



REGIONAL TRANSIT PLANNING COMMITTEE

July 2, 2020

Regional Transit Planning Committee Meeting

Thursday, July 2, 2020

Proposed Agenda

- I. Call to Order – Charlie Sutlive, Chair
- II. Approval of the Meeting Minutes for May 7, 2020
- III. Approval of the Agenda for July 2, 2020
- IV. 2020 Legislative Session Review – Scott Haggard
- V. Gwinnett County Transit Referendum List Presentation – Aileen Daney and Jonathan Ravenelle
- VI. Adjourn



2020 LEGISLATIVE SESSION REVIEW

Scott Haggard
Director of Government and External Affairs
July 2, 2020

STATE LEGISLATION OF INTEREST



▶ PASSED:

- HB 105 (Rep. Sam Watson): First Dedicated Funding Source for Transit in GA
 - *Fees on Ride Shares, Taxis, and Limos w/Revenue Dedicated to Transit*
 - *Up to 10% of Hotel and Heavy Truck Fees Allowed for Transit Uses*
- HB 511 (Rep. Kevin Tanner): Various ATL Statute Modifications
 - *Clarifies ATL Board Election Process and Term Ending Dates for District-based Members*
 - *Extends ATL Branding/Logo Requirements to All Operators by 1/1/2023*

▶ DID NOT PASS:

- SB 159 (Sen. Steve Gooch): Definition of E-Scooters
- HB 448 (Rep. Matt Dollar): Include Airbnb Rentals in Hotel/Motel Fee Collection
- HR 910/SR 654 (Rep. McLaurin/Sen. Harrell): Motor Fuel Tax for Any Transportation Purpose

▶ BUDGET:

- Amended FY 2020 Budget Signed By Governor on March 17th
- FY 2021 Budget Passed on June 26th

FEDERAL LEGISLATIVE UPDATE

CURRENT TRANSPORTATION REAUTHORIZATION PROPOSALS

Invest in America Act (House – June 2020):

- ▶ \$105B in transit funding over 5 years
- ▶ Prioritize “fix it first” and reforms CIG project delivery
- ▶ Increases Small Starts limit to \$400M

Senate EPW Committee (July 2019):

- ▶ \$287B in highway funding over 5 years
- ▶ Transit considered separately by Banking Committee
- ▶ APTA recommended \$145B for transit over 6 years

Trump Administration (Feb. 2020):

- ▶ \$1 trillion in total funding over 10 years
- ▶ \$810M for roads, bridges, transit in formula funds
- ▶ \$190M in “one-time grants” for specific infrastructure projects

- ▶ No funding sources have been identified with these proposals
- ▶ Action not expected in 2020 due to election year factors



Questions?



