



FULTON COUNTY BOC AND MAYORS MEETING AGENDA

April 23, 2018

Property Tax Update

HB 930 Summary and
Discussion

Animal Control
Update

Other



Property Tax Update

▶ See Handouts



HB 930 - High Level

Passed late in the evening on the final day of the 2018 GA Legislative Session

- House Bill 930 is the culmination of years of work devoted to developing a unified transit governance and funding structure in the metro Atlanta region.

Atlanta Region Transit Link (ATL) Authority

- Creates a new structure for coordinated and integrated transit planning for the 13-county metro Atlanta region





HB 930 - Effects on MARTA

The ATL Authority will become the new federally designated recipient of federal funds after Dec 1, 2018 and will administer the distribution procedures for federal formula funding programs and allocate that funding among operators within the ATL Authority's jurisdiction.

HB 930 preserves MARTA's current operational autonomy and MARTA will be the sole provider of passenger heavy -- rail for the region.

MARTA remains completely intact and retains full autonomy over governance and financial arrangements within existing footprint.



HB 930 - Effects on GRTA

The Georgia Regional Transportation Authority (GRTA) will transition its role in regional transit operations to the ATL Authority no later than July 1, 2020.

GRTA retains authority over the Transportation improvement Program (TIP), Developments of Regional Impact (DRI), and the Governor's Development Council.

The Board structure and state funding mechanisms for GRTA are also preserved in this legislation.



HB 930 - Effects on SRTA

The State Road and Tollway Authority (SRTA) will transition its role in regional transit operations to the ATL Authority no later than July 1, 2021.

- SRTA retains its authority over tolling, GTIB and transportation financing. SRTA's "GO! Transit" program will now be coordinated within the ATL Authority.



HB 930 - Regional Governance Structure

HB 930 creates the ATL Authority, administratively attached to GRTA, to serve as the sole entity for coordination, planning and dispersing of federal and state funding for transit within the jurisdiction of the ATL Authority.



The jurisdiction of the ATL Authority Board extends to the 13 counties currently covered by GRTA:

Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale



HB 930 - Regional Governance Structure

The Board of Directors will consist of 16 members, according to the following:

(1)
Board
Chairman
appointed by
the Governor;

(1)
Commissioner
of
Transportation
(ex-officio);

