

Gwinnett County Transit Projects

PRIORITY INVESTMENT LIST



FY 2023

The Atlanta-Region Transit Link Authority (ATL) is pleased to present this Priority Investment List for the Georgia General Assembly's consideration for funding. Each project was selected through a partnership between the ATL and the project sponsor and reflects an opportunity to move the needle for transit mobility and access in the Atlanta region.

Atlanta Region Transit Districts

CobbLinc

Cumberland Transfer Center
Marietta Transfer Center

Connect Douglas

Commuter Vanpool Vehicles
Fixed Route Vehicles
Paratransit Vehicles
Bus Shelters and Passenger Amenities

ATL Airport CIDs

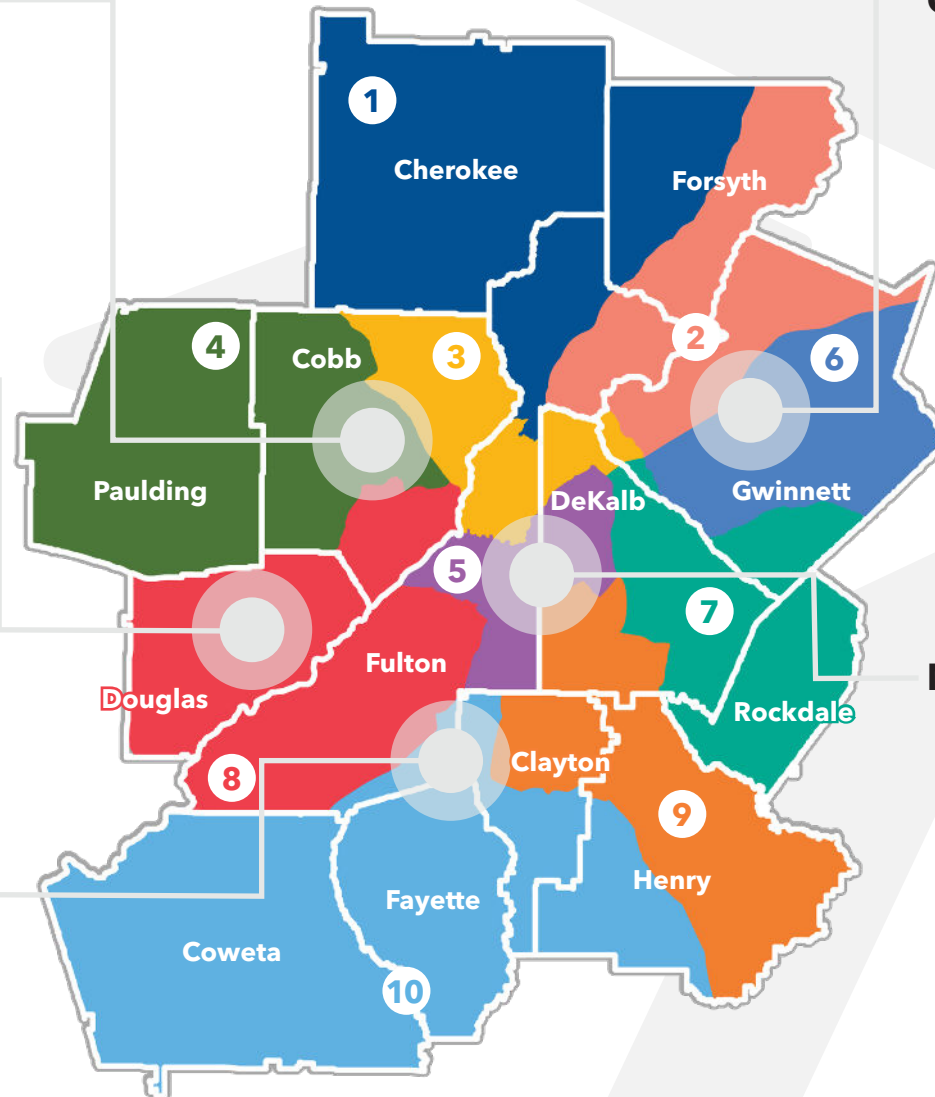
Turnkey Micromobility Project

Gwinnett County Transit (GCT)

Gwinnett Place Transit Center
Lawrenceville to Snellville Fixed Route Vehicle Funding
Athens Commuter Route
Buford/Suwanee Microtransit Zone
Dacula/Lawrenceville Microtransit Zone

MARTA

Clifton Corridor HCT - Phase 1A
Campbellton Road HCT
Clayton County BRT - Phase 1
Station Rehabilitation Program
Roofing Rehabilitation Program



The ATL's 2020 Annual Report and Audit (ARA) demonstrates transit is a critical component of metro Atlanta's economic vitality, creating jobs and generating business sales throughout the region. The total economic impacts of operations, maintenance, and capital expenditures by operating agencies fall in to three distinct categories, as shown in the graphic to the right.