GWINNETT REFERENDUM REVIEW

Aileen Daney & Jonathan Ravenelle

July 2nd, 2020

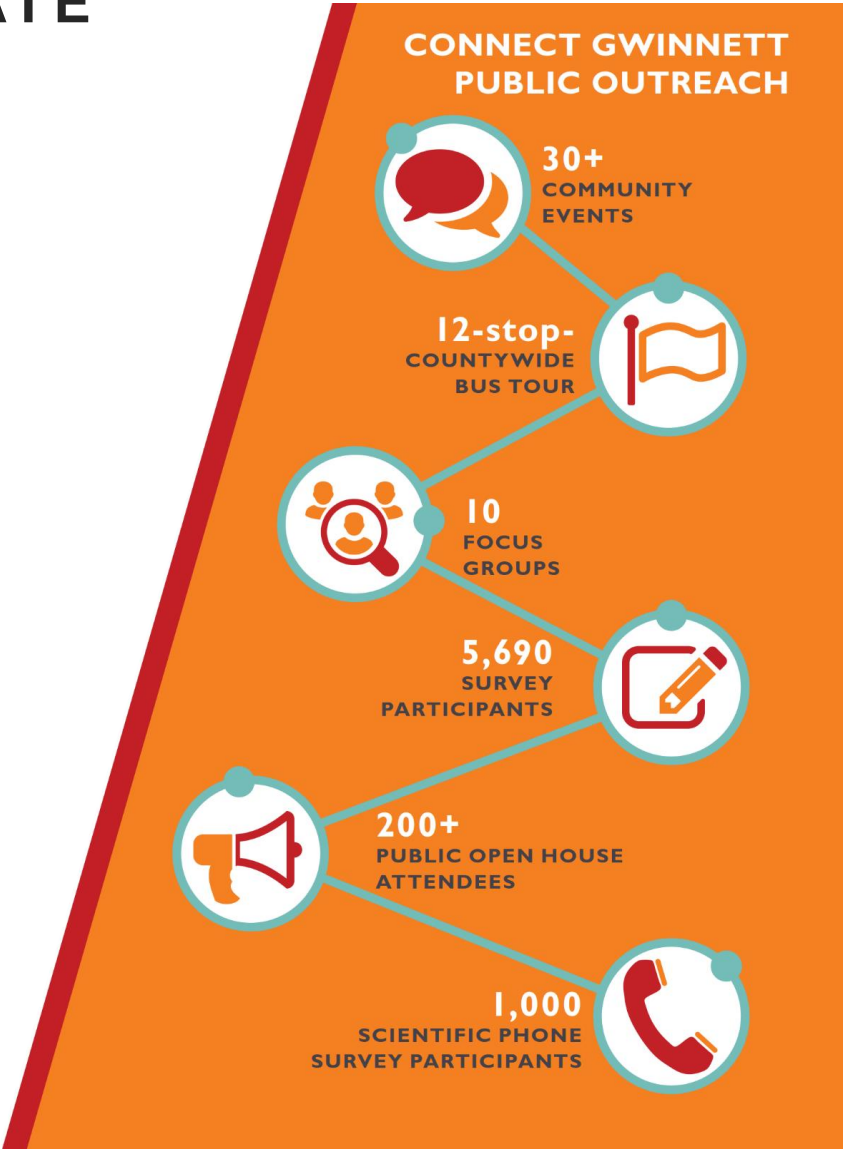


Process Overview

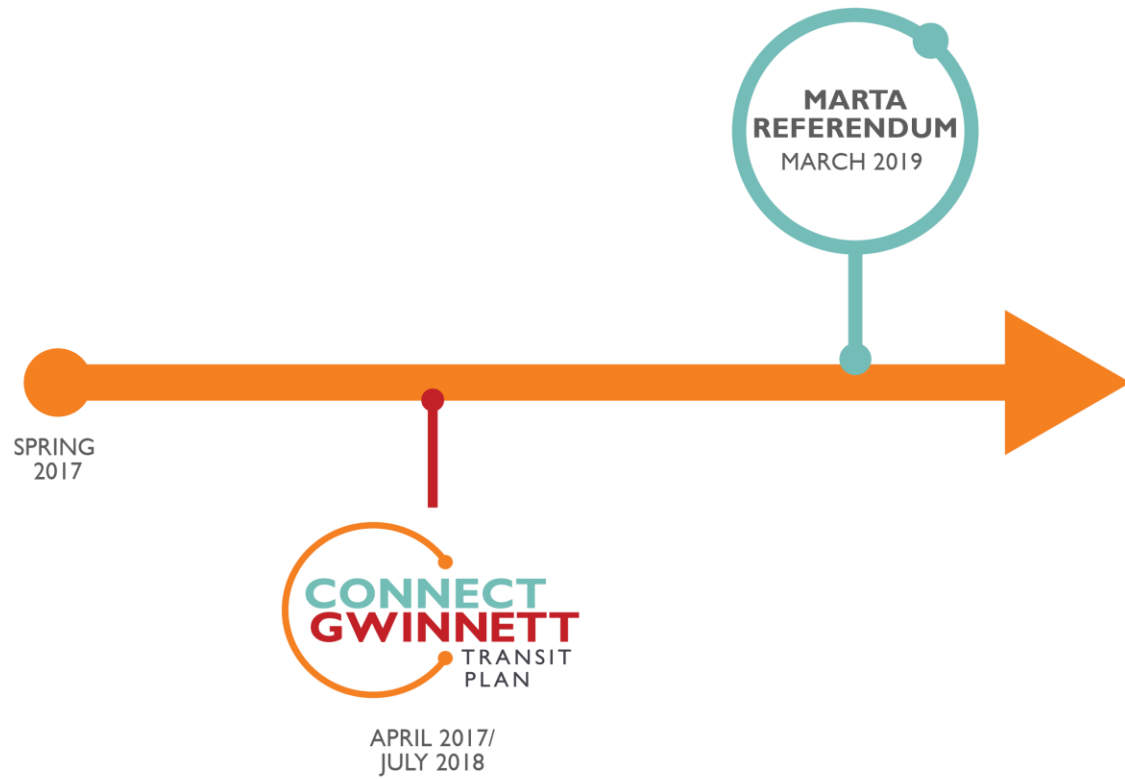
