

Regional Transit Planning Committee Meeting

Thursday, May 7, 2020

Proposed Agenda

- I. Call to Order – Charlie Sutlive, Chair
- II. Approval of the Meeting Minutes for March 5, 2020
- III. Approval of the Agenda for May 7, 2020
- IV. ARTP Definition of Projects of Regional Significance – Jonathan Ravenelle
- V. ARTP Administrative Modification and Amendment Process – **Action Item** – Scott Haggard
- VI. Gwinnett County Proposed Amendment to 2019 ARTP – Cristina Pastore, Kimley-Horn
- VII. Adjourn



ARTP DEFINITION OF PROJECTS OF REGIONAL SIGNIFICANCE

Regional Transit Planning Committee

Jon Ravenelle

May 7, 2020

REVISED DEFINITION OF REGIONAL SIGNIFICANCE



Crosses 2+ Counties or Connects 2+ Transit Operators

The expansion project route crosses at least two counties or the expansion project route intersects with at least one other transit operator's existing service.



Improves Transit Reliability

These are State of Good Repair or Enhancement projects that directly impact a service or route to remain uninterrupted and/or on time.



Connects to 1+ Regional Activity Center

A new expansion route intersects with at least 1 of 13 regional activity centers, as defined by the Atlanta Regional Commission.



Leverages Regional Capacity Improvements

New expansion routes that coincide or overlap other planned regional improvements, including Major Mobility Improvement Program and state route widenings.



Is or Connects to a Transportation Terminal

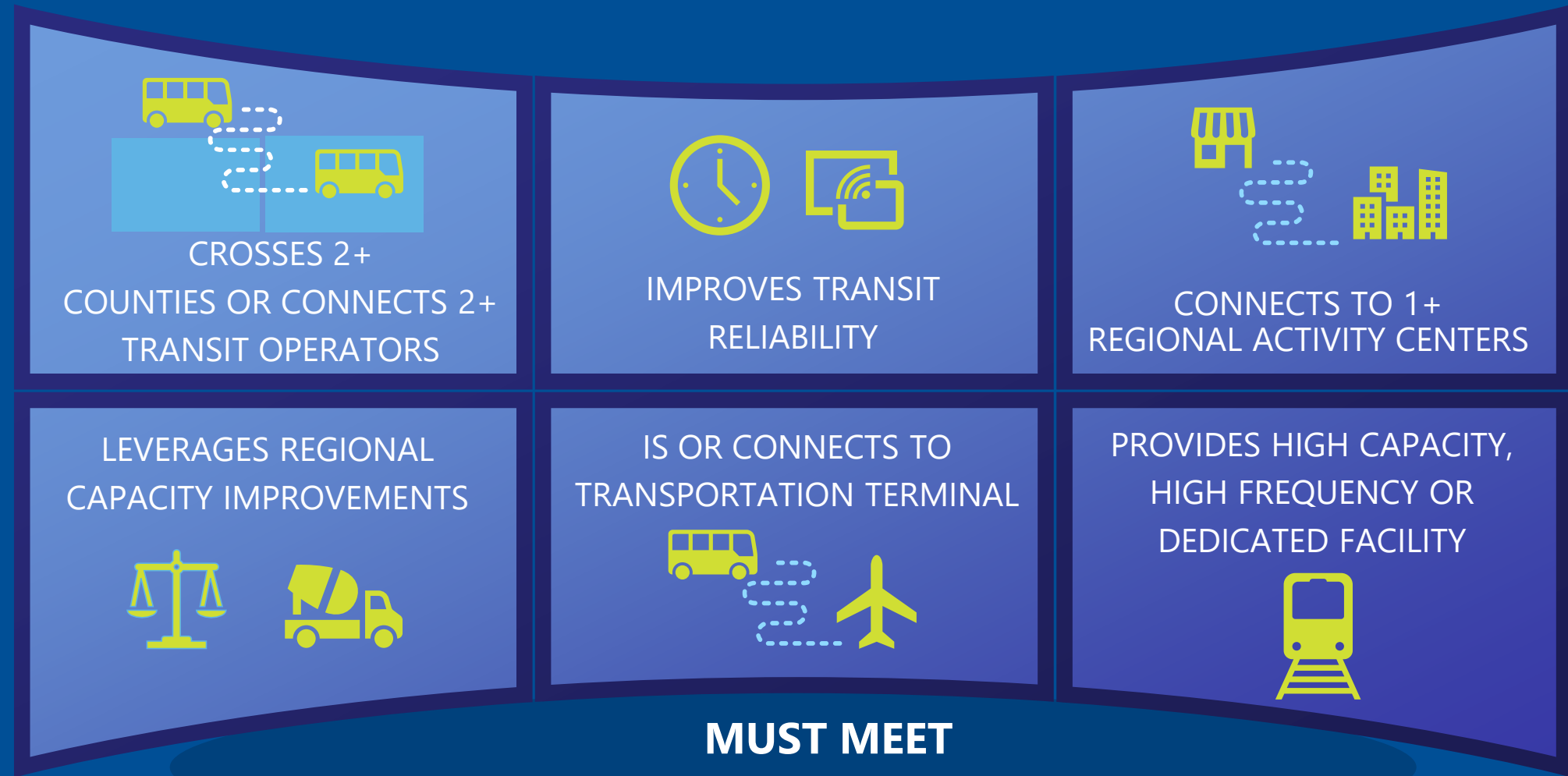
These are new or expanded multimodal centers, park and rides, and new routes that connect to one of these multimodal centers, heavy rail stations or an airport.



Provides High Capacity, High Frequency or Dedicated Facility

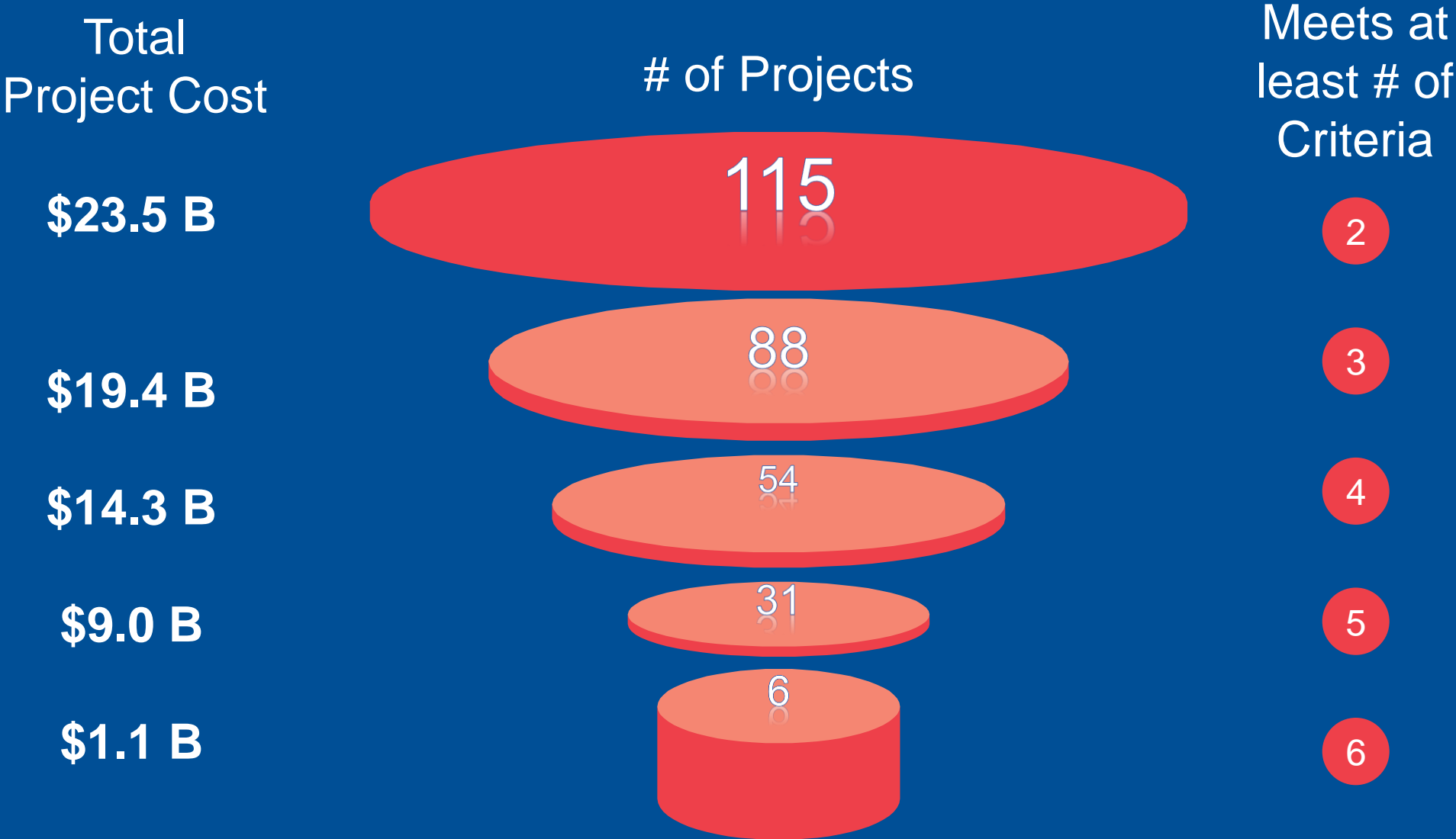
New routes that provide service to a larger number of people either through large vehicles or more frequent service. They may run (at least on a portion) of dedicated right-of-way such as a rail line or managed lanes.