**Activity
Directly
Supported**

Transit agencies employ workers, pay them wages, and invest in equipment and supplies



**Supplier
Activity
(Indirect)**

Transit agencies purchase goods and services from companies who in turn employ and pay workers



**Spending
of Worker
Income
(Induced)**

Transit agency and supplier employees spend their income, generating additional activity within the regional economy

In FY 2019, **transit agencies within the ATL region invested a total of \$873 million** to operate, maintain, and improve the regional transit network. This resulted in the following economic impacts:



Nearly **15,000 jobs**
with **\$932 million**
in income for employees



\$1.2 billion
added to the Gross
Regional Product



Over **\$2 billion**
in regional business
sales

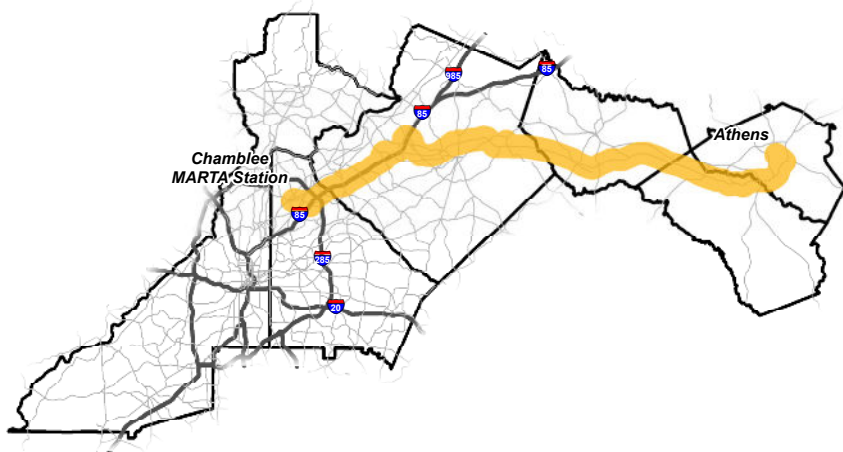
The State of Georgia has an opportunity to continue to grow the economic impact and provide vital access and mobility benefits to its citizens through state transit funding. The following factsheets present information about each project including benefits of the project, how state funding will be applied to bridge the funding gap.

ATHENS REGIONAL COMMUTER BUS

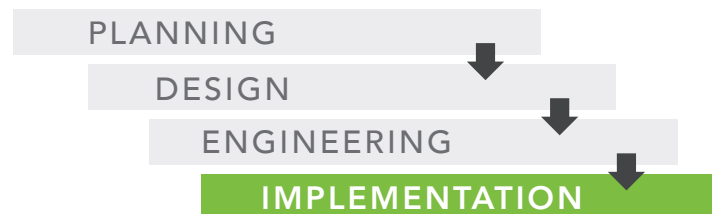
PROJECT DESCRIPTION

Gwinnett County Transit is planning to provide commuter express bus service between the Chamblee MARTA Station and Athens. The route would connect several park-and-ride facilities along the I-85 and SR 316 corridor and provide a connection to the proposed Rowen development in Gwinnett County. Gwinnett County Transit is anticipating buses every hour during weekday mornings and afternoons. Gwinnett County Transit is actively coordinating with Athens-Clarke County Transit to form a funding partnership.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