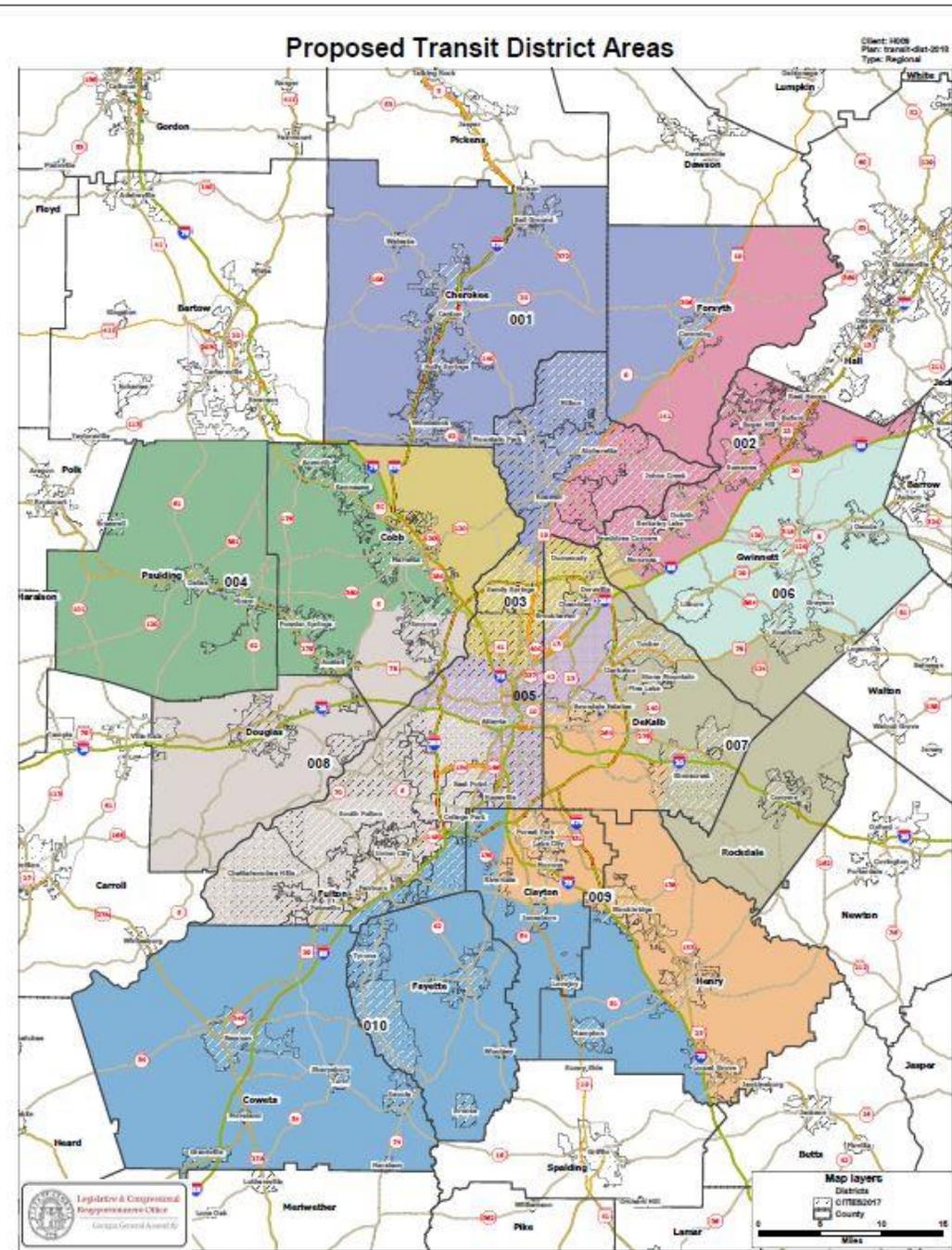
(2)
Two members
appointed by
the Lieutenant
Governor;

(2)
Two members
appointed by
the Speaker of
the House;

(10)
One member
appointed from
each of the 10
authority
districts based
on majority
vote of a
caucus within
that district.



HB 930 - Transit District Areas





HB 930 - Regional Governance Structure

Each caucus will be comprised as follows:

- Members of the House of Representatives whose respective districts include any portion of such authority district;
- Members of the Senate whose respective districts include any portion of such authority district;
- Chairperson of the county board of commissioners whose counties are located within such authority districts;
- One mayor from the municipalities located within such authority districts who shall be chosen by a caucus of all mayors from the municipalities located within such authority district;
- The mayor of the City of Atlanta if such authority district is wholly or partially located within the City of Atlanta.

Each of the 10 ATL Authority District appointees must be a resident of the authority district which he/she represents.

Each appointee must possess significant experience and expertise in a field that is beneficial to the purpose of the ATL Authority. No later than December 1, 2018, each caucus must meet and appoint their respective board members.



HB 930 - Regional Transit Plan

ATL will be responsible for the development and implementation of a regional transit plan and funding management for regional transit.

The regional transit plan is intended to guide the future of transit in the metro Atlanta region.

The ATL Authority is empowered to develop, annually review, and amend, as necessary, the regional transit plan to ensure proper identification and prioritization of projects and initiatives required to implement regional transit.

The regional transit plan must include transit projects based on a region wide approach.



HB 930 - Additional Powers

To use eminent domain powers to acquire property for transit purposes

Plan, design, acquire, construct, add to, extend, improve, equip, operate, and maintain transit systems and transit projects

Provide transit services

Contract with state, regional, or local government, authority, or department, or with any private person, firm, or corporation for the provision of transit planning and transit services

Appoint an Executive Director of the ATL Authority. (The initial Executive Director shall be the Executive Director of GRTA)



HB 930 - Transit Tax

13-County Metro Region Non-attainment (except for Fulton, DeKalb and Clayton)

To finance transit projects outlined in the regional transit plan, metro counties may raise an additional sales tax of up to 1 percent, in increments of .05 percent, for up to 30 years (called TSPLOST).