REVISED DEFINITION OF REGIONAL SIGNIFICANCE



**MUST MEET
3 (OR MORE) OF 6 CRITERIA**

PROJECTS OF REGIONAL SIGNIFICANCE RESULTS





Questions?



ARTP ADMINISTRATIVE MODIFICATION AND AMENDMENT PROCESS

Regional Transit Planning Committee

Scott Haggard

May 7, 2020

CHANGES TO ARTP OCCUR ON A REGULAR BASIS

- ▶ ARTP updated annually thru formal process:
 - Major project changes brought forward during annual updates
 - ARTP changes may be necessary between updates (i.e. to meet public referendum requirements outlined in HB 930)
- ▶ Changes meeting certain criteria can be accomplished by administrative modification to the Plan without formal Board vote
- ▶ Common practice across the US for planning agencies and transit authorities

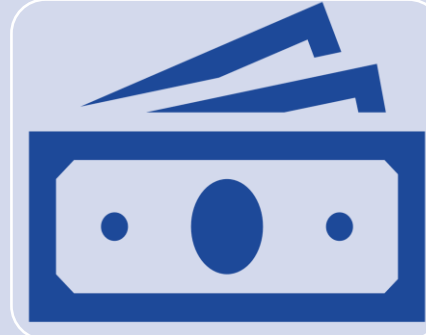
PROPOSED – ADMINISTRATIVE MODIFICATION CALLED FOR IF:



Project(s) are contained within a planning document adopted by a local governing body



Project(s) are contained within a planning document that included a public outreach and/or public comment process



Total cost of Project(s) does not exceed 1% of the total cost of all projects contained in the ARTP



Project(s) sponsors are not seeking federal or state discretionary funding; i.e. entirely locally funded

ADMINISTRATIVE MODIFICATION vs. AMENDMENT

- ▶ **Project(s) must meet all 4 criteria in order to be considered an administrative modification**
- ▶ Administrative modifications will be brought to the ATL board for informational purposes only
- ▶ Project(s) that require an amendment will be brought to the ATL Board for adoption
- ▶ Public comment periods would be included for both processes:
 - *Amendment would include a 30-day comment period*
 - *Administrative modification would include a 14-day comment period*



Questions?



Gwinnett

ATLANTA-REGION TRANSIT LINK AUTHORITY (ATL) BOARD

Gwinnett County:
Amended ARTP Project List

05/7/2020

Presentation Overview

- Gwinnett Transit Planning and Outreach
- Summary of ARTP Project List Changes
- Questions/Comments



Gwinnett Transit Planning and Outreach

2017-Present



Recent Gwinnett Transit Planning



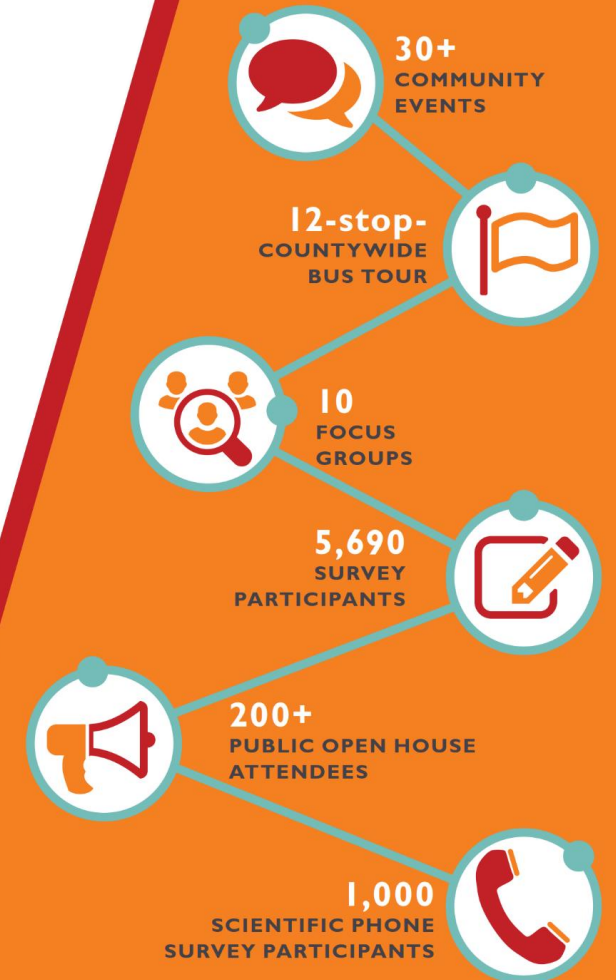
Gwinnett County Transit was established in November 2001

Connect Gwinnett

- Plan developed April 2017 – July 2018
- Detailed technical analysis
 - Understood community transit needs
 - Assessed demand and defined appropriate modes
 - Developed financially constrained 30-year plan with short- and mid-range plans
- Robust community engagement process
 - In-person, phone, and online
 - English, Spanish, Korean, Vietnamese language outreach
- Adopted by BOC in July 2018