GWINNETT PLANNING PROCESS TO DATE



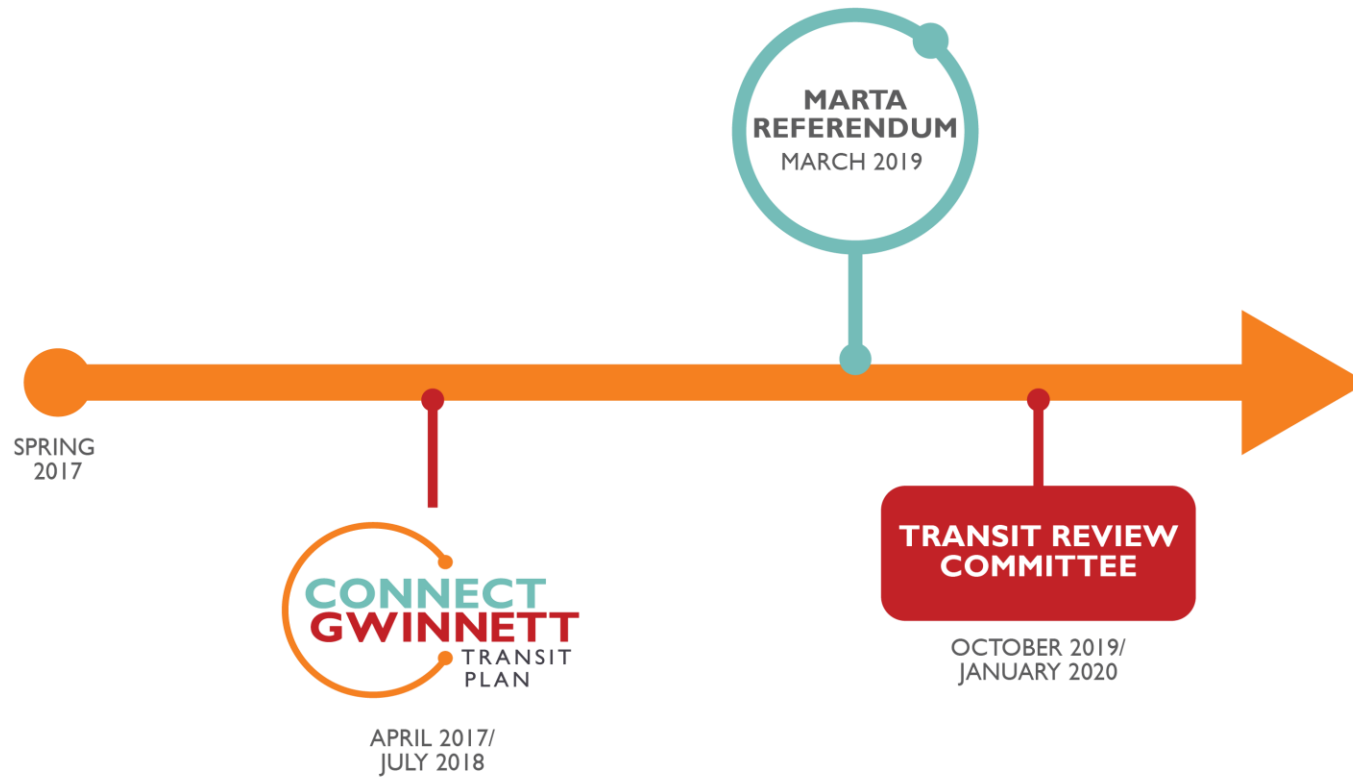
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