0.25 mile of the proposed service, there are 271 census block groups for the proposed expansion service. These Census Block Groups have a total population of 451,698. These Census Block Groups were identified in **Figure 9**. The minority and poverty population Census Groups within 0.25 miles of the proposed expansion are shown in **Figure 10 and 11**.

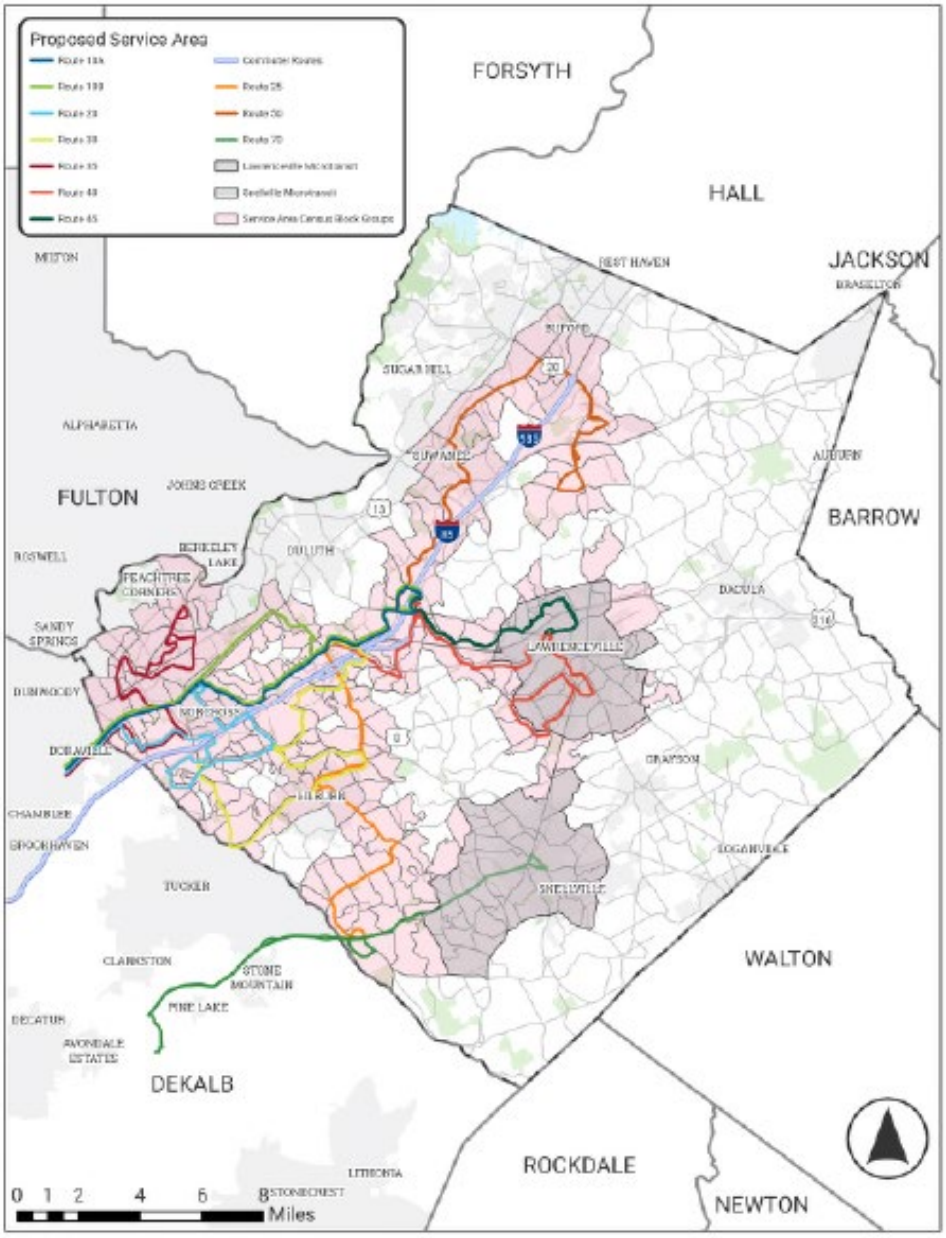


Figure 9. Census Block Groups within 0.25 miles of Proposed Expansion Service

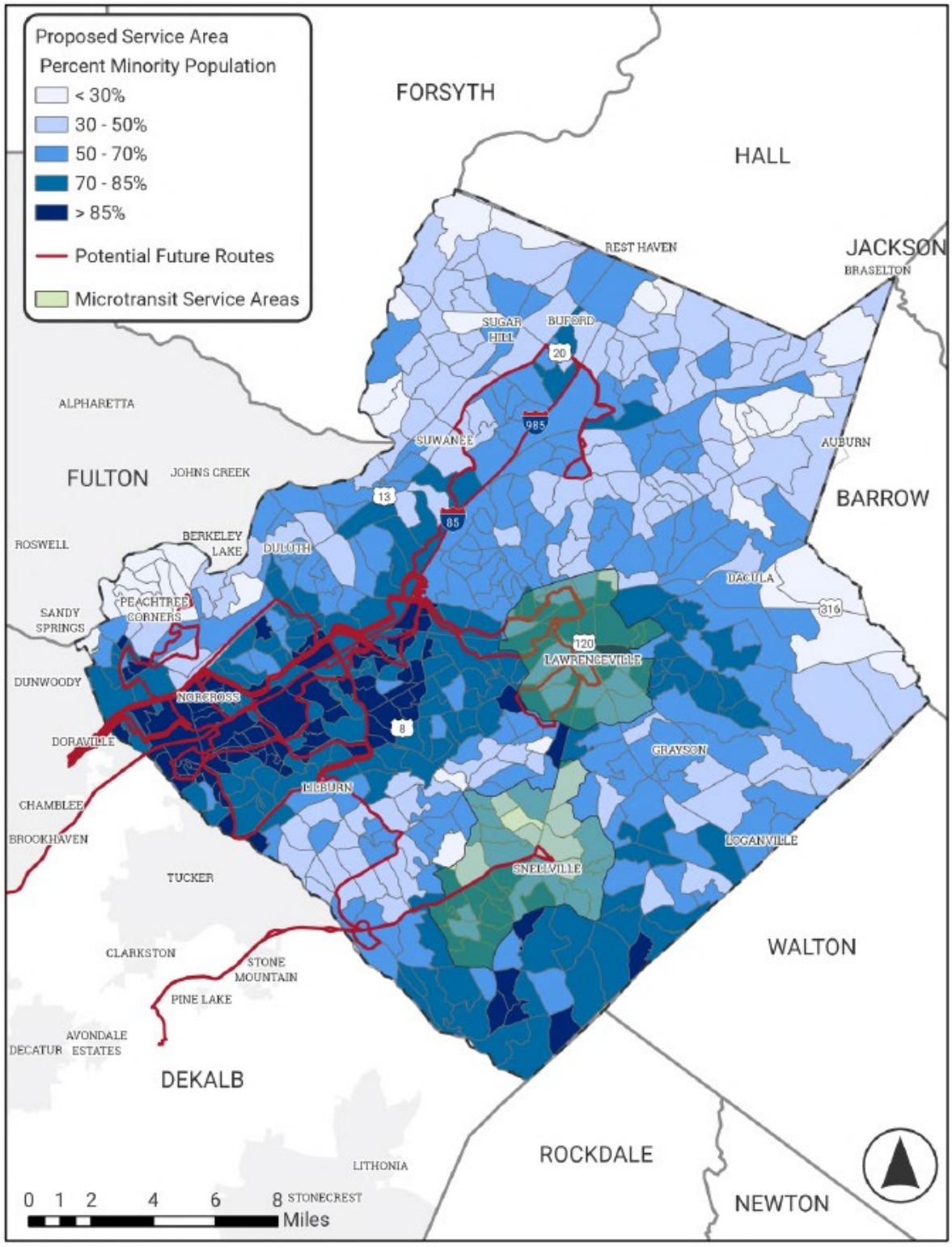


Figure 10. 0.25 mile of Proposed Expansion Service & Minority Populations

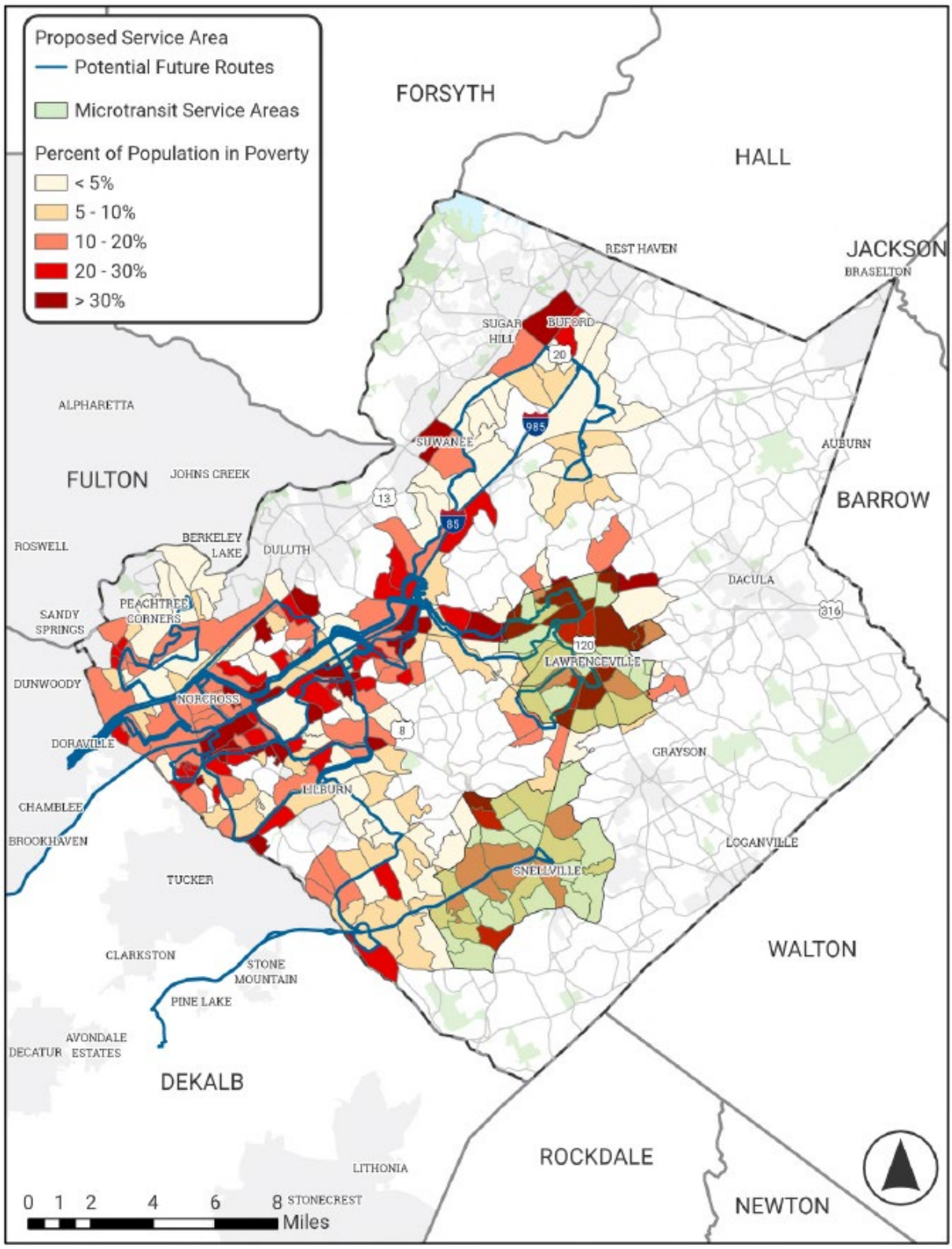


Figure 11. 0.25 mile of Proposed Expansion Service & Poverty Populations

Table 4 summarizes the minority and poverty populations within the proposed service area.

Table 4. Minority and Poverty Populations within Proposed Expansion Service

	Population within Proposed Service Area	% Of Total Proposed Service Area Population
Minority Population	319,605	70.75%
Poverty Population	59,088	13.08%
Total Population	451,698	100%

3.5 Title VI Equity Analysis

The total impacted minority and poverty populations between existing service and proposed expansion are shown in the **table 5 and 6**.

Table 5. Existing vs Proposed Expansion Minority Disparate Impacts

	Existing Service	Proposed Service	Change
# of Census Block Groups	161	271	+110
Total Population ¼ mi.	273,425	451,698	+178,273
Total Minority Population ¼ mi.	212,213	319,605	+107,392
% Minority Population	77.61%	70.75%	**-6.86%**

Table 6. Existing vs Proposed Expansion Poverty Disproportionate Burden

	Existing Service	Proposed Service	Change
# of Census Block Groups	161	271	+110
Total Population ¼ mi.	273,425	451,698	+178,273
Total Poverty Population ¼ mi.	43,372	59,088	+15,716
% Poverty Population	15.86%	13.08%	**-2.78%**

As expressed in the tables above, there is a net gain in total population of 178,273, within additional 107,392 minorities and 15,716 low-income persons, served by the proposed expansion service. The minority population served by the proposed expansion is 6.86% lower than the current system coverage. In addition, the percentage of population in poverty served by the proposed expansion is 2.78% lower than the existing system.