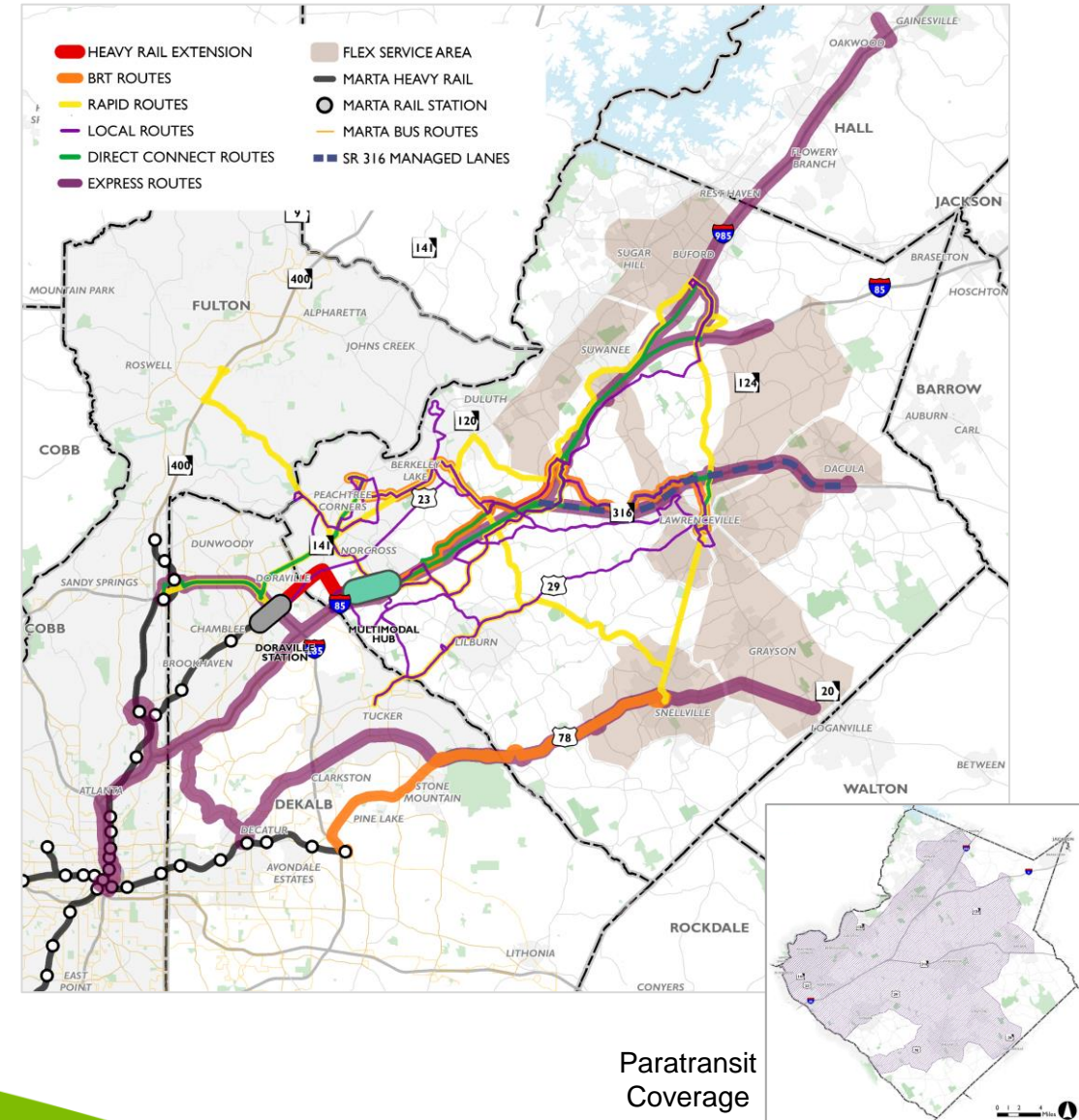
CONNECT GWINNETT PUBLIC OUTREACH



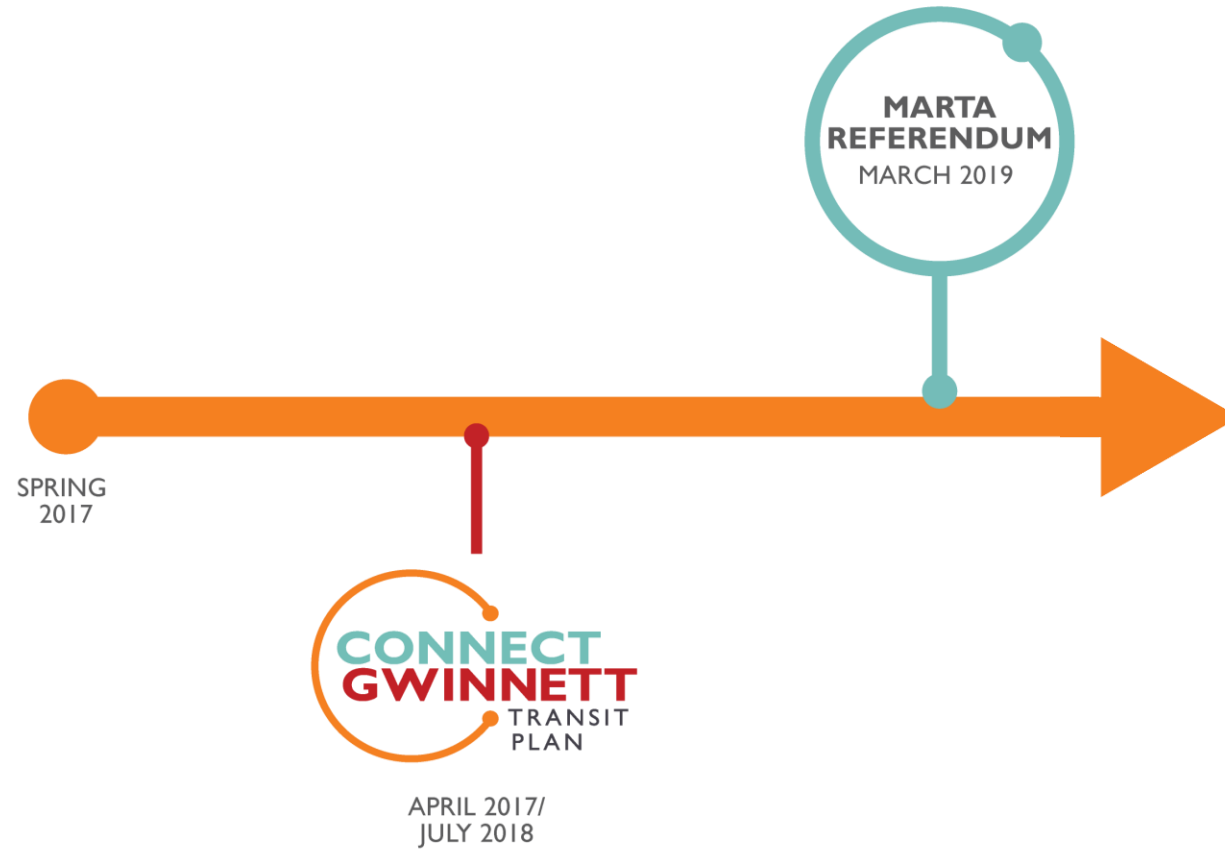
Connect Gwinnett

Long-Range Plan

- Original 30-year plan included:
 - 1 HRT line
 - 3 BRT routes
 - 8 Rapids/ART routes
 - 9 Express Commuter Bus routes
 - 3 Direct Connects
 - 12 Local Bus routes
 - 8 Flex/Microtransit zones
 - Extended evening and added Sunday service on all routes
- Majority implemented in first 20 years



Recent Gwinnett Transit Planning



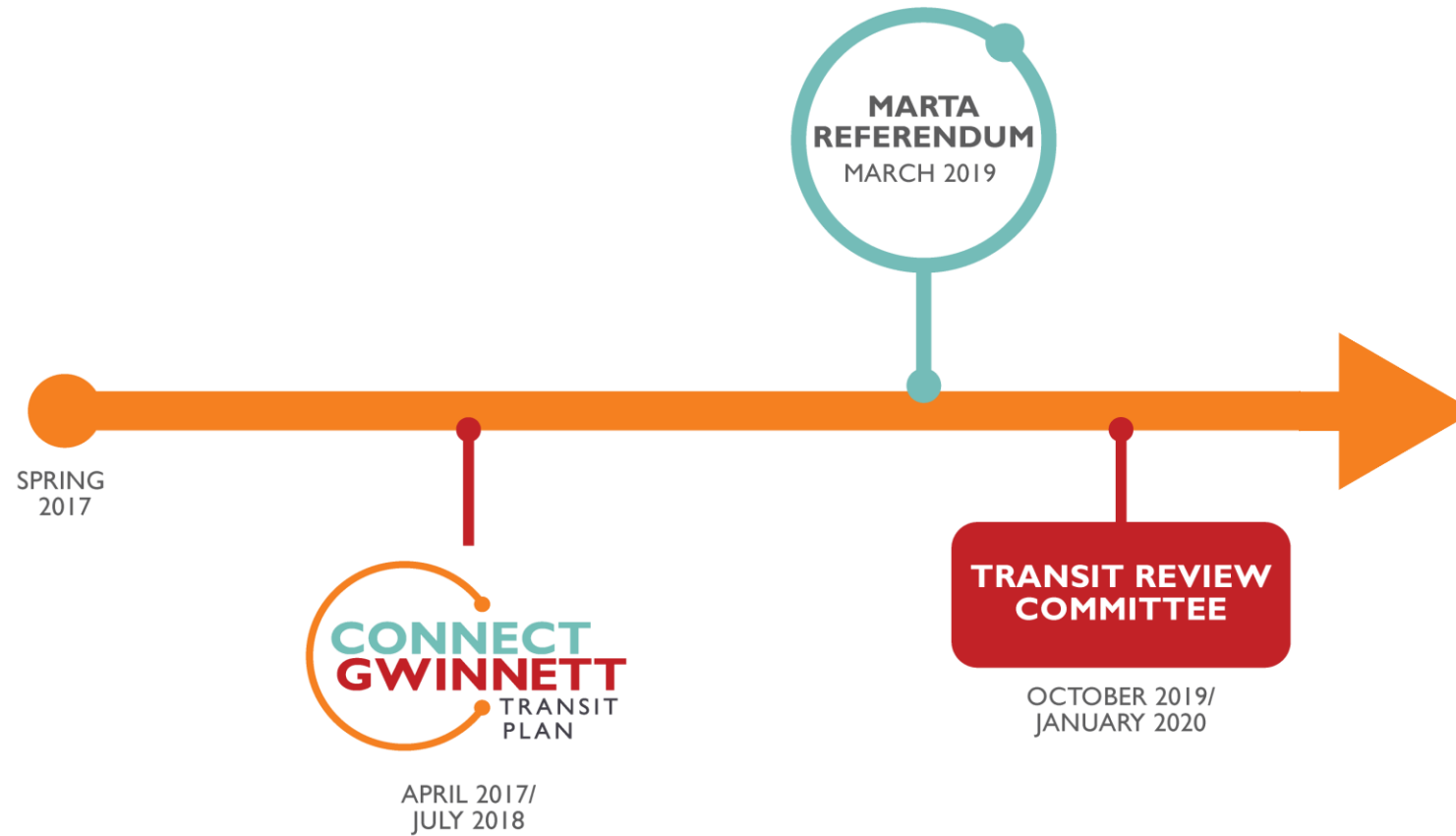
Gwinnett County Transit was established in November 2001