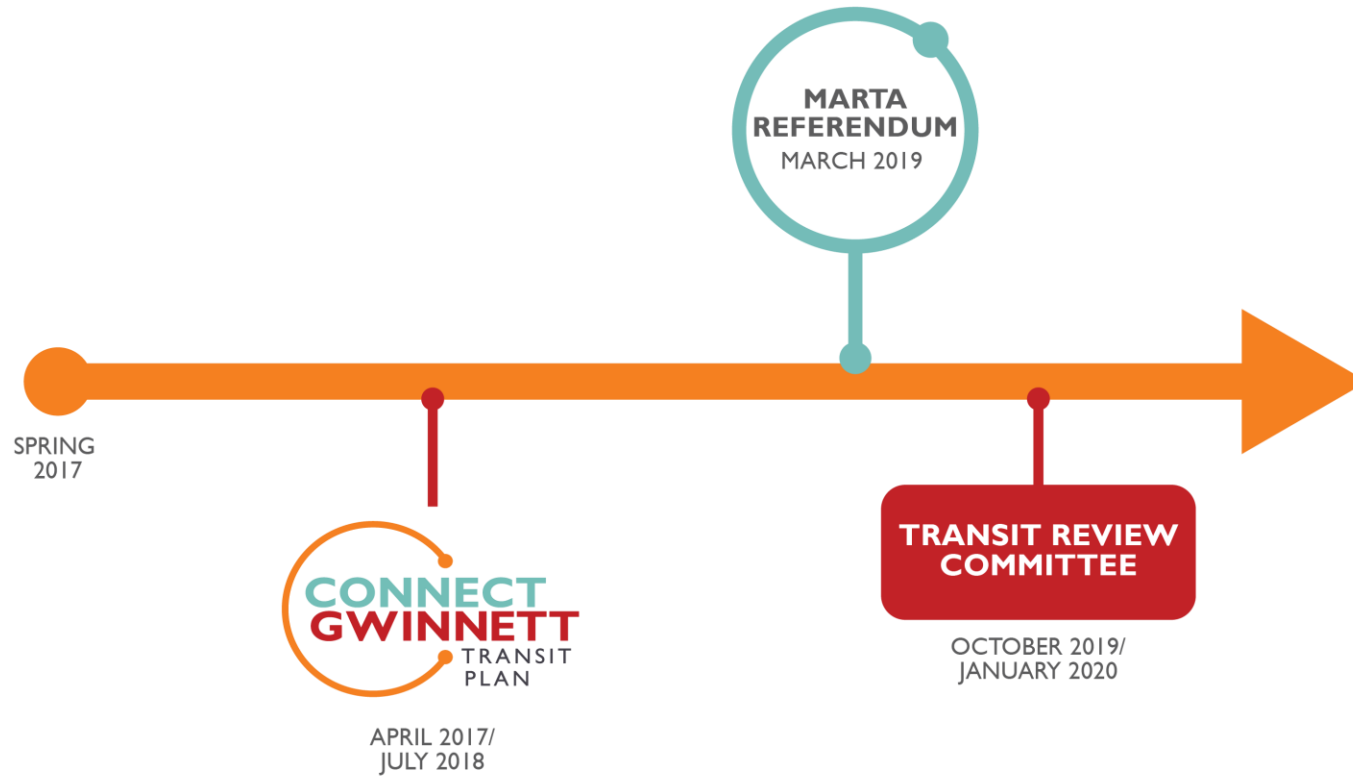
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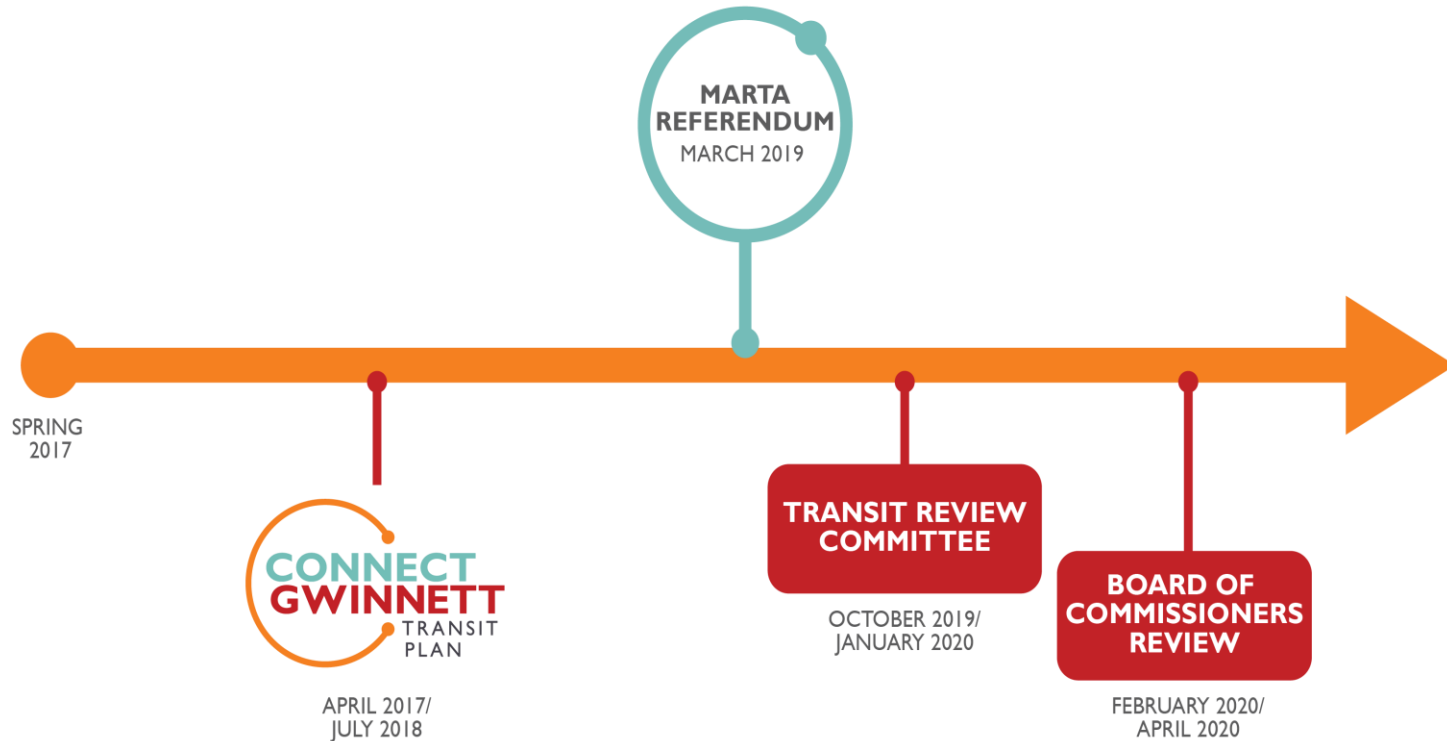
GWINNETT PLANNING PROCESS TO DATE