4. Findings and Recommendations

The following table (**Table 7**) summarizes the overall impact of proposed expansion service.

Table 7. Minority Disparate Impacts and Poverty Disproportionate Burden Analysis

	Threshold	Changes between Expansion Service and Existing Service	Result
Minority Disparate Impacts	(+/_)15%	-6.86%	Within the Threshold
Poverty Disproportionate Burden	(+/_)3%	-2.78%	Within the Threshold

4.1 Disparate Impact

There were no findings of a disparate impact in the proposed expansion service. While the percent minority population (70.75%) in the proposed expansion service area is less than the existing service area (77.61%), the change (-6.86%) is within the 15% threshold established by Ride Gwinnett Title VI Plan for determination of a disparate impact. More importantly, the service changes increase the overall number of minority persons served by the Ride Gwinnett by 107,392.

4.2 Disproportionate Burden

There were no findings of a disproportionate burden in the proposed expansion service. The percent poverty population (13.08%) in the proposed expansion area is less than in the existing service area (15.86%) and the change (-2.78%) is within 3% threshold established by Ride Gwinnett Title VI Plan to determine a disproportionate burden. Furthermore, the service changes increase the overall number of low-income persons served by the Ride Gwinnett by 15,716, and the percent poverty population (13.08%) in the proposed expansion area is higher than the percent poverty population (10.10%) in the County.

4.3 Mitigation

Various alternative routes were considered, and route alignments were selected to avoid and minimize disparate impact and disproportionate burden. The current proposed expansion service is the best route alignment with the less disparate impact and disproportionate burden.

Ride Gwinnett staff also conducted extensive public outreach with communities to learn about where riders would like the new service routes to travel. A detailed public participation and hearing report is attached as Appendix-I.

4.4 Final Recommendations

Ride Gwinnett staff recommend advancing the proposed expansion service and request the final approval from the Board of Commissioners.