Counties Outside The Non-attainment Region

These counties may join together for a two county sales tax to finance Transit. Same conditions as above. Example (Columbia and Richmond)





HB 930 - Branding

As part of unifying transit services in the metro Atlanta region, the regional transit plan developed by the ATL Authority must provide for creation of a unified brand to encompass all transit service providers within the ATL Authority's jurisdiction.



Beginning January 1, 2019, MARTA must utilize a logo and brand on any newly acquired capital asset worth more than \$250,000 that is regularly visible to the public.



After January 1, 2023, MARTA must utilize this logo and brand on any of its property. MARTA's adopted logo and brand must include "ATL" as a prominent feature.





HB 930 - Special County Parameters - Cobb County

As an alternative to bringing forth a county-wide TSPLOST referendum, the legislation allows Cobb County to draw a special transit district within the County. A Special District Transit Committee can be formed and charged with creating a special district map for Cobb and identifying the services to be provided within the district.

The Committee will then negotiate a proposed transit contract with MARTA for the provision of heavy rail, light-rail, bus rapid transit, or other modes of transit services in Cobb County.

If no contract has been entered and approved by the voters before December 1, 2019, the section creating the Cobb County Special District will be repealed (but remain in ATL).





HB 930 - Special County Parameters - Gwinnett County

Gwinnett County Board of Commissioners can call for a MARTA referendum after negotiating a rapid transit services contract, and if approved by the voters before January 1, 2019, Gwinnett can negotiate with MARTA for the provision of heavy rail, light-rail, bus rapid transit, or other transit services.

If approved after January 1, 2019, the rapid transit service offered must be a part of the Regional Transit Plan and approved by the ATL Authority.

Gwinnett County can also levy a sales and use tax of up to 1 percent in increments of .05 to fund the obligations of the rapid service contract. Additionally, the Gwinnett County Board of Commissioners can appoint three residents to the MARTA Board who will serve four-year terms if a contract with MARTA is approved.





HB 930 - Special County Parameters - Fulton County

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Fulton County can bring forth a referendum authorizing an additional retail sales and use tax up to .20 percent in increments of .05 percent, for no less than 10 years and no more than 30 years.

This money cannot be used to fund heavy rail expansion but can be used for light-rail, bus rapid transit, or other transit services provided by MARTA. The local governments will have planning and zoning power over any proposed transit-oriented development.

Before a referendum can be called, an intergovernmental agreement must be entered into between the Fulton County Board of Commissioners and the Mayors in Fulton representing at least 70 percent of the population of Fulton County outside the City of Atlanta.





HB 930 - Special County Parameters - Fulton County

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ATL Approval

If the tax is levied after January 1, 2019, the proposed projects must be part of the regional transit plan and approved by the ATL Authority.

NOTE: The word “levied” is still being debated which drives the ATL approval requirement. ATL Board formation deadline is Dec 1, 2018 but the Transit Plan deadline is not defined.

Ballot Question:

“Shall an additional sales tax of ____ percent be collected for a period of ____ years in the portion of Fulton County outside the City of Atlanta for the purpose of (description of project or projects)?”





HB 930 - Special County Parameters - Fulton County

Jurisdiction	Total 2015 Population (Outside Atlanta)	% of County 2015 Population (Outside Atlanta)
ALPHARETTA	63,693	11.02%
CHATTAHOOCHEE HILLS	2,690	0.47%
COLLEGE PARK	13,264	2.29%
EAST POINT	35,467	6.13%
FAIRBURN	13,967	2.42%
HAPEVILLE	6,650	1.15%
JOHNS CREEK	83,335	14.41%
MILTON	37,547	6.49%
MOUNTAIN PARK	556	0.10%
PALMETTO	4,421	0.76%
ROSWELL	94,501	16.34%
SANDY SPRINGS	105,330	18.22%
UNION CITY	20,805	3.60%
NOW SOUTH FULTON	95,968	16.60%
Totals	578,194	100.00%