Transit Review Committee Process:

- **13-member citizen committee** representing various interests and perspectives
- Over the course of **11 meetings** they reviewed and assessed Gwinnett County's current and future transit needs, the feasibility of transit scenarios, Connect Gwinnett, and all public feedback through **a fresh lens**
- Core objective was to **advise the Board of Commissioners on how to expand transit** to meet the needs of residents and visitors

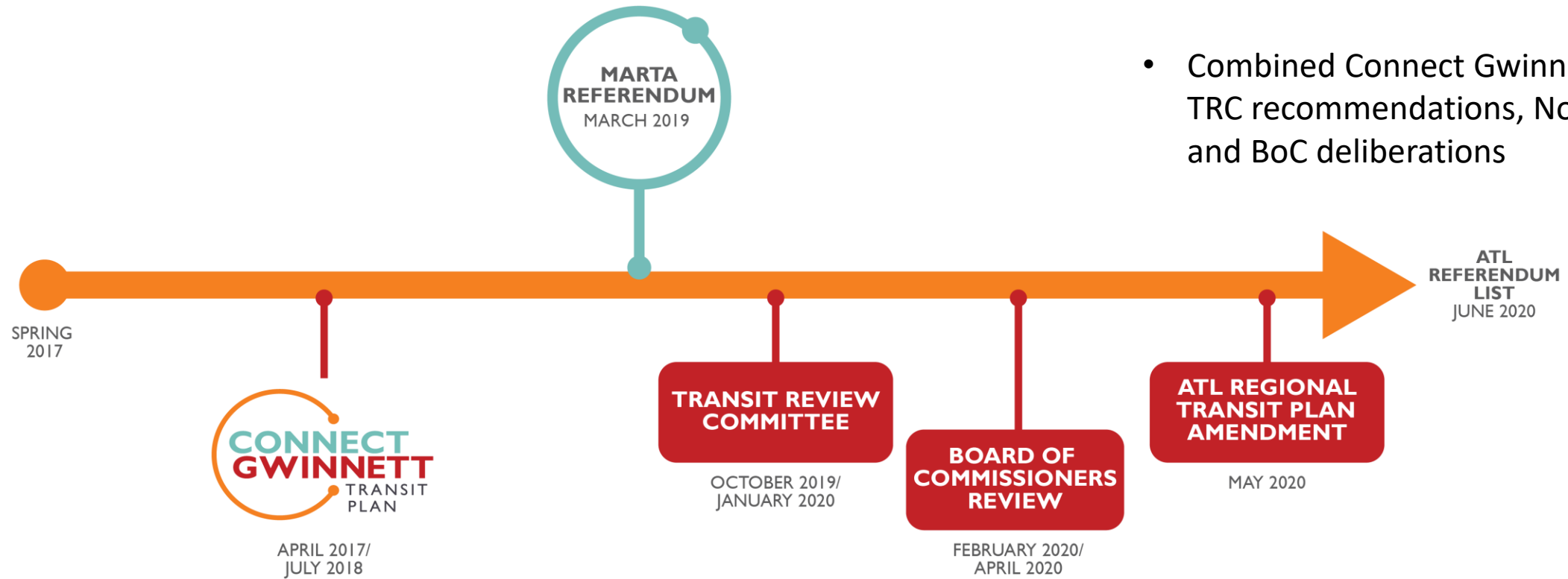
GWINNETT PLANNING PROCESS TO DATE



Transit Review Committee Recommendations:

- Outlined a **more aggressive mid-range (10-year) implementation strategy** than Connect Gwinnett
- Select **highlights include**:
 - Expanded paratransit coverage
 - Greater fixed route intra-County coverage including in Lilburn, Sugar Hill, Suwanee, and Buford
 - Greater inter-County and regional connectivity including to Alpharetta and Stonecrest
 - ART to BRT Mall of Georgia route

GWINNETT PLANNING PROCESS TO DATE




ARTP Amendment:

- Combined Connect Gwinnett project list, TRC recommendations, No-Rail option, and BoC deliberations



ATL PROCESS RELATED TO GWINNETT COUNTY TRANSIT


► **May 27:** ATL Board unanimously approved proposed Gwinnett amendment to 2019 ARTP

- 
- Projects proposed by a County in transit referendum must be selected from the ARTP
 - Amended ARTP includes 99 Gwinnett projects submitted by County
 - Included 30-day public comment period



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► **May 28:** Gwinnett held required meeting with municipalities to discuss project list