Gwinnett

GWINNETT COUNTY
DEPARTMENT OF TRANSPORTATION
TRANSIT DIVISION

446 West Crogan Street, Suite 410 | Lawrenceville, GA 30046-2440
770.822.7400
GwinnettCounty.com | RideGwinnett.com

MEMORANDUM

TO: Chairwoman
District Commissioners

FROM: Lewis Cooksey, P.E., Director
Department of Transportation

SUBJECT: **Resolution Approving Ride Gwinnett 2023 Expansion Service Title VI Equity Analysis and Public Participation Report and Authorizing Final Implementation of Service Expansion**

DATE: March 17, 2023

ITEM OF BUSINESS

Approval/authorization for the Chairwoman to execute a Resolution approving Ride Gwinnett's 2023 Expansion Service Title VI Equity Analysis and Public Participation Report. Approval for the Chairwoman execute any and all related documents. Subject to approval as to form by the Law Department.

Background and Description

The Federal Transit Administration (FTA) requires all direct and primary recipients of FTA grants to comply with the requirements and regulations of Title VI of the Civil Rights Act of 1964. In accordance with FTA Title VI requirements, Gwinnett County established a Title VI Plan as the County policy, adopted September 20, 2022 (GCID20221071). The plan requires a Title VI equity analysis be conducted prior to implementation of a fare or major service change, evaluating whether the proposed changes will have a discriminatory impact based on race, color, or national origin or create a disproportionate burden on low-income populations. Upon approval of Title VI Equity Analysis and Public Participation Report, Ride Gwinnett will implement the proposed expansion service starting in August 2023.

Complying with this requirement is necessary for continued funding from the FTA. There is no additional cost to the County associated with this approval. This resolution covers all Commission Districts.

Thank you for your consideration in this matter. Should you have any questions, please feel free to contact me at 770.822.7428.

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250847	

☐ Grants ☐ Public Hearing

Department:	Transportation			Date Submitted:	08/06/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	prbrown			Multiple Depts?	
Agenda Type	Approval/authorization				

Item of Business: Locked by Purchasing: No

for the Chairwoman to execute an agreement with Run the Reagan, Inc. for the Run the Reagan event to be held on February 21, 2026.

Attachments	Justification letter, agreement
Authorization: Chairwoman's Signature?	Yes
Staff Recommendation	Approval
BAC Action:	
Department Head	eeaponte (8/7/2025)
Attorney	tllettsome (8/22/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
	N/A	*	N/A	brainey (8/21/2025)

Finance Comments	FinDir's Initials
*No budget impact.	raroyal (8/21/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

GWINNETT COUNTY
DEPARTMENT OF TRANSPORTATION
446 West Crogan Street, Suite 410 | Lawrenceville, GA 30046-2440
770.822.7400
GwinnettCounty.com

MEMORANDUM

TO: Chairwoman
District Commissioners

FROM: Edgardo E. Aponte, P.E., Director
Department of Transportation

SUBJECT: **Agreement with Run the Reagan, Inc.**

DATE: July 29, 2025

REQUESTED ACTION
The Department of Transportation recommends approval and authorization for the Chairwoman to execute an agreement with Run the Reagan, Inc. for the Run the Reagan event to be held on February 21, 2026. Subject to approval as to form by the Law Department.

DESCRIPTION
This agreement with Run the Reagan, Inc. is for an annual road race to be held on Saturday, February 21, 2026, along the entire length of Ronald Reagan Parkway. Run the Reagan, Inc. agrees to list Gwinnett County as a sponsor in all promotional materials for the event. Run the Reagan, Inc. will also work with Gwinnett County Department of Transportation to establish the road closure times and event locations along Ronald Reagan Parkway to best serve the safety needs of both Run the Reagan, Inc., and the public.

This agreement will result in no cost to the County.

Thank you for your consideration in this matter.

.

GWINNETT COUNTY, GEORGIA

AGREEMENT

THIS AGREEMENT made and entered in as of the 22nd day of August, 2025,

by and between GWINNETT COUNTY, GEORGIA, a political subdivision of the State of Georgia, acting by and through its duly constituted Board of Commissioners (hereinafter referred to as the COUNTY) and RUN THE REAGAN, INC., a non- profit organization located in Gwinnett County, Georgia. (both COUNTY and RUN THE REAGAN, INC., collectively referred to as "parties" or individually referred to as "party")

WITNESSETH THAT:

WHEREAS, the COUNTY has previously entered into agreements with GWINNETT COMMUNITY CLINIC, INC. to offer, develop and operate a road race of 5K, 10K, and half marathon caliber on Ronald Reagan Parkway; and

WHEREAS, the GWINNETT COMMUNITY CLINIC, INC. is no longer in operation and able to host the road race;

and

WHEREAS, RUN THE REAGAN, INC. has been incorporated as a domestic nonprofit in order to continue the Run

the Reagan road race charity event; and

WHEREAS, RUN THE REAGAN, INC. desires to offer, develop and operate a road race of 5K, 10K and half marathon caliber (which hereinafter is referred to as EVENT) on the Ronald Reagan Parkway; and

WHEREAS, the COUNTY desires to offer said EVENT;

NOW, THEREFORE, the COUNTY and RUN THE REAGAN, INC., in consideration of the promises and mutual obligations contained herein and under the conditions hereinafter set forth, do hereby agree as follows:

1. The COUNTY hereby agrees to provide the use of Ronald Reagan Parkway for the EVENT cosponsored by RUN THE REAGAN, INC. on February 21, 2026.
2. RUN THE REAGAN, INC. hereby agrees to perform all planning, administrative and operational aspects of said EVENT, including but not limited to providing sufficient safety personnel. All of the services required hereunder shall be performed by the RUN THE REAGAN, INC. or under the RUN THE REAGAN, INC. direct supervision, and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted by law to perform such services in order to plan and produce said EVENT.
3. RUN THE REAGAN, INC. hereby agrees to provide all funding and pay all expenses associated with said EVENT.
4. The COUNTY and RUN THE REAGAN, INC. hereby agree that any proceeds in excess of operational costs shall be donated to a charity mutually agreed upon by both parties.
5. RUN THE REAGAN, INC. hereby agrees to list Gwinnett County as a sponsor in all promotional materials, including but not limited to any and all advertisements, as well as T-shirts or other clothing/ promotional items.

□

6. RUN THE REAGAN, INC. hereby agrees to require a release form as a prerequisite for registration for the road race, releasing the COUNTY from any and all liability for any injuries.
7. RUN THE REAGAN, INC. hereby agrees to protect, defend and indemnify and hold harmless the COUNTY from and against any and all claims, liabilities, damages, suits and judgments arising out of said EVENT.
8. This contract constitutes the full agreement of the parties. Any amendments hereto must be in writing and signed by both parties.
9. RUN THE REAGAN, INC. hereby agrees to work with Gwinnett County DOT to establish actual road closure times and event locations along Ronald Reagan Parkway to best serve the safety needs of both RUN THE REAGAN, INC. and the general public.
10. If RUN THE REAGAN, INC. shall fail to fulfill in a timely and proper manner its obligation under this agreement, or if RUN THE REAGAN, INC. shall violate any of the stipulations of this agreement, the COUNTY shall thereupon have the right to terminate this agreement by giving written notice to RUN THE REAGAN, INC. of such termination.

IN WITNESS WHEREOF, the parties hereunto acting through their duly authorized agents have caused this

Executed this 22nd day of August, 2025.

RUN THE REAGAN, INC.

