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
    o Fees on Ride Shares, Taxis, and Limos w/Revenue Dedicated to Transit
    o Up to 10% of Hotel and Heavy Truck Fees Allowed for Transit Uses
  • HB 511 (Rep. Kevin Tanner): Various ATL Statute Modifications
    o Clarifies ATL Board Election Process and Term Ending Dates for District-based Members
    o 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

► 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

<table>
<thead>
<tr>
<th><strong>Invest in America Act</strong> (House – June 2020):</th>
<th><strong>Senate EPW Committee</strong> (July 2019):</th>
<th><strong>Trump Administration</strong> (Feb. 2020):</th>
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<tbody>
<tr>
<td>►$105B in transit funding over 5 years</td>
<td>►$287B in highway funding over 5 years</td>
<td>►$1 trillion in total funding over 10 years</td>
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<tr>
<td>►Prioritize “fix it first” and reforms CIG project delivery</td>
<td>►Transit considered separately by Banking Committee</td>
<td>►$810M for roads, bridges, transit in formula funds</td>
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<tr>
<td>►Increases Small Starts limit to $400M</td>
<td>►APTA recommended $145B for transit over 6 years</td>
<td>►$190M in “one-time grants” for specific infrastructure projects</td>
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►No funding sources have been identified with these proposals
►Action not expected in 2020 due to election year factors
Questions?
Process Overview
GWINNETT PLANNING PROCESS TO DATE
GWINNETT PLANNING PROCESS TO DATE

CONNECT GWINNETT PUBLIC OUTREACH

30+ COMMUNITY EVENTS

12-stop-COUNTYWIDE BUS TOUR

10 FOCUS GROUPS

5,690 SURVEY PARTICIPANTS

200+ PUBLIC OPEN HOUSE ATTENDEES

1,000 SCIENTIFIC PHONE SURVEY PARTICIPANTS

SPRING 2017

APRIL 2017/JULY 2018
GWINNETT PLANNING PROCESS TO DATE

MARTA REFERENDUM
MARCH 2019

SPRING 2017

CONNECT GWINNETT TRANSIT PLAN
APRIL 2017/
JULY 2018

10
GWINNETT PLANNING PROCESS TO DATE

- **MARTA REFERENDUM**
  - March 2019

- **TRANSIT REVIEW COMMITTEE**
  - October 2019/
    - January 2020

- **CONNECT GWINNETT TRANSIT PLAN**
  - April 2017/
    - July 2018

- **SPRING 2017**
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
May 27: ATL Board unanimously approved proposed Gwinnett amendment to 2019 ARTP

- Projects proposed by a County in transit referendum must be selected from the ARTP
- Amended ARTP includes 99 Gwinnett projects submitted by County
- Included 30-day public comment period
May 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
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May 28: Gwinnett held required meeting with municipalities to discuss project list

NOTE: Applicable statutes governing this process are found at GA Code 48-8-269.45
May 27: ATL Board unanimously approved proposed Gwinnett amendment to 2019 ARTP
  - Projects proposed by a County in transit referendum must be selected from the ARTP
  - Amended ARTP includes 99 Gwinnett projects submitted by County
  - Included 30-day public comment period

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

June 16: Gwinnett Board of Commissioners voted to submit to ATL a subset of 82 transit projects from the ARTP with the intent to fund them through a potential sales tax authorized by voter referendum
  - ATL has 20 days to approve or deny the submitted transit projects and operators from the County. Deadline expires July 9, 2020 - date of specially called ATL Board Meeting
  - If ATL Board approves proposed referendum project list, Gwinnett Board of Commissioners can then vote to place referendum on ballot

NOTE: Applicable statutes governing this process are found at GA Code 48-8-269.45
Robust Public Engagement

Context-specific Service

Regional Connectivity

Fiscally Sound

Alignment with Governing Principles
Robust Public Engagement

Context-specific Service

Regional Connectivity

Fiscally Sound

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
   - New Maintenance Facility
   - Vanpool Subsidy

1. Upgraded transit center
   - Rideshare/TNC Subsidy
   - System Technology Upgrades

3. Upgraded park-and-rides
   - Flex Service Capital Upgrades
   - Local Bus Stop Upgrades

3. New transit centers
   - Bus Replacement and Rehab

6. New park-and-rides
   - SR 316 Managed Lanes Support
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
Local Bus:
- Stonecrest
- Tucker (2 routes)
- Alpharetta

Commuter Bus:
- Athens
- Buckhead
- Downtown/Midtown ATL
- Decatur
- Emory/CDC
- Hall County
- Perimeter
Robust Public Engagement