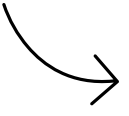
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► **June 16:** Gwinnett Board of Commissioners voted to submit to ATL a subset of 82 transit projects from the ARTP with the intent to fund them through a potential sales tax authorized by voter referendum

- 
- ATL has 20 days to approve or deny the submitted transit projects and operators from the County. Deadline expires July 9, 2020 - date of specially called ATL Board Meeting
 - If ATL Board approves proposed referendum project list, Gwinnett Board of Commissioners can then vote to place referendum on ballot



ATL REFERENDUM LIST REVIEW CHECKLIST

Robust Public Engagement

Context-specific Service

Regional Connectivity

Fiscally Sound

Alignment with Governing Principles



ATL REFERENDUM LIST REVIEW CHECKLIST




Robust Public Engagement

Context-specific Service

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Alignment with Governing Principles



Context-specific Service & Regional Connectivity

PROJECT LIST OVERVIEW



1 Heavy rail extension



3 Direct Connect routes



4 BRT routes



7 ART routes



8 Flex or micro-transit zones



13 Express commuter routes



22 Local bus routes

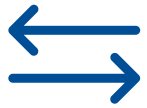


Paratransit service

PROJECT LIST OVERVIEW



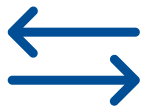
1 Multi-modal hub



1 Upgraded transit center



3 Upgraded park-and-rides



3 New transit centers

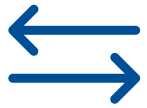


6 New park-and-rides

PROJECT LIST OVERVIEW



1 Multi-modal hub



1 Upgraded transit center



3 Upgraded park-and-rides

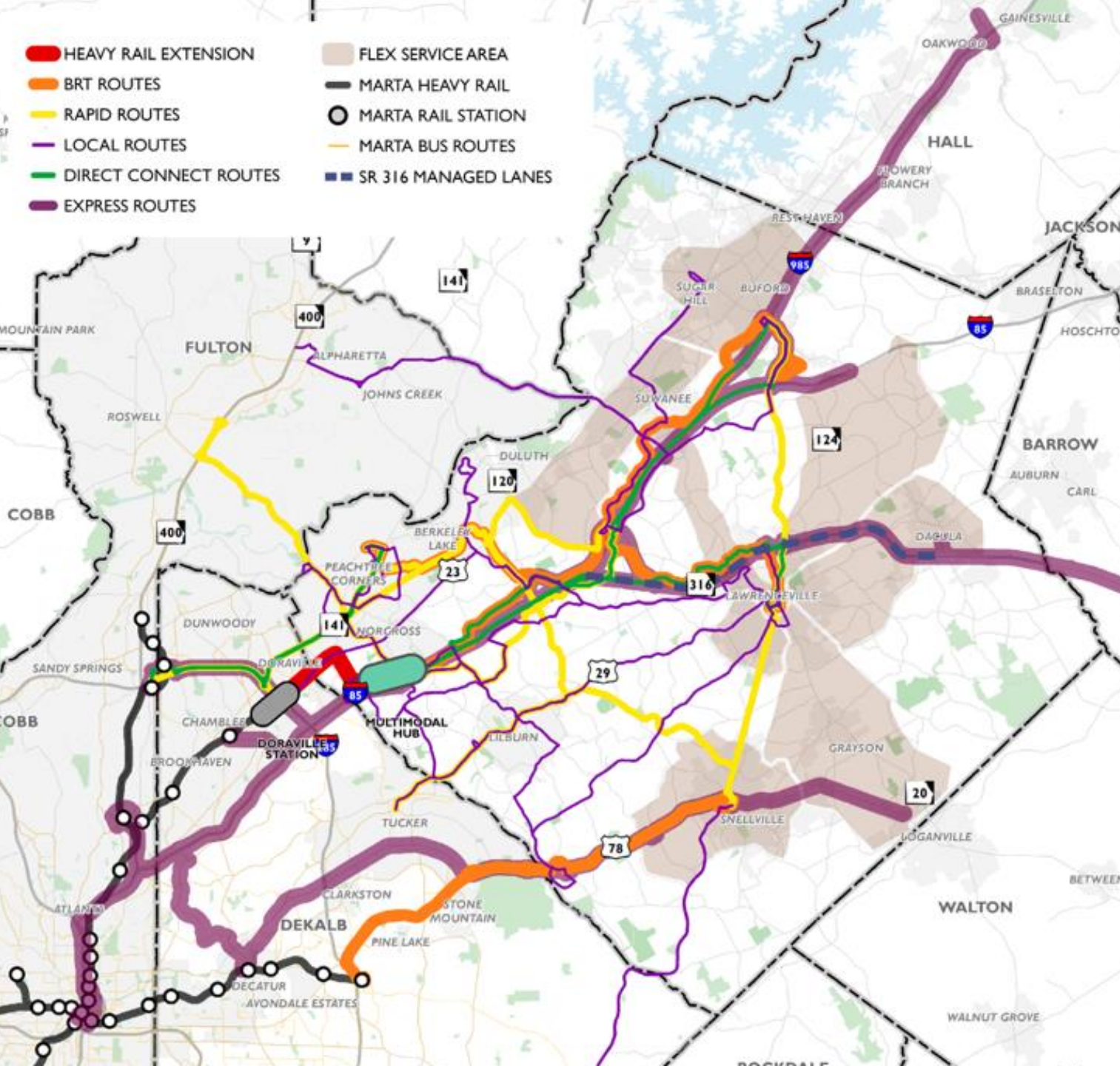


3 New transit centers



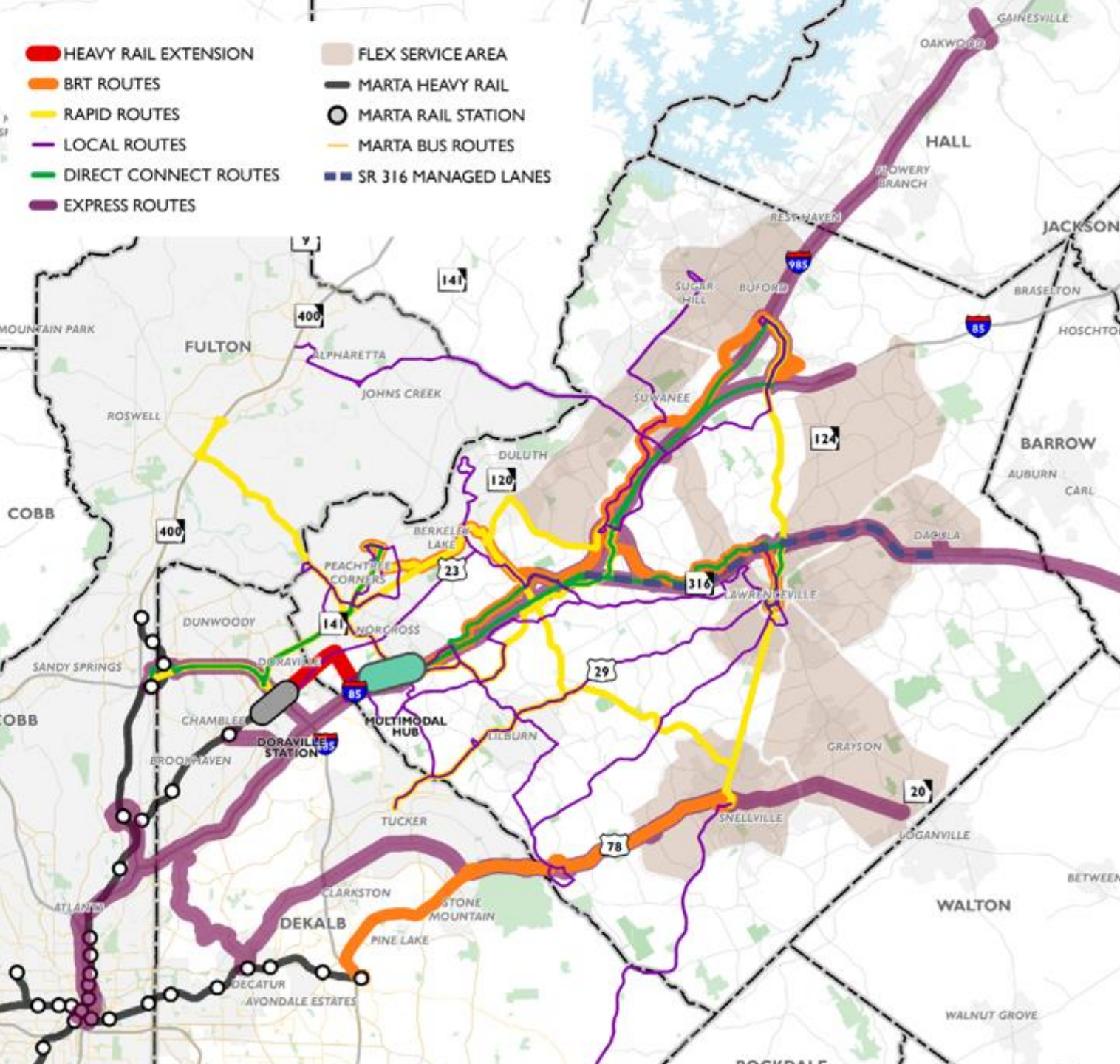
6 New park-and-rides

- ▶ New Maintenance Facility
- ▶ Vanpool Subsidy
- ▶ Rideshare/TNC Subsidy
- ▶ System Technology Upgrades
- ▶ Flex Service Capital Upgrades
- ▶ Local Bus Stop Upgrades
- ▶ Bus Replacement and Rehab
- ▶ SR 316 Managed Lanes Support



HIGH CAPACITY CONNECTIONS

- ▶ HRT Extension: Doraville MARTA Station/Multi-modal Hub
- ▶ BRT 702: Snellville/Indian Creek MARTA Station via US 78
- ▶ ART/Rapid 205: Multi-modal Hub/North Fulton via Holcomb Bridge Road
- ▶ ART/Rapid Corridor 207: Peachtree Corners/Perimeter
- ▶ ART/Rapid Corridor 208: Lilburn/Tucker



REGIONAL CONNECTIONS



Local Bus:

- ▶ Stonecrest
- ▶ Tucker (2 routes)
- ▶ Alpharetta

Commuter Bus:

- ▶ Athens
- ▶ Buckhead
- ▶ Downtown/Midtown ATL
- ▶ Decatur
- ▶ Emory/CDC
- ▶ Hall County
- ▶ Perimeter