By: Kelly A. McAloon Title: President

GWINNETT COUNTY, GEORGIA

By: Nicole L. Hendrickson, Chairwoman

Attest: County Clerk / Deputy County Clerk
Seal

APPROVED AS TO FORM:

Attest:

Name: Title: Seal

Senior Assistant County Attorney

State of: Georgia
County of: Barrow
The foregoing instrument was acknowledged before me 22 day of August, 2025

Your Name Here, Notary Public
My Commission Expires 11-25-26

ROBIN SMITH NOTARY PUBLIC GEORGIA BARROW COUNTY

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250848	

☐ Grants ☐ Public Hearing

Department:	Transportation			Date Submitted:	08/06/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	prbrown			Multiple Depts?	
Agenda Type	Approval/authorization				

Item of Business: Locked by Purchasing: No

for the Chairwoman to execute an agreement with the Sugarloaf Community Improvement District (CID) for the installation and maintenance of decorative crosswalks on Satellite Boulevard at the Gas South District driveway. Sugarloaf CID will be responsible for all costs associated with the installation and maintenance of these decorative crosswalks. There is no cost to the County. Approval/authorization for the Chairwoman to execute the agreement and any other related documents.

Attachments	Justification letter, agreement
Authorization: Chairwoman's Signature?	Yes
Staff Recommendation	Approval
BAC Action:	
Department Head	eeaponte (8/7/2025)
Attorney	tllettsome (8/21/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
	N/A	*	N/A	brainey (8/21/2025)

Finance Comments	*No budget impact	FinDir's Initials: raroyal (8/21/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

GWINNETT COUNTY
DEPARTMENT OF TRANSPORTATION
446 West Crogan Street, Suite 410 | Lawrenceville, GA 30046-2440
O: 770.822.7400
GwinnettCounty.com

MEMORANDUM

TO: Chairwoman
District Commissioners

FROM: Edgardo E. Aponte, P.E., Director
Department of Transportation

SUBJECT: **Maintenance Agreement between the Sugarloaf Community Improvement District and Gwinnett County regarding Decorative Crosswalks**

DATE: August 4, 2025

ITEM OF BUSINESS

Approval/authorization for the Chairwoman to execute an agreement with the Sugarloaf Community Improvement District (CID) for the installation and maintenance of decorative crosswalks on Satellite Boulevard at the Gas South District driveway. Sugarloaf CID will be responsible for all costs associated with the installation and maintenance of these decorative crosswalks. There is no cost to the County. Approval/authorization for the Chairwoman to execute the agreement and any other related documents.

BACKGROUND AND DISCUSSION

The Sugarloaf Community Improvement District (CID) is requesting the installation of decorative crosswalks on Satellite Boulevard at the Gas South District driveway. The Sugarloaf CID will be responsible for all costs associated with the installation and maintenance of these crosswalks. There is no cost to the County. This project is located within District 1/Carden.

Thank you for your consideration in this matter. Should you have any questions, please feel free to contact me at 770.822.7433.

MAINTENANCE AGREEMENT BETWEEN GWINNETT COUNTY AND
THE SUGARLOAF COMMUNITY IMPROVEMENT DISTRICT
REGARDING DECORATIVE CROSSWALKS

This Agreement (hereinafter referred to as "Agreement") is made by and between the Sugarloaf Community Improvement District, a self-taxing district authorized by the Gwinnett County Board of Commissioners and headquartered at 6500 Sugarloaf Parkway, Duluth, Georgia 30097 (hereinafter referred to as "CID") and Gwinnett County, Georgia, a political subdivision of the State of Georgia headquartered at 75 Langley Drive, Lawrenceville, Georgia 30046, (hereinafter referred to as "COUNTY") each of whom has been duly authorized to enter into this Agreement (both CID and COUNTY collectively referred to as "Parties").

WITNESSETH

WHEREAS, decorative crosswalks provide a tool for increasing crosswalk visibility and enhancing safety for pedestrians; and

WHEREAS, the CID proposes to use decorative crosswalks as a part of its LCI Transit Enhancement plan to improve connectivity for transit riders and other pedestrians within the Gas South District; and

WHEREAS, the CID requested permission from the COUNTY to add decorative crosswalks to the COUNTY's right of way and road system at the intersection of Satellite Boulevard and the Gas South District driveway; and

WHEREAS, the COUNTY reviewed said request and agrees to grant permission to the CID to add decorative crosswalks to said intersection to enhance pedestrian safety; and

WHEREAS, the COUNTY and the CID agree that the decorative crosswalks are intended to enhance safety and are not intended to create a public or designated public forum for expressive or free speech.

NOW, THEREFORE, for and in consideration of the COUNTY's grant of permission for decorative crosswalks to be affixed at designated locations on the rights of way of roads which are part of the Gwinnett County Road System within the CID's boundaries, the Parties agree as follows:

1. The COUNTY authorizes the CID to install decorative crosswalks at the intersection of Satellite Boulevard and the Gas South District driveway, consistent with the CID-approved design depicted on Exhibit A, plans by Alexandra Sorto, attached hereto and incorporated herein by reference (hereinafter called the "ENCROACHMENT"). The ENCROACHMENT is being authorized as a safety measure, and such authorization is not intended to create a public or designated public forum for unregulated private speech or expression at any COUNTY intersection or crosswalk. To the extent the ENCROACHMENT can be construed as a form of speech or expression, the COUNTY'S intent is that the

ENCROACHMENT will be considered government speech that is subject to the approval of the COUNTY as opposed to private speech.

2. To the fullest extent permitted by Georgia law, the CID shall and does agree to indemnify and hold harmless, or cause its contractor to indemnify and hold harmless, the COUNTY and its agents, officers, servants and employees from any and all lawsuits, actions, or claims of any kind brought for any injuries or damage received or sustained by any person, persons or property caused by the construction and/or maintenance of the ENCROACHMENT as described herein.

3. The CID shall and hereby agrees to maintain the ENCROACHMENT in good repair at the CID's sole expense and shall and does hereby release the COUNTY from any claims caused by the CID's failure to maintain the ENCROACHMENT. "Maintain" or "maintenance" as referenced in this Agreement means the CID will cause the thermoplastic crosswalks to continue in appearance substantially as installed, wear and tear for an installation in the right of-way excepted.

4. The CID shall and hereby agrees to make all repairs at its own expense.

5. The COUNTY reserves the right to enter the area described in the ENCROACHMENT to ensure the area is being maintained in accordance with Federal, State and local safety and maintenance standards. The COUNTY shall notify the CID of any repairs that need to be made to the ENCROACHMENT, and the CID shall make said repairs within ten (10) days after receipt of the notification, provided however, that in the event an emergency repair is needed, the CID shall make said repair as soon as possible. If the CID has not made required repairs as provided herein, the COUNTY may enter the property to effect such repairs or remove the ENCROACHMENT. The CID shall reimburse the COUNTY for any and all costs incurred as a result of the COUNTY performing such repairs or removal of ENCROACHMENT.

6. Each Party reserves the right to terminate this Agreement at any time upon thirty (30) days' written notice to the other Party. Upon the termination of this Agreement, the CID, at its own expense, shall be responsible for removing the ENCROACHMENT and returning the area to its original condition or to a substituted condition as approved by the Director of Gwinnett County Department of Transportation in his/her sole discretion.

7. The term of this Agreement shall commence upon execution hereof by the COUNTY until December 31, 2030, subject to any rights of termination as are hereinabove set forth.

8. The covenants herein contained shall except as otherwise provided accrue to the benefit of and be binding upon the successors and assigns of the Parties hereto.

9. All notices pursuant to this Agreement shall be served as follows: As to the COUNTY: Chairwoman, Gwinnett County Board of Commissioners, 75 Langley Drive,

Lawrenceville, Georgia 30046. As to the CID: Executive Director, 6500 Sugarloaf Parkway, Duluth, Georgia 30097.

10. This Agreement constitutes the entire written agreement between the Parties hereto as to all matters contained herein. All subsequent changes to this Agreement must be in writing and signed by both Parties. This Agreement is for the benefit of the Parties hereto only and is not intended to benefit any third party or to give rise to any duty or causes of action for any third party, and no provisions contained within this Agreement are intended to nor shall they in any way be construed to relieve any contractor performing services in connection with this Agreement or any liability or to complete the work in a good, substantial, and workmanlike manner. No provision in this Agreement is intended to nor shall it be construed to in any way waive immunities or protections provided to either the COUNTY or to the CID by the Constitution and laws of the State of Georgia.