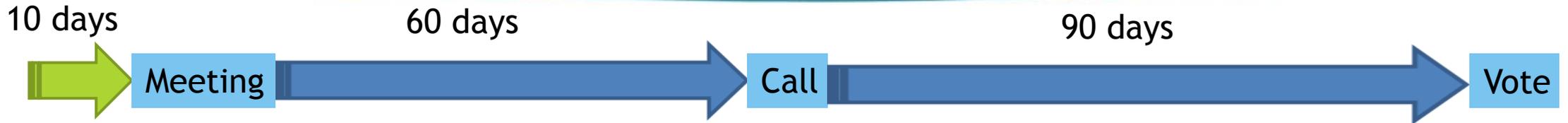
NOTE - This is from 2015 Census data. We need to update to 2017 data that will be available in May. The remaining Unincorporated Fulton is approximately 450-500 people





Hypothetical Timeline for Fulton County Provision (other counties will vary slightly)

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- Step 1 • Written notice to hold meeting 10 days before meeting: date, time, place and purpose
- Step 2 • Hold meeting to discuss projects
- Step 3 • Create and Approve an IGA
- Step 4 • County must approve issuance of the call for the referendum
- Step 5 • County can enter a rapid transit service contract based on IGA that only becomes effective upon passage of a referendum.
- Step 6 • Publish in newspaper for four consecutive weeks before the election
- Step 7 • Vote





2018-19 Election Dates

ELECTION DATE	TYPE OF ELECTION	PROJECTED VOTER TURNOUT	Must Start Process by
May 22, 2018	General Primary, Nonpartisan General Election and Special Election	15-20%	
July 24, 2018	General Primary, Nonpartisan General Election and Special Election Runoff	8-13%	
November 6, 2018	General Election/Special Election	40-50%	May 2018
December 4, 2018	General Election/Special Election Runoff	28-38%	
March, 2019	Special Election (if required)	15-20%	Nov 2018
June, 2019	Special Election (if required)	15-20%	Jan 2019
September, 2019	Special Election (if required)	15-20%	Apr 2019
November, 2019	Municipal General /Special Election (Must start formal process in late May 2019)	15-20%	
December, 2019	Municipal General and Special Election Runoff	15-20%	

2019 dates have not been officially released by Secretary of States Office



Transit Study



Kimley Horn and team have done an outstanding job wrapping up the transit study. The Executive Summary is available on the County's website and the full report is complete. Special thanks to ARC and MARTA for all of their assistance!

Several briefings with City Councils have occurred and are planned. If you would like to have an individual meeting about the study and its implications, please let us know.

The two top priority projects that emerged from the study remain **SR 400 BRT** and **South Fulton Parkway BRT**. As a reminder, we did get a commitment from MARTA for all Operations/Maintenance cost associated with the two BRT projects.

At the 0.20 percent funding level, the study's top two projects can be completed plus other service route improvements and the three buckets on the next page.



Transit Study



In addition to the two BRT Projects, 0.2 Percent funding level still allows the following funding:

LAST MILE CONNECTIVITY PROGRAM (\$25M)

- Delivered by Cities
- Used to connect sidewalk/bike infrastructure

BUS STOP PROGRAM (\$25M)

- Potentially delivered by Cities
- To provide shelters, benches, trash receptacles and lighting

RAIL STATION CONNECTIVITY (\$30M)

- To provide enhanced connectivity to existing/new stations and surrounding areas



Decision Points for GA 400 Managed Lanes



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Managed Lanes are still the state's clear strategy. Opportunity driven response to GA 400 managed lane construction, so *timing is critical.*

- GDOT hopes to have the managed lanes under construction in the next five years. This should be an incredible opportunity for partnership with GDOT, which will be funding a significant portion of the needed transit corridor.

Connect 400 has been under detailed planning by MARTA since 2012. MARTA is awaiting the selection of a locally preferred alternative by the County/Cities to advance transit implementation along GA 400.

- There is potential to merge the MMIP and transit implementation without compromising schedules.