ATL REFERENDUM LIST REVIEW CHECKLIST



Robust Public Engagement



Context-specific Service



Regional Connectivity

Fiscally Sound

Alignment with Governing Principles

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



Fiscally Sound

PORTFOLIO FINANCIAL ASSUMPTIONS REVIEW

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





PORTFOLIO CAPITAL COST OVERVIEW *(\$2019)*



\$1.18B Heavy Rail



\$408M State of Good Repair



\$13.6M Direct Connect



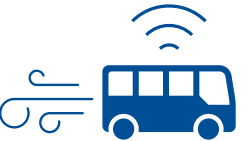
\$76.0M Express Routes



\$1.18B BRT Routes



\$223M Local Routes



\$681M ART Routes



\$352M Facilities & Hubs

\$4.20B Total Capital Cost



PORTFOLIO 20-YEAR O&M COST OVERVIEW *(\$2019)*



\$271M Heavy rail



\$219M Flex/TNC/Vanpool



\$100M Direct Connect



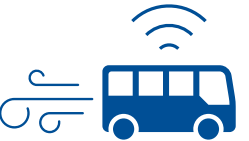
\$286M Express Routes



\$453M BRT Routes



\$817M Local Routes



\$409M ART Routes



\$183M Paratransit

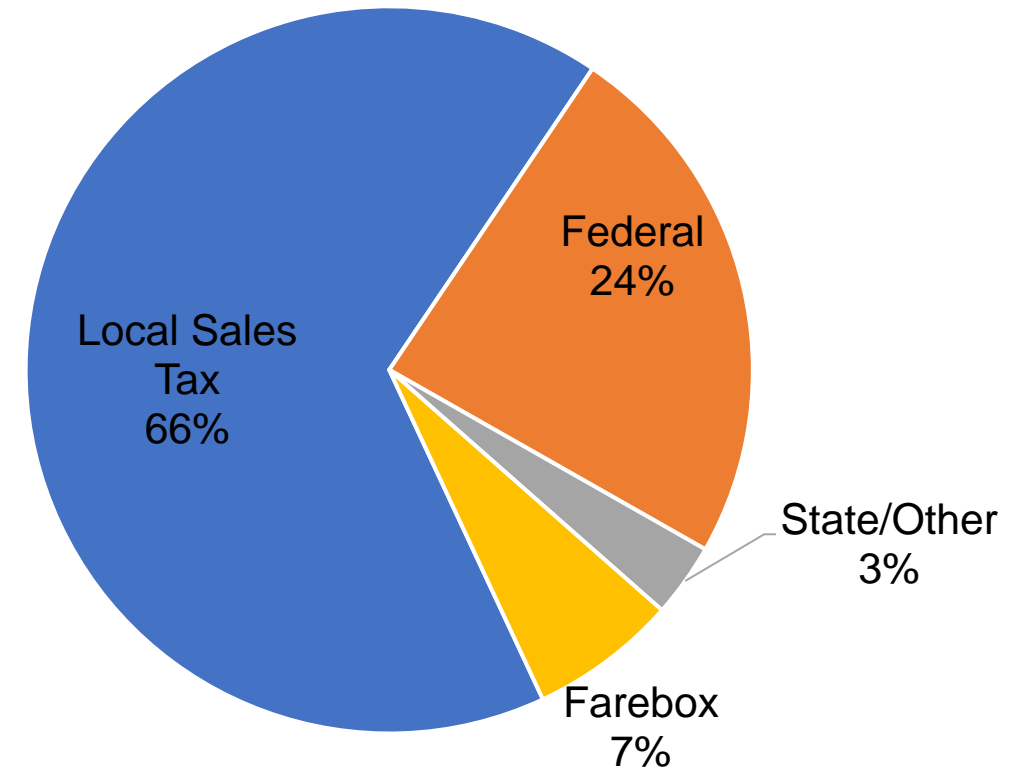
\$2.76B Total 20-Year O&M



PORTFOLIO FUND SOURCE REVIEW

| Funding Source | Amounts in Millions (YOE) |
|------------------------|---------------------------|
| Local Sales Tax | \$8,100 |
| Federal | \$2,900 |
| State/Other | \$400 |
| Farebox | \$800 |
| Total Portfolio | \$12,200 |

Portfolio Funding Source By % Share





PORTFOLIO CAPITAL INVESTMENT GRANT (CIG) ANALYSIS

FTA's primary grant program for funding major transit capital investments:

- Approx. \$2.3B appropriated by Congress annually
- Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit (BRT)
- Funds new fixed guideway systems or extension to existing systems

New Starts Projects:

- Total project cost greater than \$300M or New Starts funding sought exceeds \$100M

Small Starts Projects:

- Total project cost less than \$300M or Small Starts funding sought is less than \$100M



HISTORICAL FTA CIG PROGRAM FUNDING BREAKDOWN

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



Arterial** & Bus Rapid Transit

CIG Fed. Share: 52%

Total Projects: 21



Streetcar

CIG Fed. Share: 37%

Total Projects: 2



Commuter Rail

CIG Fed. Share: 35%

Total Projects: 3



Light Rail

CIG Fed. Share: 33%

Total Projects: 6



Heavy Rail

CIG Fed. Share: 39%

Total Projects: 3



PORTFOLIO CIG FUNDING ANALYSIS

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



Heavy Rail

CIG Fed. Share: 35%

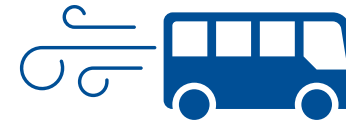
Total Projects: 1



Arterial* & Bus Rapid Transit

CIG Fed. Share: 50%

Total Projects: 5



Bus Rapid Transit 700

CIG Fed. Share: 33%

Total Projects: 1



ATL REFERENDUM LIST REVIEW CHECKLIST

☒ **Robust Public Engagement**

- Portfolio financial assumptions align with proposed growth rates

☒ **Context-specific Service**

- Federal Capital Investment Grant assumptions are consistent with current FTA project awards