IN WITNESS WHEREOF, the Parties hereto acting through their duly authorized agents have caused this Agreement to be signed and delivered on the date set forth below.

This _____ day of _____, 2025.

GWINNETT COUNTY, GEORGIA

By: _____
NICOLE L. HENDRICKSON

Title: ~~CHAIRWOMAN~~

ATTEST:

By: _____
Title: County Clerk/Deputy County Clerk (SEAL)

SUGARLOAF COMMUNITY IMPROVEMENT DISTRICT

By: _____

Title: Executive Director

ATTEST:

By: Virginia C. Mills

Title: Project Manager (SEAL)

APPROVED AS TO FORM:

_____
Gwinnett County Staff Attorney

Exhibit A



Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250834	

☐ Grants ☐ Public Hearing

Department:	Water Resources			Date Submitted:	08/01/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing – Katie Maldonado – BB			Multiple Depts?	No
Agenda Type	Award				

Item of Business: Locked by Purchasing: No

BL068-25, Lanier Filter Plant chemical storage improvements, to IHC Construction Companies, LLC, amount not to exceed $1,660,000.00. Contract to follow award.

Attachments	Summary Sheet, Justification Letter, Tabulation, Justification Support

Authorization: Chairwoman's Signature? Yes

Staff Recommendation	Award
BAC Action:	Water and Sewerage Authority Approved on August 11, 2025, Vote 5-0.
Department Head	rmshelton (8/5/2025)
Attorney	jennyscarter (8/25/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	Water & Sewer R&E	*	$1,660,000	brainey (8/21/2025)

Finance Comments	FinDir's Initials
*Amount available in LFP Chemical Storage Improvements project. For FY2025, $210,000 is allocated. For FY2026, $1,450,000 is subject to budget approval.	raroyal (8/21/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

SUMMARY – BL068-25 Lanier Filter Plant Chemical Storage Improvements	
PURPOSE:	This project supports the residuals treatment process at the Lanier Filter Plant by repurposing the infrastructure from the now-decommissioned lime feed system. It will establish a new coagulant feed system to improve the performance of the pre-clarification basin in removing suspended solids from the water. The work includes installation of coagulant storage tanks, feed equipment, and a prefabricated enclosure to protect the system and support safe, reliable, and long-term operation.
LOCATION:	Lanier Filter Plant
AMOUNT TO BE SPENT:	$1,660,000.00
PREVIOUS CONTRACT AWARD AMOUNT:	N/A
AMOUNT SPENT PREVIOUS CONTRACT:	N/A
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	N/A
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	1,349 8 plan holders 121 website viewings
NUMBER OF RESPONSES:	4
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) **IF YES, NUMBER OF FIRMS REPRESENTED:**	Yes 2
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER:	N/A
MARKET PRICES COMPARISON (FOR RENEWALS):	N/A
CONTRACT TERM:	365 consecutive calendar days from issuance of Notice to Proceed

COMMENTS:

GWINNETT COUNTY
DEPARTMENT OF WATER RESOURCES
684 Winder Highway | Lawrenceville, GA 30045-5012
678.376.6700
www.gwinnettcounty.com | www.gwinnetth2o.com

MEMORANDUM

TO: Brittany Bryant
Purchasing Associate III, Department of Financial Services

THROUGH: Rebecca Shelton, PE RS
Director, Department of Water Resources

FROM: Kristopher Campbell, PE KC
Deputy Director, Department of Water Resources

SUBJECT: Recommendation to Award BL068-25
Lanier Filter Plant Chemical Storage Improvements
Project Number: F-1447-01

DATE: July 14, 2025

REQUESTED ACTION

The Department of Water Resources recommends the award of the above referenced contract with IHC Construction Companies, LLC, in the amount of $1,660,000.00.

DESCRIPTION

This project supports the residuals treatment process at the Lanier Filter Plant by repurposing the infrastructure from the now-decommissioned lime feed system. It will establish a new coagulant feed system to improve the performance of the pre-clarification basin in removing suspended solids from the water. The work includes installation of coagulant storage tanks, feed equipment, and a prefabricated enclosure to protect the system and support safe, reliable, and long-term operation.

References checked? Yes X No _____

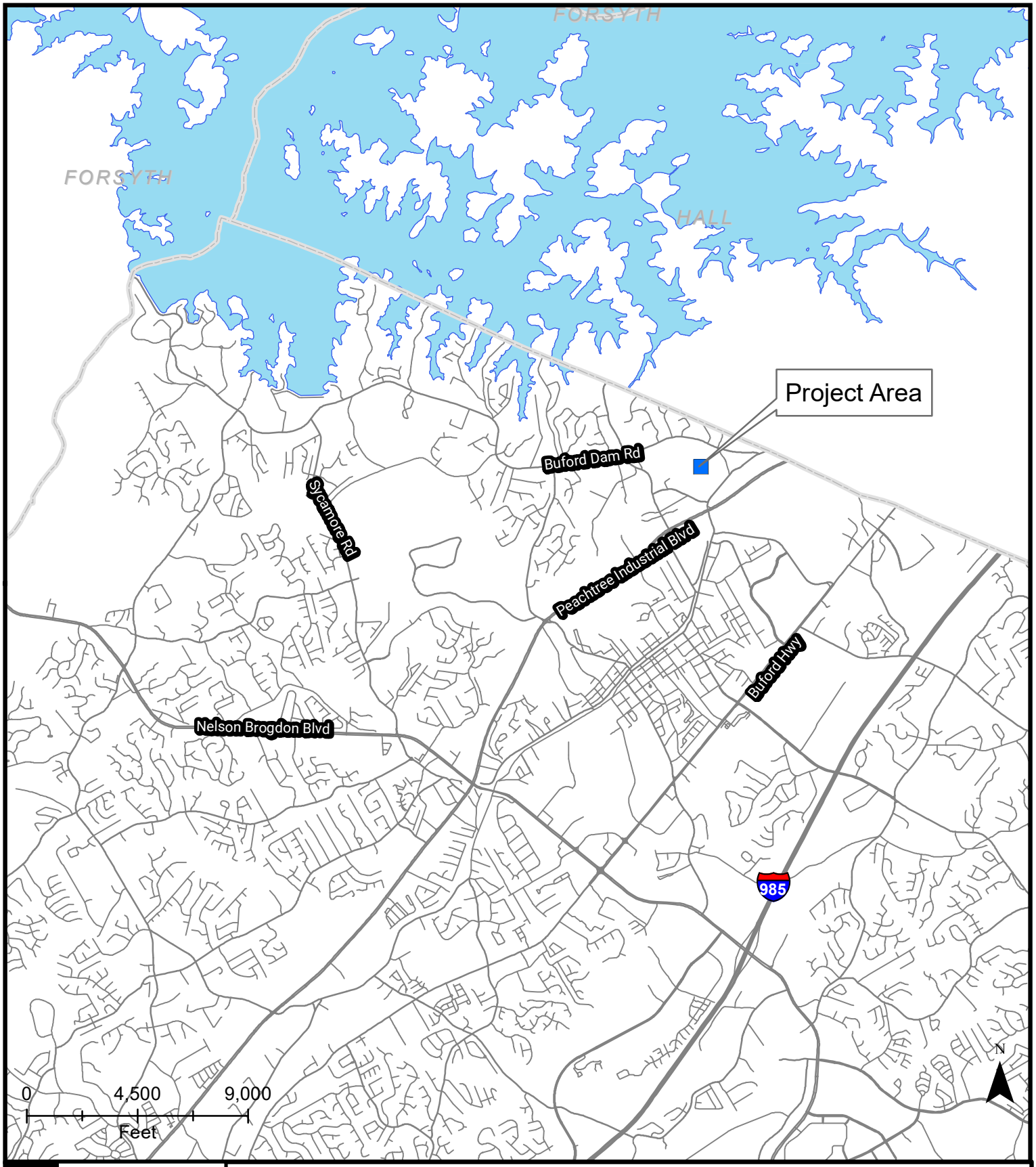
FINANCIAL

1. Estimated amount to be spent: $1,660,000.00
2. Do total obligations agree with "Action Requested"? Yes X No_____
3. Budgeted: Yes X No ___
4. Contact name: Adam Garmon Contact phone: 678-376-7181 AG

5. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	504	211000		50807000	F-1447-01-3-03	$210,000.00	13%
2026	504	211000		50807000	F-1447-01-3-03	$1,450,000.00	87%
			Total			$1,660,000.00	100%

Transfer Required: Yes _____ No X



Location



Project Name: Lanier Filter Plant Chemical Storage Improvements

Project Number: F-1447-01

Commission District: 4 - Holtkamp

Date: 6/9/2025



Project Information

Project Name: Lanier Filter Plant Chemical Storage Improvements

Project Number: F-1447-01

Commission District: 4 - Holtkamp

Date: 6/9/2025

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250835	

☐ Grants ☐ Public Hearing

Department:	Water Resources			Date Submitted:	08/01/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing – Katie Maldonado - BB			Multiple Depts?	No
Agenda Type	Award				

Item of Business: Locked by Purchasing: No

BL081-25, Cascade Falls gravity sewer and pump station decommissioning, to Professional Pipeline, LLC, amount not to exceed $4,787,750.00. Contract to follow award. Approval/authorization for the Chairwoman or designee to sign any and all related documents.

Attachments	Summary Sheet, Justification Letter, Tabulation, Justification Support
Authorization: Chairwoman's Signature?	Yes
Staff Recommendation	Award
BAC Action:	Water and Sewerage Authority Approved on August 11, 2025, Vote 5-0.
Department Head	rmshelton (8/5/2025)
Attorney	mpludwiczak (8/26/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	Water & Sewer R&E	*	$4,787,750	brainey (8/21/2025)

Finance Comments	FinDir's Initials
*Amount available in Cascade Falls Gravity Sewer & Pump Station Decommissioning project. For FY2025, $335,143 is allocated. For FY2026, $4,452,607 is subject to budget approval.	raroyal (8/21/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session		Vote	No Action Taken
Action	New Item		
Tabled			
Motion			
2nd by			

SUMMARY – BL081-25 Cascade Falls Gravity Sewer & Pump Station Decommissioning	
PURPOSE:	This project will decommission the Cascade Falls Pump Station by installing approximately 1.1 miles of new gravity sewer along a tributary of Sherwood Creek. These improvements will eliminate future operation, maintenance, and replacement costs of the pump station and force main. The pump station is in need of significant rehabilitation and the force main has a history of breaks.
LOCATION:	District 4/Holtkamp
AMOUNT TO BE SPENT:	$4,787,750.00
PREVIOUS CONTRACT AWARD AMOUNT:	N/A
AMOUNT SPENT PREVIOUS CONTRACT:	N/A
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	N/A
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	1,280 28 pre-qualified contractors 11 plan holders 55 website viewings
NUMBER OF RESPONSES:	8
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) **IF YES, NUMBER OF FIRMS REPRESENTED:**	Yes 5
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER:	N/A
MARKET PRICES COMPARISON (FOR RENEWALS):	N/A
CONTRACT TERM:	480 consecutive calendar days from issuance of Notice to Proceed

COMMENTS:

GWINNETT COUNTY
DEPARTMENT OF WATER RESOURCES
684 Winder Highway | Lawrenceville, GA 30045-5012
678.376.6700
www.gwinnettcounty.com | www.gwinnetth2o.com

MEMORANDUM

TO: Brittany Bryant
Purchasing Associate III, Department of Financial Services

THROUGH: Rebecca Shelton, PE RS
Director, Department of Water Resources

FROM: Kristopher Campbell, PE
Deputy Director, Department of Water Resources

SUBJECT: Recommendation to Award BL081-25
Cascade Falls Gravity Sewer & Pump Station Decommissioning
Project Number: F-1475-01
District 4/Holtkamp

DATE: July 15, 2025

REQUESTED ACTION

The Department of Water Resources recommends the award of the above referenced contract with Professional Pipeline, LLC in the amount of $4,787,750.00. Also, the Department requests approval for the Chairwoman to execute all related documents.

DESCRIPTION

This project will decommission the Cascade Falls Pump Station by installing approximately 1.1 miles of new gravity sewer along a tributary of Sherwood Creek. These improvements will eliminate future operation, maintenance, and replacement costs of the pump station and force main. The pump station is in need of significant rehabilitation and the force main has a history of breaks.