2019 MARTA Referendum

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



Recent Gwinnett Transit Planning



Gwinnett County Transit was established in November 2001

Transit Review Committee (TRC)

The Board of Commissioners:

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

Transit Review Committee (TRC)

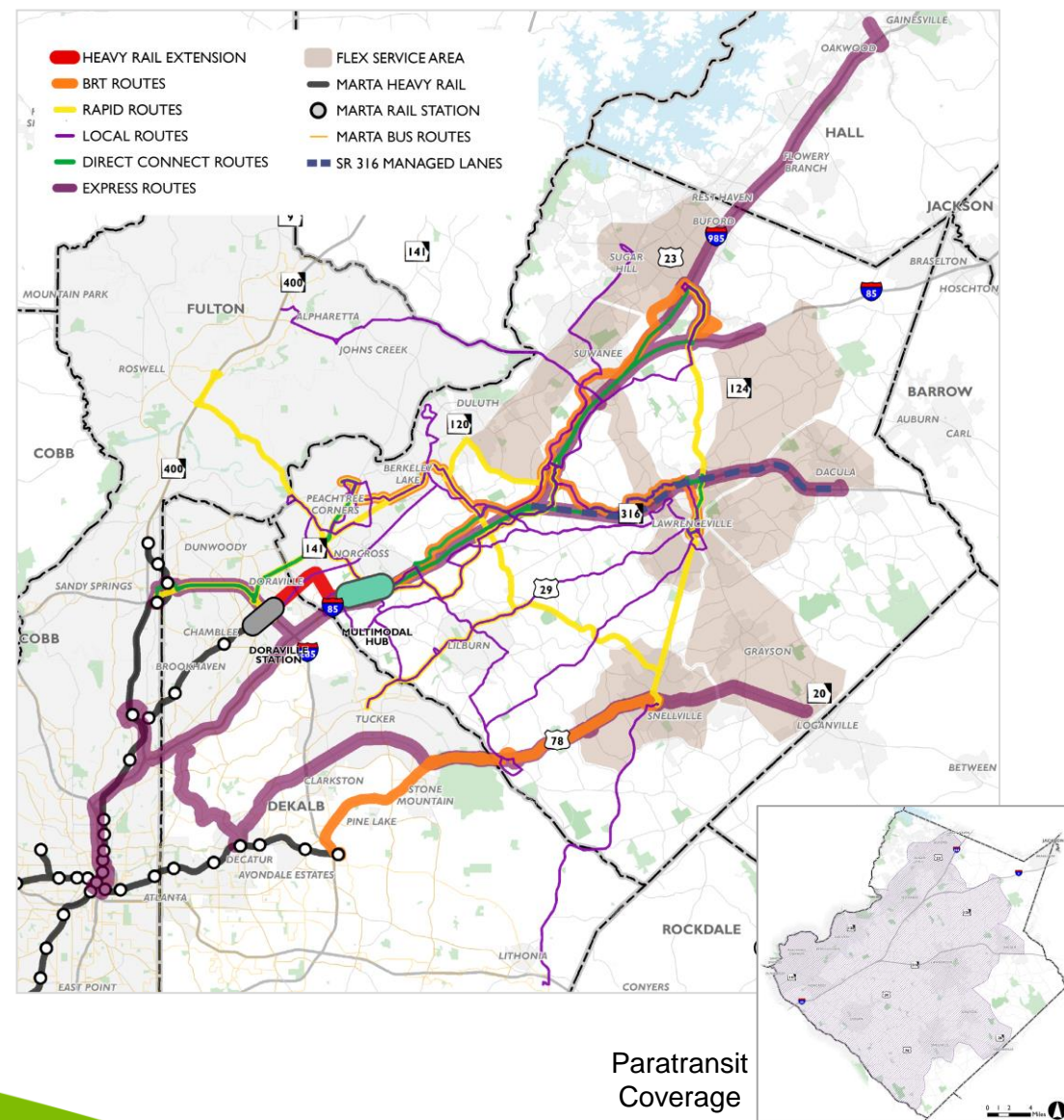
- Composed of 13 members representing various county stakeholder groups
- Conducted 11 meetings over 3-4 months:
 - General transit planning principles
 - Review of Connect Gwinnett plan and community input (from plan and referendum)
 - Opportunities for non-committee stakeholders to present as well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