Decision Points for GA 400 Managed Lanes



THREE CRITICAL PHASES FOR MAKING BRT HAPPEN IN THE SR 400 MANAGED LANES

Preserve Space for Future BRT -
Cost TBD

- Potential Sources/Coordination –
GDOT/Federal/New \$100 M
Transit Bond passed in the FY
2019 State Budget

BRT Stations/Buses/Ramps
Capital - Cost ~\$300M

- Potential Sources/Coordination –
Federal/State/TSPLOST 2/New
Transit Sales Tax/MARTA

BRT On-going
Operations/Maintenance

- Source – MARTA per letter
commitment



ACTION- Determine FTA/GDOT/STATE/MARTA/County and City potential
commitments



QUESTIONS

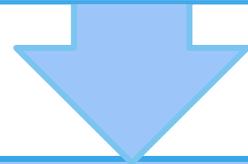
- ▶ Can MARTA provide ridership information for the proposed BRT projects?
- ▶ How does the Fulton plan to tie into the larger transit network anticipated by the bill?
- ▶ What about east-west connectivity along I-285?



ANIMAL CONTROL

Existing Contract

Our current contract expires on April 30, 2018 with an extension pending



New Contract

5 year contract

Winning bidder - LifeLine Animal Project



New Contract - Baseline Level of Service

Baseline Level of Service

- Cost to continue current operations
- Cost for baseline level of service will be \$3.6 million
 - 50% increase in cost compared to the last 5 year period
- The shared cost for the program has not experienced an increase over the last 5 years.
- The vendor has been using financial support from philanthropic bodies to cover the delta in operating expenses.

New Contract - Baseline Level of Service



Annual Animal Control Services Payment Amounts for Municipalities and Fulton County

Payment Amount= (A+V+C+M+D)(C/TC)		
A	Annualized contract amount	\$ 3,600,000.00
V	Vehicle replacement (total cost \$832,592 over 5 years -- Approx cost per unit \$52,037)	\$ 166,518.40
C	5-year capital improvement plan (total cost \$2,500,000 over 5	\$ 500,000.00
M	Annual maintenance cost	\$ 300,000.00
D	Call Taking and Dispatch Services (24/7/365)	\$ 328,000.00
C/TC	Calls vs Total Calls	varies
	Total Annual Cost	\$ 4,894,518.40
	County Contribution	\$ 128,000.00
	Total Annual Cost (Minus County Contribution)	\$ 4,766,518.40



New Contract - Baseline Level of Service



Name of Jurisdiction	# of Responses Per Jurisdiction	% of Jurisdiction Responses to Total Responses	Share of Total Cost	1st Six Month Payment	2nd Six Month Payment
Alpharetta	251	1.20%	\$ 57,148.13	\$ 28,574.07	\$ 28,574.07
Atlanta	12,337	58.93%	\$ 2,808,910.32	\$ 1,404,455.16	\$ 1,404,455.16
College Park	33	0.16%	\$ 7,513.50	\$ 3,756.75	\$ 3,756.75
East Point	1,190	5.68%	\$ 270,941.34	\$ 135,470.67	\$ 135,470.67
Fairburn	637	3.04%	\$ 145,033.30	\$ 72,516.65	\$ 72,516.65
Hapeville	53	0.25%	\$ 12,067.14	\$ 6,033.57	\$ 6,033.57
Mountain Park	3	0.01%	\$ 683.05	\$ 341.52	\$ 341.52
Palmetto	221	1.06%	\$ 50,317.68	\$ 25,158.84	\$ 25,158.84
Sandy Springs	452	2.16%	\$ 102,912.17	\$ 51,456.09	\$ 51,456.09
Roswell	470	2.25%	\$ 107,010.44	\$ 53,505.22	\$ 53,505.22
Union City	845	4.04%	\$ 192,391.12	\$ 96,195.56	\$ 96,195.56
Johns Creek	301	1.44%	\$ 68,532.22	\$ 34,266.11	\$ 34,266.11
Milton	155	0.74%	\$ 35,290.68	\$ 17,645.34	\$ 17,645.34
South Fulton	3,766	17.99%	\$ 857,449.64	\$ 428,724.82	\$ 428,724.82
Chattahoochee	171	0.82%	\$ 38,933.59	\$ 19,466.79	\$ 19,466.79
Fulton Industrial District	50	0.24%	\$ 11,384.09	\$ 5,692.04	\$ 5,692.04
Total	20,935	100.00%	\$ 4,766,518.40	\$ 2,383,259.20	\$ 2,383,259.20



Other Items

- ▶ Grady Bike Ride
- ▶ Next Meeting