References checked? Yes X No

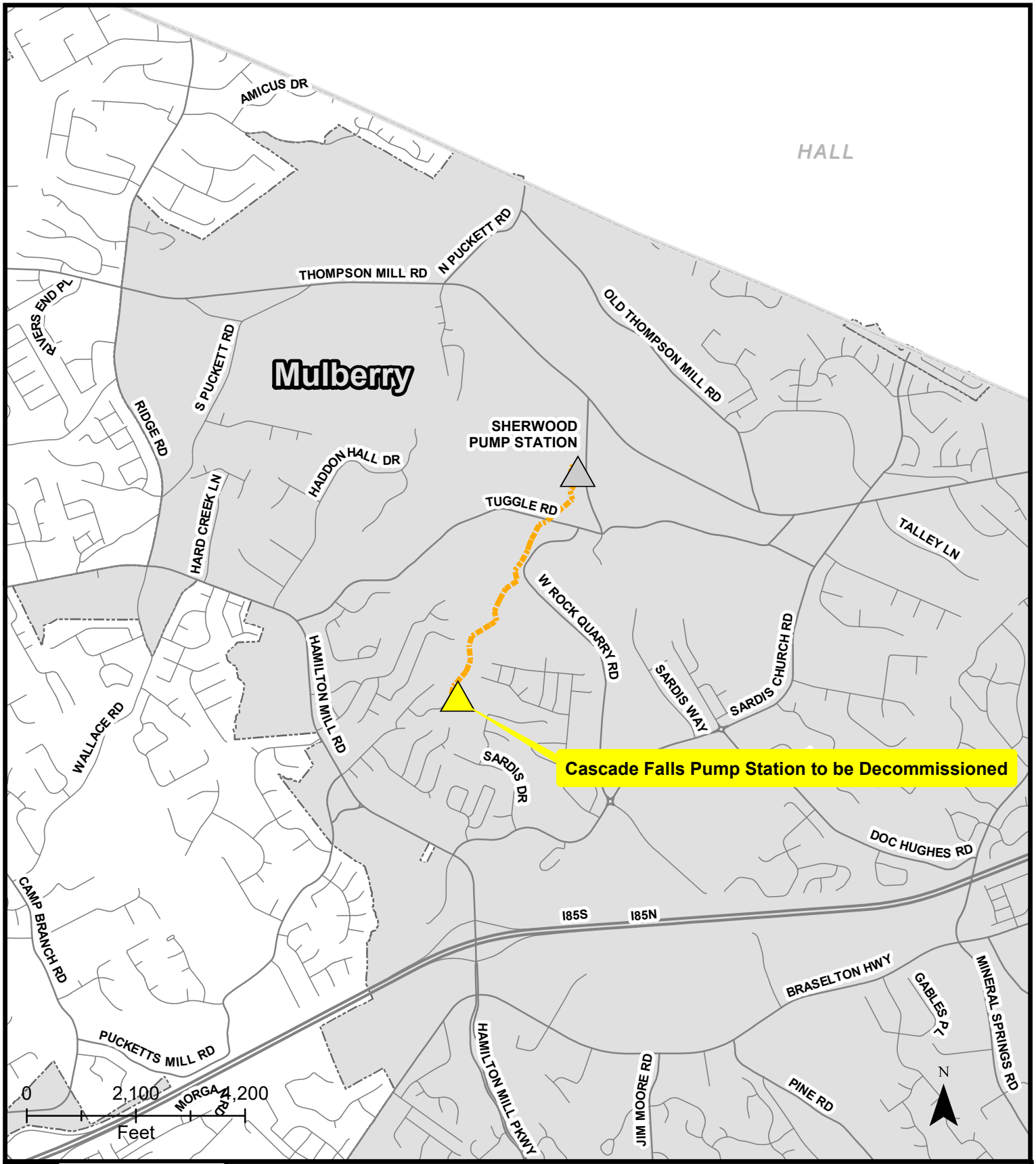
FINANCIAL

1. Estimated amount to be spent: $4,787,750.00
2. Do total obligations agree with "Action Requested"? Yes X No ___
3. Budgeted: Yes X No ___
4. Contact name: Adam Garmon Contact phone: 678-376-7181 AG

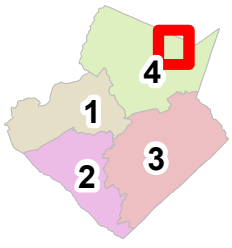
5. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	504	211000		50807000	F-1475-01-3-03	$335,142.50	7%
2026	504	211000		50807000	F-1475-01-3-03	$4,452,607.50	93%
					Total:	$4,787,750.00	100%

Transfer Required: Yes _____ No X



Location



Project Name: Cascade Falls Gravity Sewer & Pump Station Decommissioning

Project Number: F-1475-01

Commission District: 4 - Holtkamp

Date: 7/29/2025



Project Information

Project Name: Cascade Falls Gravity Sewer & Pump Station Decommissioning

Project Number: F-1475-01

Commission District: 4 - Holtkamp

Date: 7/29/2025

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250850	

☐ Grants ☐ Public Hearing

Department:	Water Resources			Date Submitted:	08/07/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing – Katie Maldonado – JM			Multiple Depts?	No
Agenda Type	Award				

Item of Business: Locked by Purchasing: No

BL076-25, purchase of fire hydrants and fire hydrant repair parts on an annual contract (October 4, 2025 through October 3, 2026), to Consolidated Pipe & Supply Company, Inc.; Ferguson Enterprises, LLC dba Ferguson Waterworks; and United Supply International, Inc. dba Utilities Supply, Inc., base bid $290,000.00.

Attachments	Summary Sheet, Justification Letter, Tabulation
Authorization: Chairwoman's Signature?	No
Staff Recommendation	Award
BAC Action:	
Department Head	rmshelton (8/14/2025)
Attorney	jennyscarter (8/26/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	Water & Sewer Op	*	$290,000	brainey (8/22/2025)

Finance Comments	*The current balance in Parts in checked as items are purchased. For FY2025, $72,500 is allocated. For FY2026, $217,500 is subject to budget approval.	FinDir's Initials: raroyal (8/22/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session	
Action	New Item
Tabled	
Motion	
2nd by	
Vote	No Action Taken

SUMMARY – BL076-25 Purchase of Fire Hydrants and Fire Hydrant Repair Parts on an Annual Contract	
PURPOSE:	There are over 48,000 fire hydrants maintained by the Department of Water Resources. This contract is used for the purchase of fire hydrants and parts used in the repair of fire hydrants.
LOCATION:	Various locations throughout Gwinnett County
AMOUNT TO BE SPENT:	$290,000.00
PREVIOUS CONTRACT AWARD AMOUNT:	$320,000.00
AMOUNT SPENT PREVIOUS CONTRACT:	$310,000.00
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	8.5% decrease
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	194 27 website viewings
NUMBER OF RESPONSES:	4
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) **IF YES, NUMBER OF FIRMS REPRESENTED:**	Yes 0
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER:	N/A
MARKET PRICES COMPARISON (FOR RENEWALS):	N/A
CONTRACT TERM:	October 4, 2025 through October 3, 2026

COMMENTS:

GWINNETT COUNTY
DEPARTMENT OF WATER RESOURCES
684 Winder Highway | Lawrenceville, GA 30045-5012
678.376.6700
www.gwinnettcounty.com | www.gwinnetth2o.com

MEMORANDUM

TO: Jordan Mitchell
Purchasing Associate II

THROUGH: Rebecca Shelton, PE RS
Director, Department of Water Resources

FROM: Steve Sheets, PE SS
Deputy Director, Department of Water Resources

SUBJECT: Recommendation to Award BL076-25
Purchase of Fire Hydrants and Fire Hydrant Repair Parts on an Annual Contract

DATE: July 23, 2025

REQUESTED ACTION

The Department of Water Resources recommends the award of the above referenced contract to Consolidated Pipe & Supply Company, Inc., Ferguson Enterprises, LLC dba Ferguson Waterworks, and United Supply International, Inc. dba Utilities Supply, Inc. in the amount of $290,000.00.

DESCRIPTION

There are over 48,000 fire hydrants maintained by the Department of Water Resources. This contract is used for the purchase of fire hydrants and parts used in the repair of fire hydrants.

References checked? X Yes _____ No

FINANCIAL

1. Estimated amount to be spent: $290,000.00
2. Projected amount to be spent previous contract period: $310,000.00
3. Do total obligations agree with "Action Requested"? Yes X No ___
4. Budgeted: Yes X No _____
5. Contact name: Adam Garmon Contact phone: (678)376-7181 AG

6. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	501	111008	19080003	50701100		$72,500.00	25%
2026	501	111008	19080003	50701100		$217,500.00	75%
					Total	$290,000.00	100%

Transfer Required: Yes __ No X

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250838	20240829

☐ Grants ☐ Public Hearing

Department:	Water Resources			Date Submitted:	08/04/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing – Katie Maldonado - BB			Multiple Depts?	No
Agenda Type	Approval				

Item of Business: Locked by Purchasing: No

to renew RP021-24, provision of watershed improvements on an annual contract (September 17, 2025 through September 16, 2026), with Clean Water Consultants, Inc., base amount $1,500,000.00.

Attachments	Summary Sheet, Justification Letter
Authorization: Chairwoman's Signature?	No
Staff Recommendation	Approval
BAC Action:	Water and Sewerage Authority Approved on August 11, 2025, Vote 4-0.
Department Head	rmshelton (8/7/2025)
Attorney	jennyscarter (8/25/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	Water & Sewer R&E	*	$975,000	brainey (8/21/2025)
Yes	Stormwater R&E	*	$355,000	
Yes	Stormwater Op	**	$170,000	

Finance Comments	*Amount available in Dam Rehabilitation, Watershed Protection Implementation, Tanks and Boosters Rehab/Replacement and Shoal Creek FP Rehab/Replacement projects. **The current balance in Industrial R&M - Contracted is checked when services are provided. For FY2025, $815,000 is allocated. For FY2026, $685,000 is subject to budget approval.	FinDir's Initials: raroyal (8/21/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session		Vote	No Action Taken
Action	New Item		
Tabled			
Motion			
2nd by			