23%
Increase in
job access via
transit



35%
Increase in
transit access
to **ADA**
populations



25%
Increase in
low-wage
job access via
transit



Increased
mobility
options



Rapid and
reliable peak
hour service



Shorter
commute
times

PROJECT COST
\$6 million

**LOCAL
PLANNED
FUNDS**
\$1 million

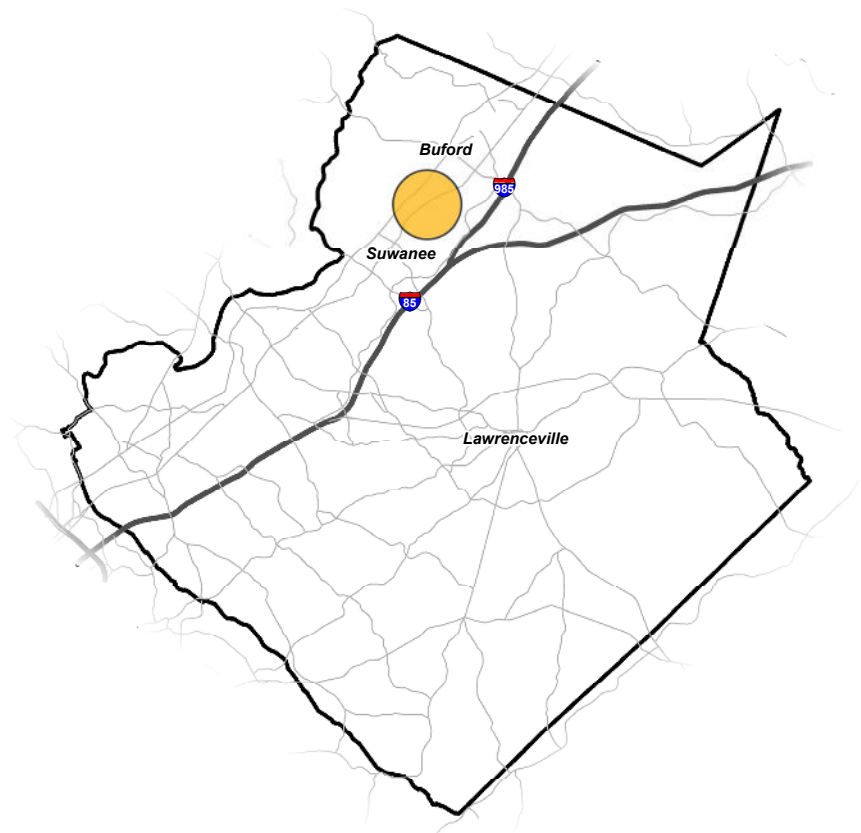
**INVESTMENT
REQUESTED**
\$5 million



PROJECT DESCRIPTION

Microtransit is an innovative on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. This zone will be anchored by the Gas South Arena where passengers can transfer to fixed route services.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$800,000