- Projects were developed and prioritized with an eye towards future conditions

Context-specific Service

- Considered employment and population growth and where density of both would occur in the County

Regional Connectivity

- Considered how to best serve various populations with unique needs such as seniors, low-income household, and people with disabilities

Fiscally Sound

Alignment with Governing Principles

- Considered balancing local and regional service needs within a constrained funding environment
PORTFOLIO FINANCIAL ASSUMPTIONS REVIEW

► 30-year County annual population growth rate based on ARC 2050 projections is approx. 1.5%

► Assumed sales tax growth rate:
  ► 1.5% for first 5 years
  ► 1.0% for remaining 25 years

► Expenditure growth assumptions are higher than projected revenue growth across all project types and ongoing O&M
PORTFOLIO CAPITAL COST OVERVIEW ($2019)

- $1.18B Heavy Rail
- $13.6M Direct Connect
- $1.18B BRT Routes
- $681M ART Routes
- $408M State of Good Repair
- $76.0M Express Routes
- $223M Local Routes
- $352M Facilities & Hubs

$4.20B Total Capital Cost
PORTFOLIO 20-YEAR O&M COST OVERVIEW ($2019)

- $271M Heavy rail
- $100M Direct Connect
- $453M BRT Routes
- $409M ART Routes
- $219M Flex/TNC/Vanpool
- $286M Express Routes
- $817M Local Routes
- $183M Paratransit

$2.76B Total 20-Year O&M
## PORTFOLIO FUND SOURCE REVIEW

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amounts in Millions (YOE)</th>
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<tbody>
<tr>
<td>Local Sales Tax</td>
<td>$8,100</td>
</tr>
<tr>
<td>Federal</td>
<td>$2,900</td>
</tr>
<tr>
<td>State/Other</td>
<td>$400</td>
</tr>
<tr>
<td>Farebox</td>
<td>$800</td>
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<tr>
<td><strong>Total Portfolio</strong></td>
<td><strong>$12,200</strong></td>
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### Portfolio Funding Source By % Share

- **Local Sales Tax**: 66%
- **Federal**: 24%
- **State/Other**: 3%
- **Farebox**: 7%

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*Image: Portal logo, business document image*
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
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)*

<table>
<thead>
<tr>
<th>Mode</th>
<th>CIG Fed. Share</th>
<th>Total Projects</th>
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<tbody>
<tr>
<td>Arterial** &amp; Bus Rapid Transit</td>
<td>52%</td>
<td>21</td>
</tr>
<tr>
<td>Streetcar</td>
<td>37%</td>
<td>2</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>35%</td>
<td>3</td>
</tr>
<tr>
<td>Light Rail</td>
<td>33%</td>
<td>6</td>
</tr>
<tr>
<td>Heavy Rail</td>
<td>39%</td>
<td>3</td>
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*FTA CIG Comparison Report from 1/20/17 thru 5/13/2020

**FTA characterizes this service as Corridor Based BRT in CIG Program
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

*FTA characterizes this service as Corridor Based BRT in CIG Program*
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
  - Portfolio financial structure is constrained to projected revenues and is consistent with federal and local funding assumptions

- Fiscally Sound
  - Alignment with Governing Principles
Alignment with Governing Principles
PERFORMANCE OVERVIEW

- Jobs served by transit
- Average annual delay reduction (across plan horizon)
- Travel time cost savings

- Transit ridership
- Emissions reduction
- Fuel reduction
- Crash reduction

Systems Level BCA (Every $1 Invested = $ Return):
- Benefits: Reduction in travel time, vehicle operating costs, crashes, emissions, state of good repair
- Costs: Capital and operations

- Percentage population served—communities of interest
- Improved access to low-wage jobs
- (Re)development potential

- Delay reduction (Year 2050)
  - By functional class

- Introduction of new transit mode or technology
- Creative use of technology
- Technology or other modern applications to improve transit reliability
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
Assumes population within ¼ mile of Local stops and ½ mile of HRT, BRT, and ART stops; Other services not reflected include Express Commuter, Direct Connect, vanpool subsidies, TNC subsidies for those outside the service area, and paratransit service.
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+)

Assumes population within ¼ mile of Local stops and ½ mile of HRT, BRT, and ART stops; Other services not reflected include Express Commuter, Direct Connect, vanpool subsidies, TNC subsidies for those outside the service area, and paratransit service.
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+)

Other services not reflected include Express Commuter, Direct Connect, vanpool subsidies, TNC subsidies for those outside the service area, and paratransit service.
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

Based on ARC’s 2015 Population and Employment Data
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