SUMMARY – RP021-24 Provision of Watershed Improvements on an Annual Contract	
PURPOSE:	The Watershed Improvement Program constructs multiple projects yearly in accordance with the Watershed Protection Plan required by the permits for the water reclamation facilities. This contract provides the mechanism to construct these projects and to perform maintenance and/or repair on previously built watershed improvement projects. In addition, this contract provides the County with the ability to quickly respond to safety or maintenance issues related to County owned dams.
LOCATION:	Various locations throughout Gwinnett County
AMOUNT TO BE SPENT:	$1,500,000.00
PREVIOUS CONTRACT AWARD AMOUNT:	$2,500,000.00
AMOUNT SPENT PREVIOUS CONTRACT:	$2,366,000.00
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	9% increase
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	N/A
NUMBER OF RESPONSES:	N/A
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) IF YES, NUMBER OF FIRMS REPRESENTED:	N/A
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER:	This is renewal option one (1) of four (4).
MARKET PRICES COMPARISON (FOR RENEWALS):	This proposal was awarded based on various evaluation criteria; therefore, an analysis on cost alone cannot be obtained.
CONTRACT TERM:	September 17, 2025 through September 16, 2026

COMMENTS:

GWINNETT COUNTY
DEPARTMENT OF WATER RESOURCES
684 Winder Highway | Lawrenceville, GA 30045-5012
678.376.6700
www.gwinnettcounty.com | www.gwinnetth2o.com

MEMORANDUM

TO: Brittany Bryant
Purchasing Associate III

THROUGH: Rebecca Shelton, PE RS
Director, Department of Water Resources

FROM: Kris Campbell, PE
Deputy Director, Department of Water Resources

SUBJECT: Recommendation to Renew RP021-24
Provision of Watershed Improvements on an Annual Contract

DATE: June 24, 2025

REQUESTED ACTION

The Department of Water Resources recommends renewal of the above referenced contract with Clean Water Consultants, Inc., in the amount of $1,500,000.00.

DESCRIPTION

The Watershed Improvement Program is a part of the Watershed Protection Plan required by the permits for the water reclamation facilities. This contract provides the mechanism to construct and maintain watershed improvement projects. Small dam and detention pond maintenance projects are also completed under this contract. This contract provides the ability to quickly respond to urgent safety or maintenance issues related to county owned dams.

FINANCIAL

1. Estimated amount to be spent: $1,500,000.00
2. Projected amount to be spent previous contract period: $2,366,000.00
3. Do total obligations agree with "Action Requested"? Yes X No ___
4. Budgeted: Yes X No _____
5. Contact name: Adam Garmon Contact phone: (678)376-7181 AG

6. Proposed Funding:

Fiscal Year (FY)	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	591	211000		50807000	F-0234-01-1-02	$145,000.00	9%
2025	504	211000		50807000	F-1329-01-1-02	$115,000.00	8%
2025	504	211000		50807000	M-1187-90-3-03	$470,000.00	31%
2025	590	111010	19100001	50404216		$85,000.00	6%
2026	591	211000		50807000	F-0234-01-1-02	$210,000.00	14%
2026	504	211000		50807000	F-1329-01-1-02	$115,000.00	8%
2026	504	211000		50807000	M-1192-57-3-03	$275,000.00	18%
2026	590	111010	19100001	50404216		$85,000.00	6%
					Total	**$1,500,000.00**	**100%**

Transfer Required: Yes _____ No X

Gwinnett County Board of Commissioners Agenda Request

GCID #	Group With GCID #:
20250846	20240533

☐ Grants ☐ Public Hearing

Department:	Water Resources			Date Submitted:	08/06/2025
Working Session:	09/02/2025	Business Session:	09/02/2025	Public Hearing:	
Submitted By:	Purchasing – Katie Maldonado – JM			Multiple Depts?	No
Agenda Type	Approval				

Item of Business: Locked by Purchasing: No

to renew BL060-21, bypass pumping services on an annual contract (September 20, 2025 through September 19, 2026), with Xylem Dewatering Solutions, Inc., base bid $1,750,000.00.

Attachments	Summary Sheet, Justification Letter
Authorization: Chairwoman's Signature?	No
Staff Recommendation	Approval
BAC Action:	Water and Sewerage Authority Approved on August 11, 2025, Vote 5-0.
Department Head	rmshelton (8/14/2025)
Attorney	jennyscarter (8/25/2025)

Agenda Purpose Only

Financial Action

Budgeted	Fund Name	Current Balance	Requested Allocation	Director's Initials
Yes	Water & Sewer R&E	*	$1,750,000	brainey (8/22/2025)

Finance Comments	FinDir's Initials
*Amount available in Pump Station Rehab/Replacement 2 project. For FY2025, $750,000 is allocated. For FY2026, $1,000,000 is subject to budget approval.	raroyal (8/22/2025)

☐ Budget Adjust ☐ Grand Jury

County Clerk Use Only PH was Held? ☐

Working Session		Vote	No Action Taken
Action	New Item		
Tabled			
Motion			
2nd by			

SUMMARY – BL060-21 Bypass Pumping Services on an Annual Contract	
PURPOSE:	This contract is for bypass pumping services during emergencies or scheduled work related to maintenance, repair, and assessment of water and wastewater infrastructure. Bypass pumping allows operators to take pumps, tanks, and other equipment offline without disrupting service or the treatment process.
LOCATION:	Various locations throughout Gwinnett County
AMOUNT TO BE SPENT:	$1,750,000.00
PREVIOUS CONTRACT AWARD AMOUNT:	$2,000,000.00
AMOUNT SPENT PREVIOUS CONTRACT:	$1,527,576.00
UNIT PRICE INCREASE/DECREASE (CURRENT CONTRACT VS. PREVIOUS CONTRACT):	1.5% increase
NUMBER OF BIDS/PROPOSALS DISTRIBUTED:	N/A
NUMBER OF RESPONSES:	N/A
PRE-BID/PROPOSAL CONFERENCE HELD (YES/NO) IF YES, NUMBER OF FIRMS REPRESENTED:	N/A
REASONS FOR LIMITED RESPONSE (IF RELEVANT):	N/A
RENEWAL OPTION NUMBER:	This is renewal option four (4) of four (4).
MARKET PRICES COMPARISON (FOR RENEWALS):	An analysis reveals that pricing is comparable to current market conditions.
CONTRACT TERM:	September 20, 2025 through September 19, 2026

COMMENTS:

GWINNETT COUNTY
DEPARTMENT OF WATER RESOURCES
684 Winder Highway | Lawrenceville, GA 30045-5012
678.376.6700
www.gwinnettcounty.com | www.gwinnetth2o.com

MEMORANDUM

TO: Jordan Mitchell
Purchasing Associate II

THROUGH: Rebecca Shelton, PE RS
Director, Department of Water Resources

FROM: Sean Meyer SM
Deputy Director, Facility Operations

SUBJECT: Recommendation for Renewal of BL060-21 Bypass Pumping Services on an Annual Contract

DATE: August 1, 2025

REQUESTED ACTION

The Department of Water Resources recommends renewal of the above referenced annual contract with Xylem Dewatering Solutions, Inc. for the base amount of $1,750,000.00.

DESCRIPTION

This contract is for bypass pumping services during emergencies or scheduled work related to maintenance, repair, and assessment of water and wastewater infrastructure. Bypass pumping allows operators to take pumps, tanks, and other equipment offline without disrupting service or the treatment process. This contract is used in the treatment facilities, wastewater pump stations, and sewer collection system on an as needed basis with no minimum or maximum amount of work guaranteed.

FINANCIAL

1. Estimated amount to be spent: $1,750,000.00.
2. Projected amount to be spent previous contract period: $1,527,576.00
3. Do total obligations agree with "Action Requested"? Yes X No ___
4. Budgeted: Yes X No ___
5. Contact name: Adam Garmon (DWR) Contact phone: 678-376-7181 AG
6. Proposed Funding:

Fiscal Year	Fund	Fund Center	Cost Center	Commitment Item	WBS Element	Amount	% of Award Amount
2025	504	211000		50807000	M-0748-01-1-02	$750,000.00	42.86%
2026	504	211000		50807000	M-0748-01-1-02	$1,000,000.00	57.14%
					Totals	$1,750,000.00	100.00%

Transfer Required: Yes___ No X