LEVERAGE
PLANNED
FEDERAL FUNDS
\$400,000



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



2126%
Increase in
job access via
transit



2570%
Increase in
transit access
for **zero-car
households**



2999%
Increase in
transit access
for **minority
populations**



**Flexible
alternative** to
meet demand



**Equitable
access to
transit** for
people with
disabilities



Improved
**customer
experience**
due to reduced
wait times

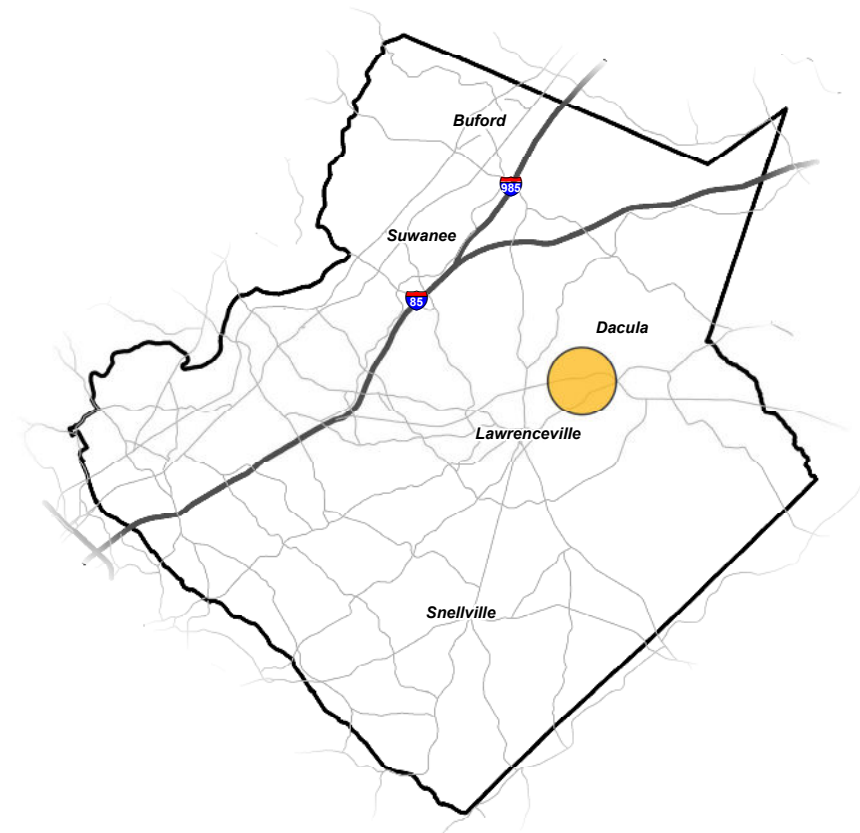
INVESTMENT
REQUESTED
\$400,000

DACULA / LAWRENCEVILLE MICROTRANSIT ZONE

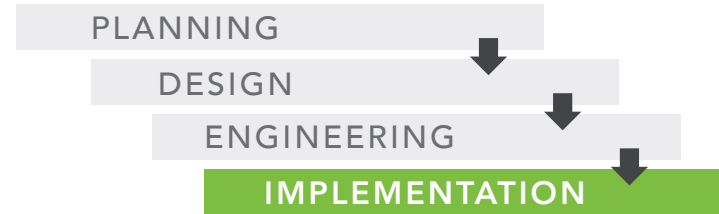
PROJECT DESCRIPTION

Microtransit is an innovative on-demand transit service that carries passengers upon request within the flex route service area. Flex Service is implemented in locations where transit is desired but population or employment densities do not support fixed route transit. This zone will be anchored by the Lawrenceville Transit Center where passengers can transfer to fixed route services.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$800,000

LEVERAGE PLANNED FEDERAL FUNDS
\$400,000



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



609%
Increase in transit access for **households in poverty**



410%
Increase in transit access to **ADA populations**



224%
Increase in **low-wage job access** via transit



Flexible alternative to meet demand



Equitable access to transit for people with disabilities



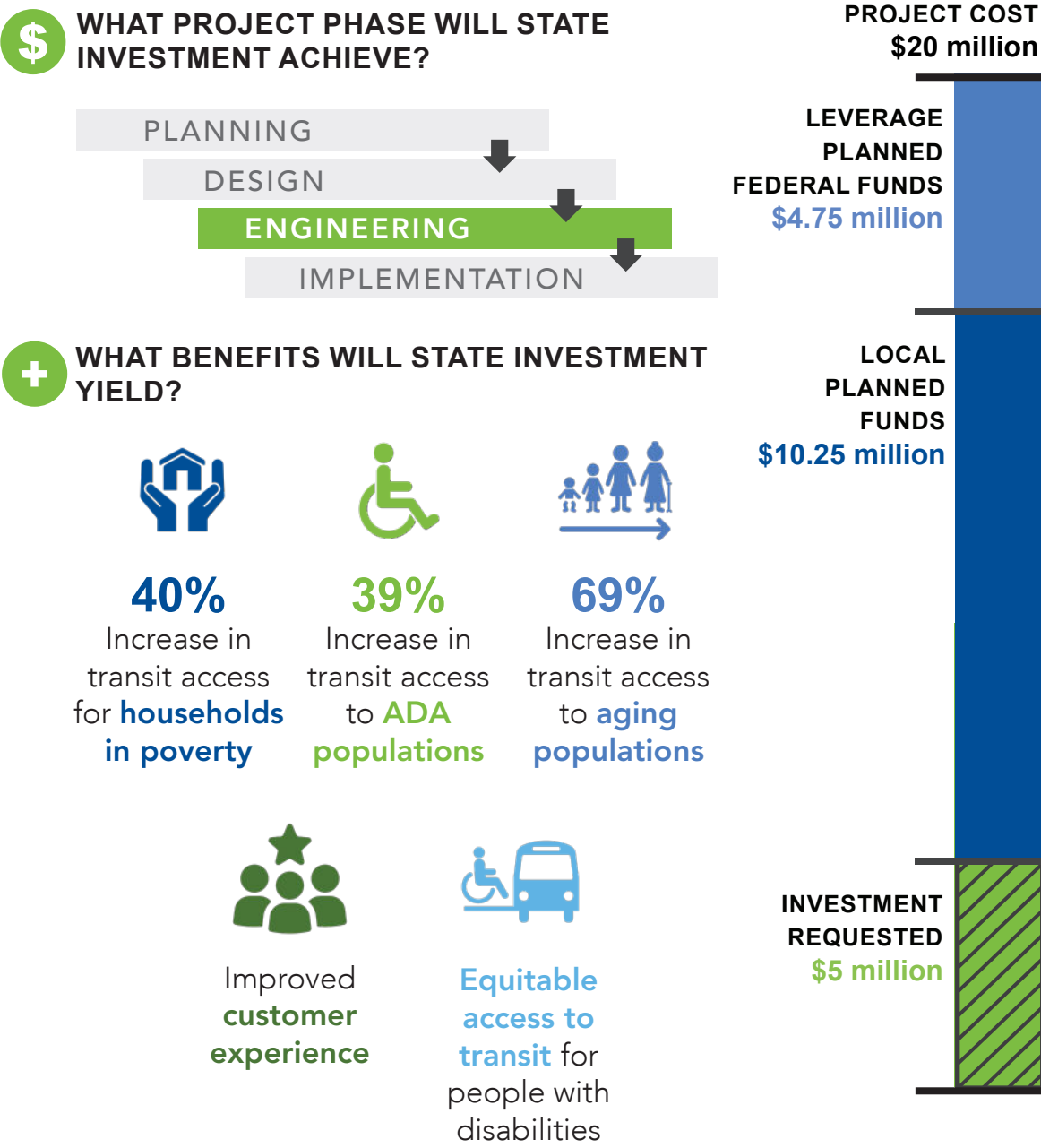
Improved **customer experience** due to reduced wait times