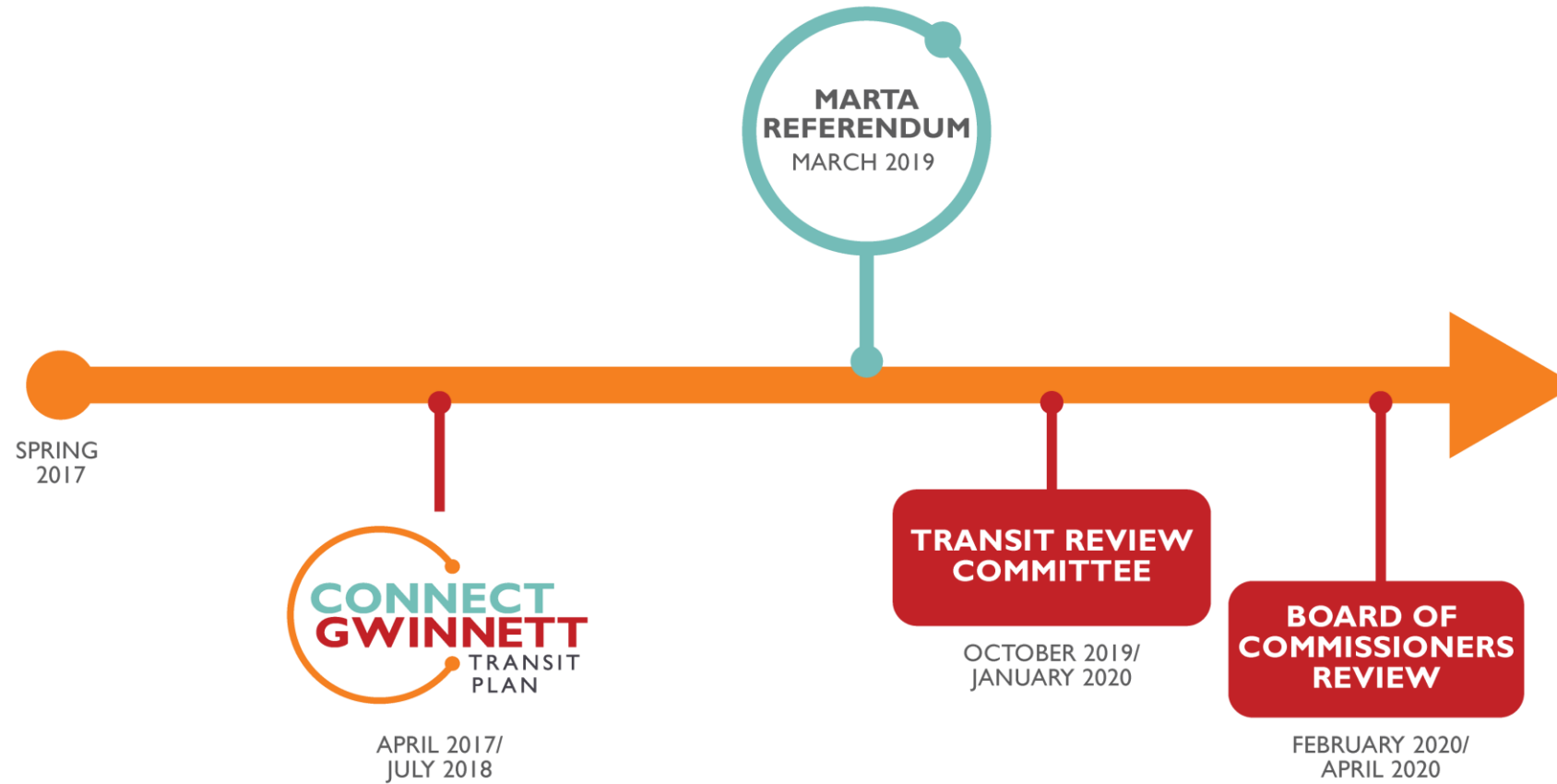
Transit Review Committee

Long-Range Plan

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



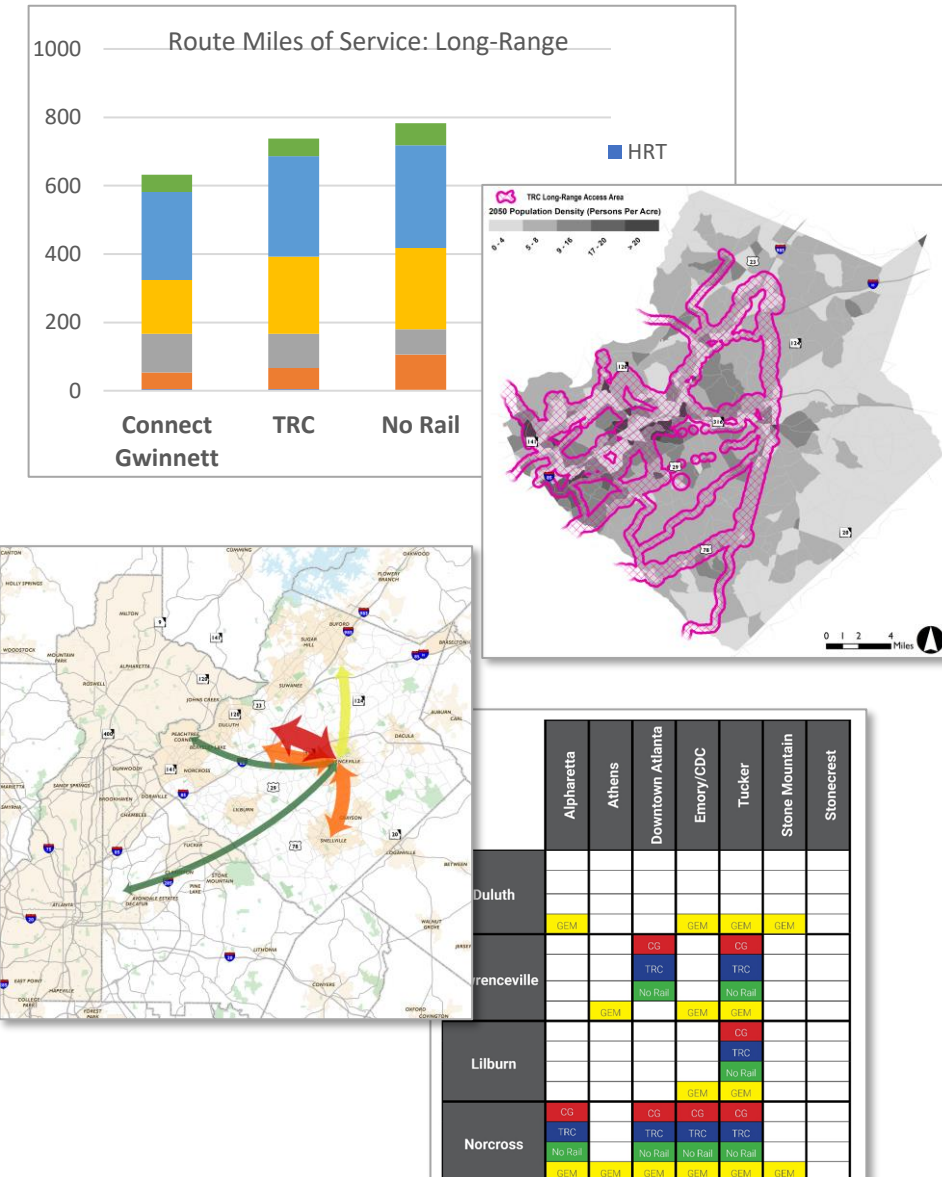
Recent Gwinnett Transit Planning



Gwinnett County Transit was established in November 2001

Board of Commissioners

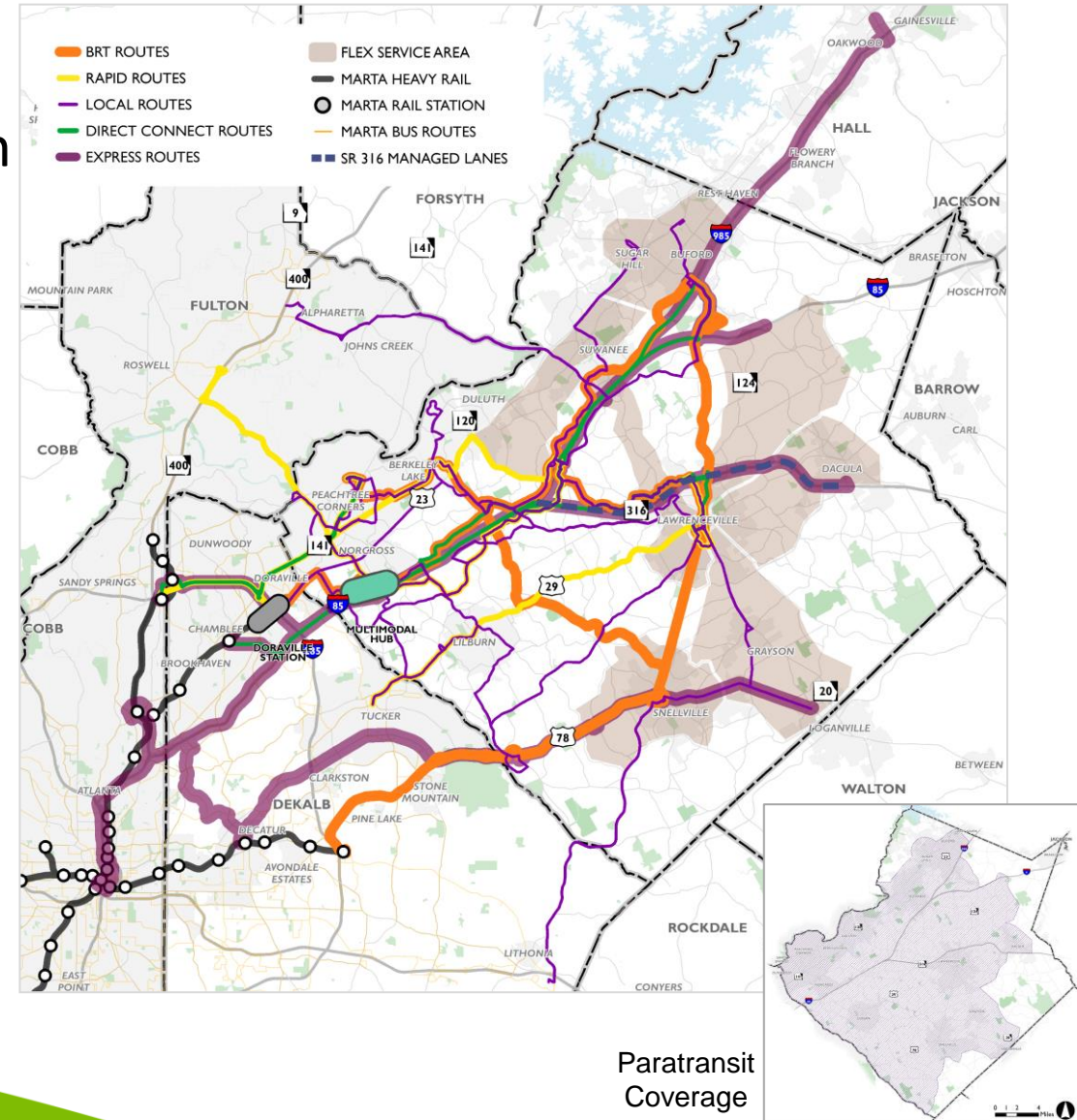
- Held 5 work sessions/meetings following TRC recommendations (prior to ATL submittal)
- Considered Board priorities for transit
- Reviewed plans and metrics:
 - Connect Gwinnett: Transit Plan
 - TRC-recommended Plan
 - No-Rail Option
 - GEM Plan
- Offered public comment opportunities during regular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