☒ **Regional Connectivity**

☒ **Fiscally Sound**

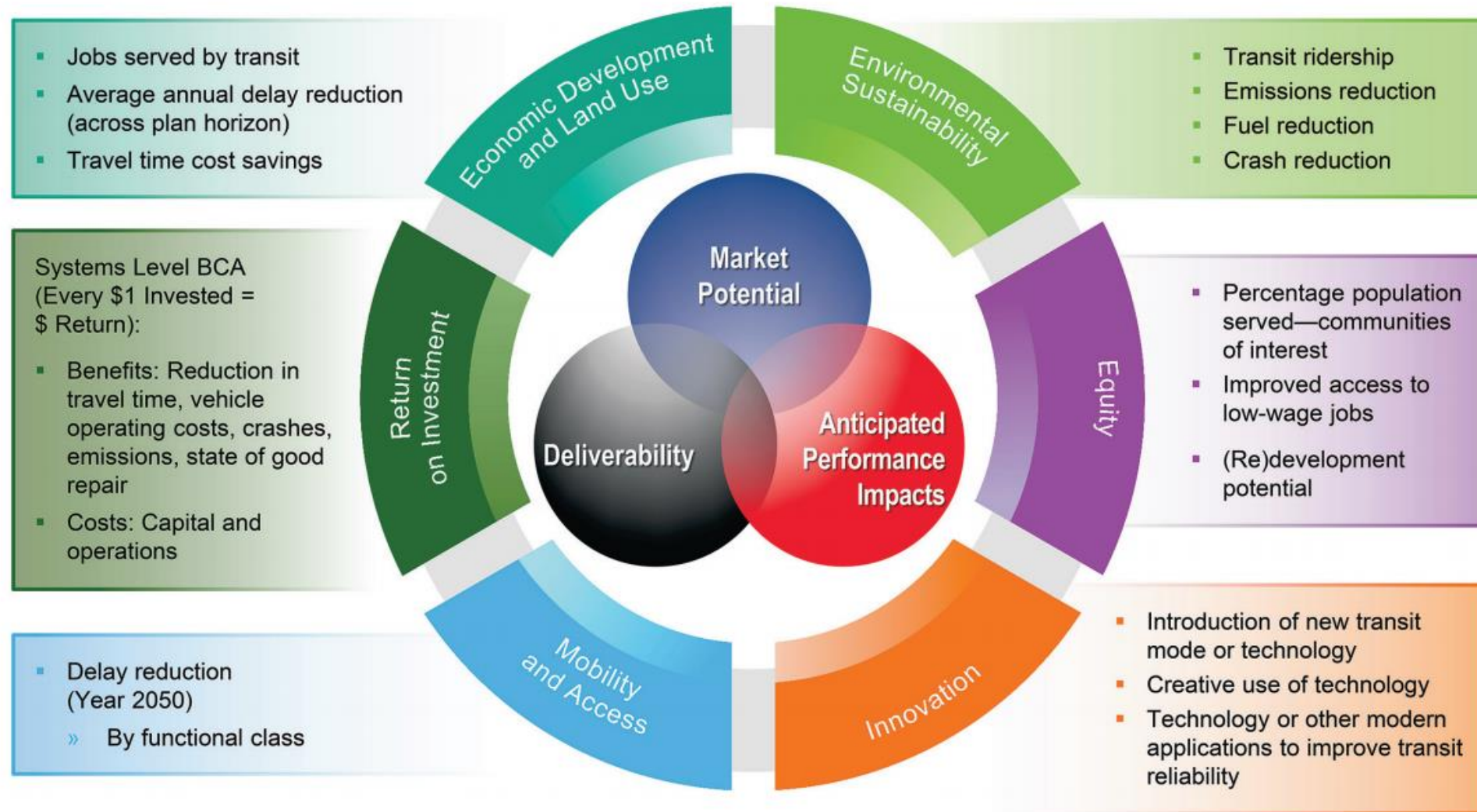
- Portfolio financial structure is constrained to projected revenues and is consistent with federal and local funding assumptions

Alignment with Governing Principles



Alignment with Governing Principles

PERFORMANCE OVERVIEW





Environmental Sustainability

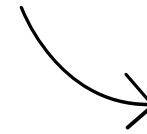


900%

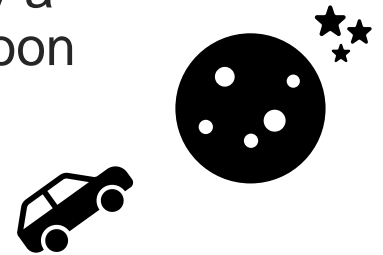
Increase in **annual transit ridership** for the proposed network compared to the existing network

210,000 miles

Decrease in **daily vehicle miles traveled (VMT)**



That's nearly a trip to the moon





Economic Development & Land Use



In 2050, without transit investments:

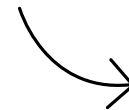
35%

Of **jobs** will be within $\frac{1}{4}$ mile of an **existing local bus stop**

*In 2050, **with** transit investments:*

63%

Of **jobs** will be within $\frac{1}{4}$ of a **local bus stop** or $\frac{1}{2}$ mile of **BRT, ART, or HRT stop**



That's an

80%

increase



Equity

35%

Percent of the **general population** with access to fixed route transit

44%

Percent of the **low-income population** with access to fixed route transit

39%

Percent of the **minority population** with access to fixed route transit





Equity



HOW MUCH DOES **FIXED ROUTE COVERAGE CHANGE?**

70%

Increase in coverage for
low-income populations

95%

Increase in coverage for
minority populations

187%

Increase in coverage for
older adults (65+)



Equity



HOW MUCH OF GWINNETT COUNTY CAN ACCESS THE
NEW MICRO-TRANSIT SERVICE?

29%

Percent of the **low-income population**

28%

Percent of the **minority population**

35%

Percent of **older adults (65+)**



Innovation

SYSTEM TECHNOLOGY UPGRADES FUNDING

- ▶ Dedicated funds to consistently upgrade technology and leverage technological innovations
- ▶ Will be used for both customer-facing and internal technology

FLEX SERVICE CAPITAL FUNDING

- ▶ To ensure that the technology used to run the Flex/micro-transit service is upgraded as new and improved systems are developed

TNC/RIDESHARE SUBSIDY

- ▶ Envisioned for areas outside of the fixed route and micro-transit service areas
- ▶ To take advantage of the service provided by TNC/rideshare to supplement traditional transit service



Mobility & Access

77%

Increase in Gwinnett County
**residents within a 45-minute transit
plus walk trip** to Doraville MARTA
Station

75%

Increase in Gwinnett County
**jobs within a 45-minute transit
plus walk trip** to Doraville
MARTA Station

177%

Increase in **paratransit access**
for the **general population**

142%

Projected increase in **fixed route
coverage** for the general population
by 2050





Return on Investment

\$4.3 billion

In capital investment
(excluding bus purchasing cost)



could lead to a

\$21.5 billion

potential total return on investment
based on APTA's *Economic
Impact of Public Transportation
Investment Report* (2020)



That's a

5:1

return



ATL REFERENDUM LIST REVIEW CHECKLIST

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



Thank you | Questions