INVESTMENT REQUESTED
\$400,000

PROJECT DESCRIPTION

Gwinnett County Transit is planning to enhance the existing transfer center to allow for the planned increased transit services. This center will be the main hub for transfers within the system and will feature on-site customer service staff. The facility upgrades include waiting areas, stop amenities, customer service facilities, and ticket vending.

WHERE IS THIS PROJECT LOCATED?



LAWRENCEVILLE TO SNELLVILLE FIXED ROUTE VEHICLES

PROJECT DESCRIPTION

Gwinnett County Transit is planning to purchase new fixed route vehicles to implement a new local bus route between Georgia Gwinnett College in Lawrenceville and Snellville.

WHERE IS THIS PROJECT LOCATED?



WHAT PROJECT PHASE WILL STATE INVESTMENT ACHIEVE?



PROJECT COST
\$3.5 million

LEVERAGE
PLANNED
FEDERAL FUNDS
\$1.639 million



WHAT BENEFITS WILL STATE INVESTMENT YIELD?



45%

Increase in
transit access
for **zero-car**
households



173%

Increase in
transit access
via **low-wage**
job access



190%

Increase in
transit access
to **middle**
income
households



Increased
mobility
options



Equitable
access to
transit for
people with
disabilities



Increased
interest in riding
by transit by
providing new
vehicles

LOCAL
PLANNED
FUNDS
\$861,000

INVESTMENT
REQUESTED
\$1 million

REFERENCES

- ¹ "Safer Stops for Vulnerable Customers", FDOT, 2003
- ² Final Report 1214 "The Role of Bus Stop Features in Facilitating Accessibility", National Institute for Transportation and Communities, 2020, p.32
- ³ TRCP Report 46 "The Role of Transit Amenities and Vehicle Characteristics in Building Transit Ridership: Amenities for Transit Handbook and The Transit Design Game Workbook", TRB, National Research Council, Washington D.C. p.21
- ⁴ According to ATL's 2020 Annual Report and Audit.
- ⁵ "The Benefits of Reliable Federal Funding for Public Transportation, Cline, Sarah, American Public Transportation Association, p.11
- ⁶ TRCP Report 46 "The Role of Transit Amenities and Vehicle Characteristics in Building Transit Ridership: Amenities for Transit Handbook and The Transit Design Game Workbook", TRB, National Research Council, Washington D.C. p.23