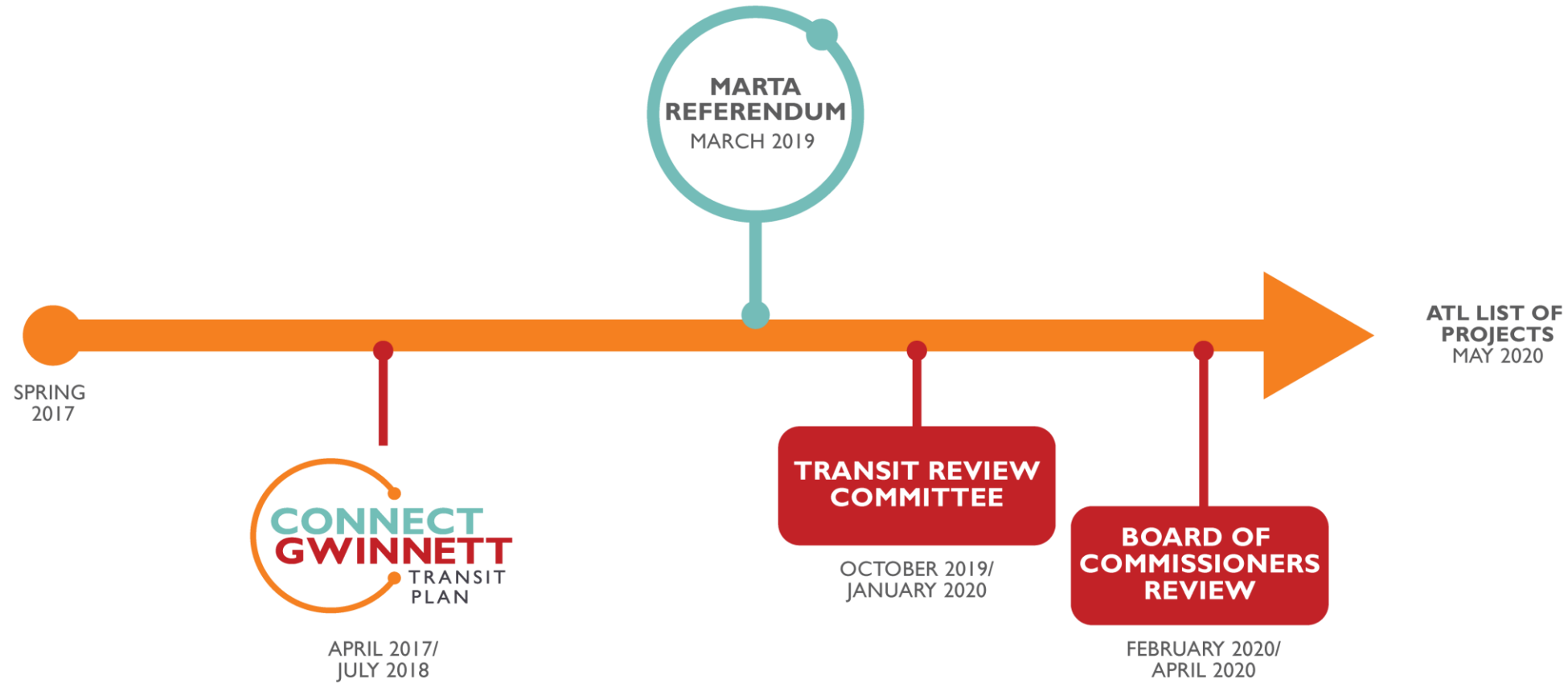
No-Rail Scenario

Long-Range Plan

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



Recent Gwinnett Transit Planning



Gwinnett County Transit was established in November 2001

Summary of ARTP Project List Changes

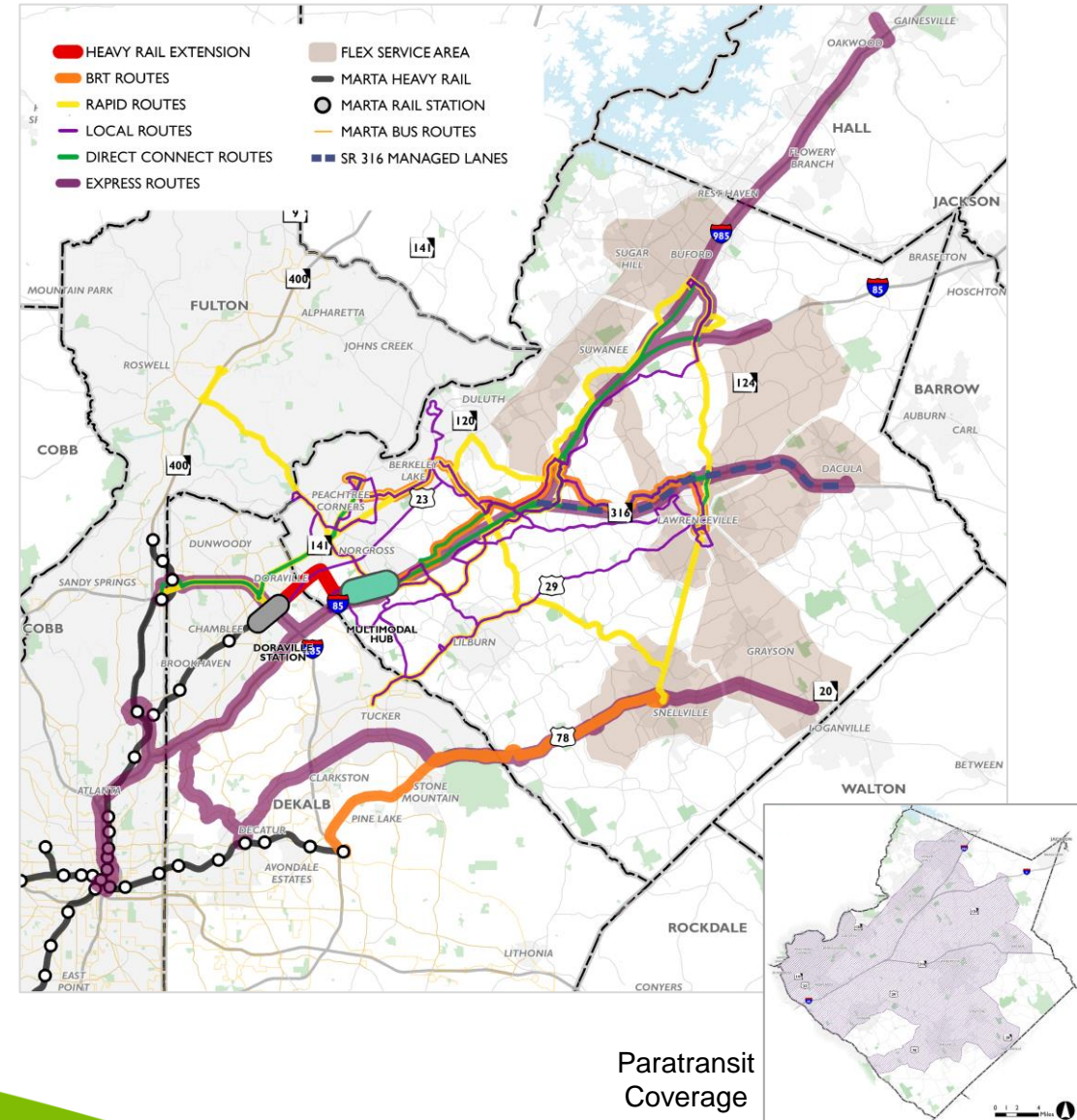


Original ATL Submittal

Incorporated in Approved 2019 ARTP



- Original 30-year plan included:
 - 1 HRT line
 - 3 BRT routes
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 - 3 Direct Connects
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Overview of Project Submittal

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

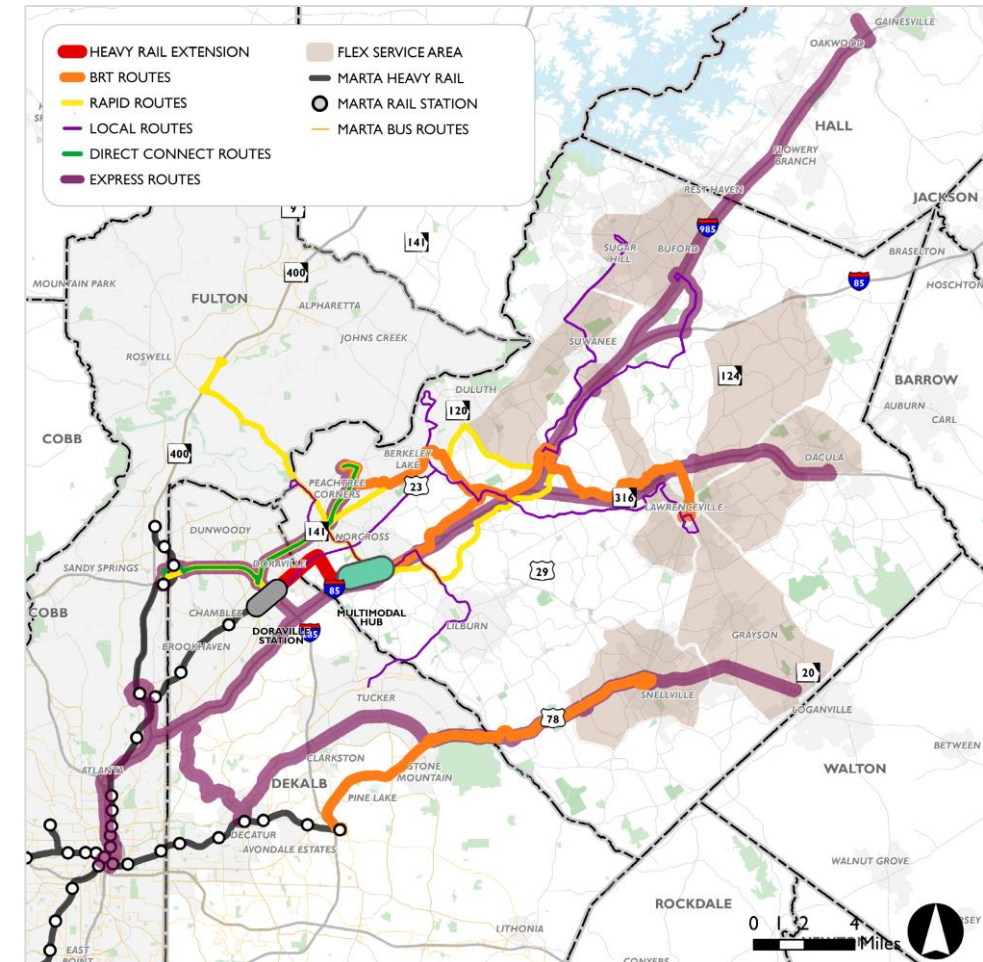
Overview of Project Submittal

Relevant to the original submittal:

- Projects with minor changes
- Projects with modified termini
- Projects with a change in mode
- New projects

Projects with Minor Changes

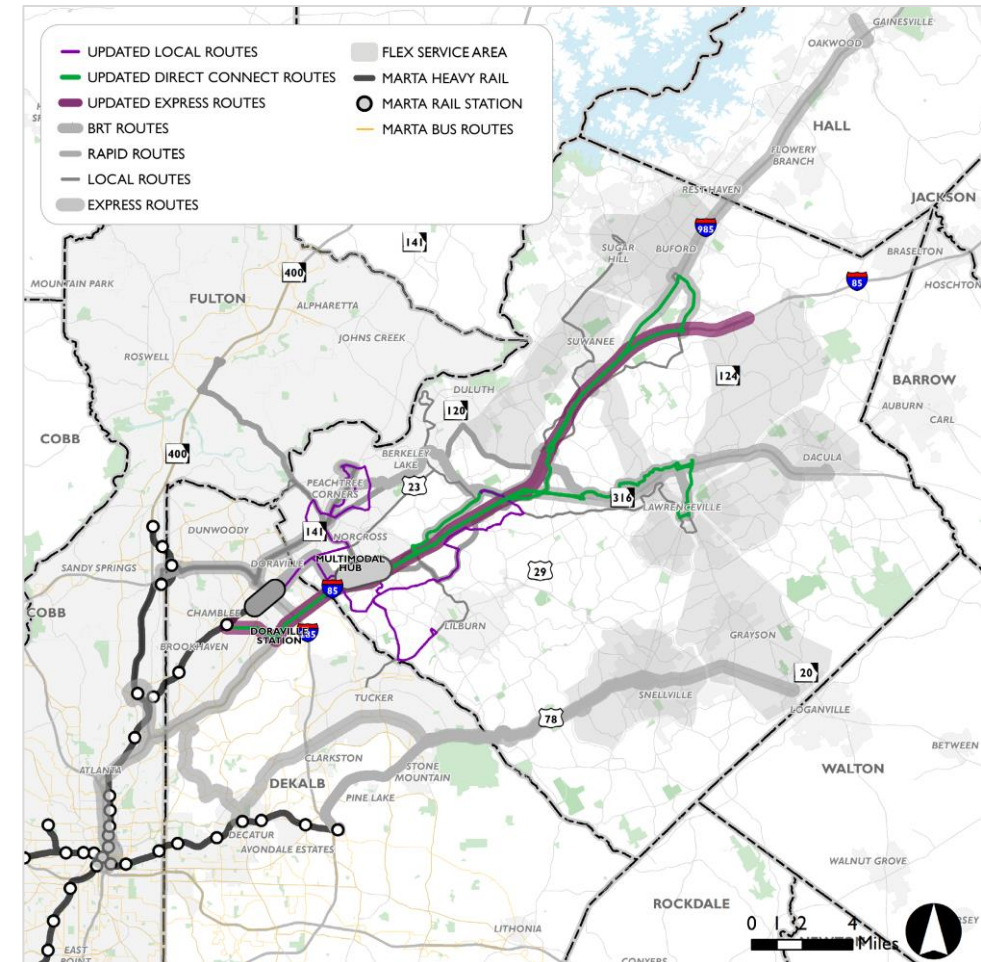
- Alignments remain the same
- Modes remain the same
- Possible differences in frequencies, span of service, etc., resulting in differences in capital/operating costs
- Possible differences in federal funding assumptions based on financially constrained plan



Projects with Minor Changes

Projects with Modified Termini

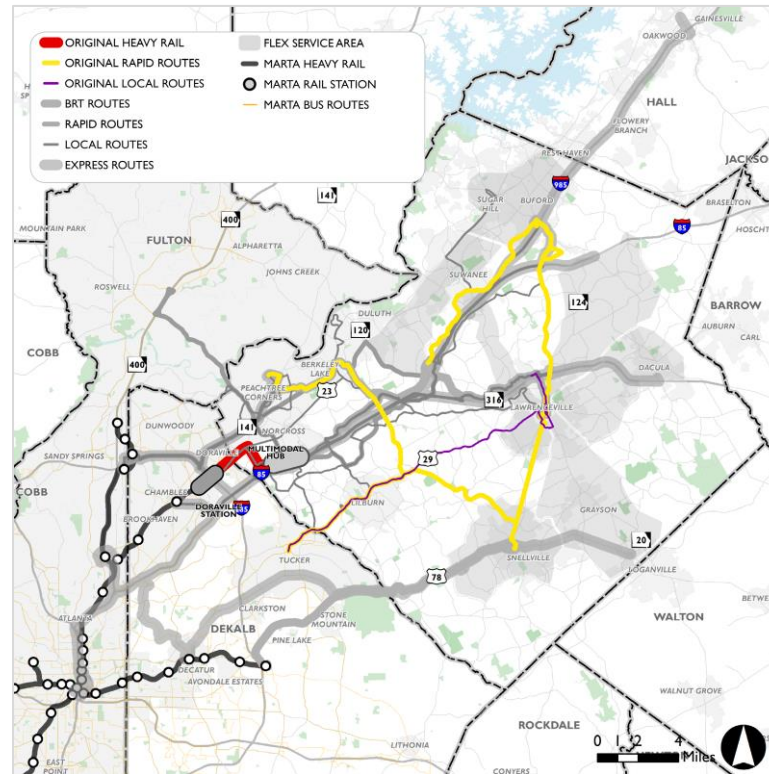
- Projects impacted by a possible removal of HRT extension from Doraville MARTA to new Multimodal Hub at Jimmy Carter
- One route terminus remains the same while second terminus changes
- Cost increases due to alignment changes resulting from possible removal of HRT extension



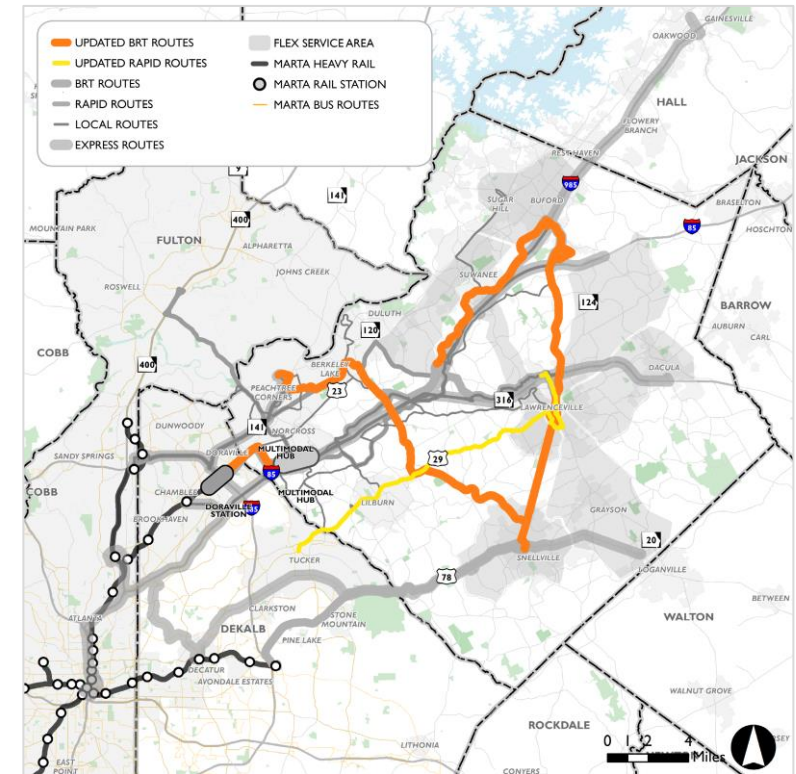
Projects with Modified Termini

Projects with a Change in Mode

- Inclusion (or not) of HRT from Doraville to Jimmy Carter affects other modal upgrades
- Projects upgraded between submittals
 - Local to ART
 - ART to BRT
- Differences in associated capital and operating costs



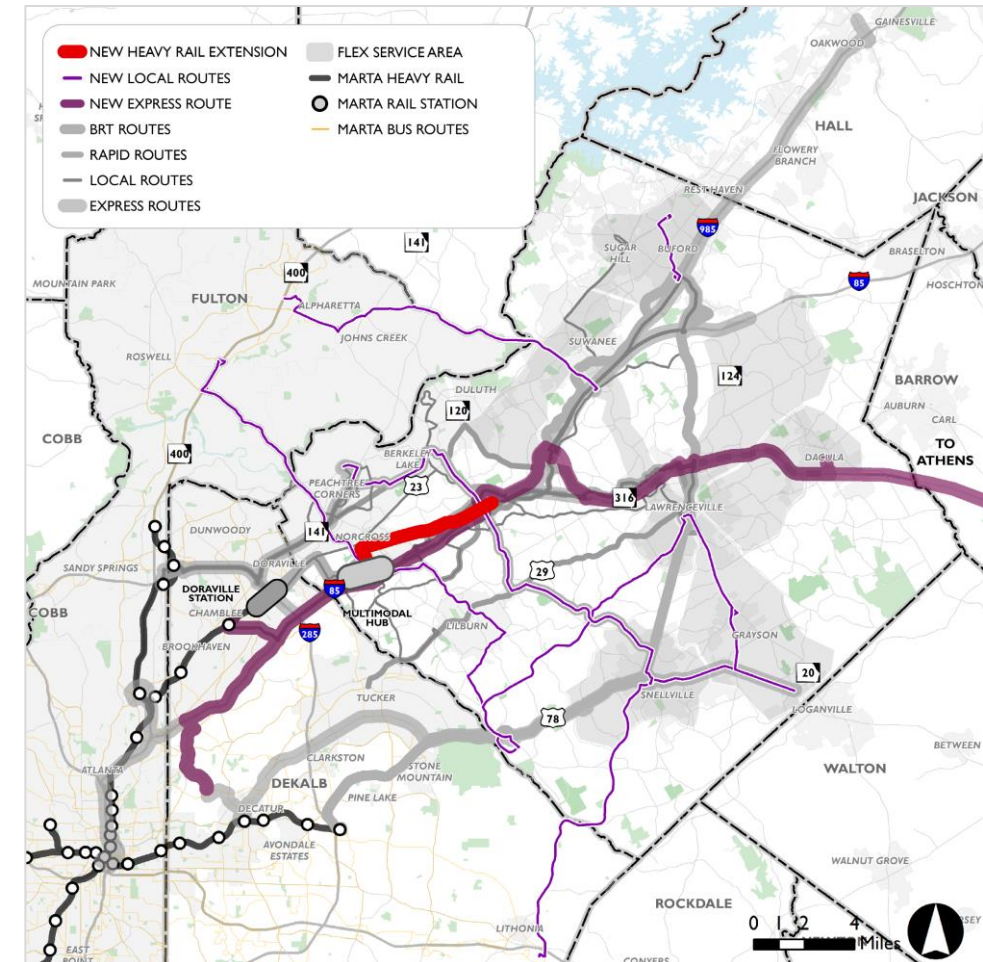
Mode In Original Submittal



Mode In New Submittal

New Projects

- Projects not included in previous submittal to the ATL
- New Local routes
 - 7 within Gwinnett
 - 3 regional connections
- New Express Commuter routes
 - 1 from Chamblee MARTA to Athens
 - 1 from Indian Trail Park-and-Ride to Emory/CDC
- Aspirational HRT extension to Gwinnett Place Mall



New Projects

Questions/Discussion

