

# Understanding The ATL and HB 930

*Dunwoody City Council*  
*DeKalb County*  
*July 23, 2018*

**Scott Haggard**  
Director of Government and External Affairs, ATL/SRTA



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## **HB 930: Atlanta-region Transit Link Authority (the 'ATL')**

Intends to improve coordination, integration and efficiency of transit in Metro Atlanta

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**HB930 passed the General Assembly on March 29, 2018 and the Governor signed it into law on May 3, 2018, thus creating a new regional governance and funding structure called...**



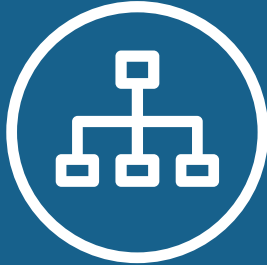
**THE ATLANTA-REGION TRANSIT LINK AUTHORITY**

A unifying entity that ensures coordinated planning and funding of transit across Metro Atlanta

Oversees all transit activity to increase transparency around regional transit planning, funding and operations

# Overview of the ATL

A unifying entity that ensures coordinated planning and funding of transit



**Regional  
Governance**



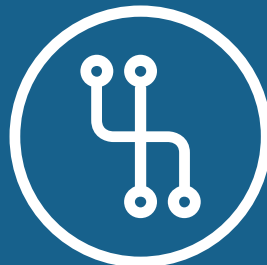
**Regional  
Transit Plan**



**Transit  
Funding**



**Regional  
Unified Branding**



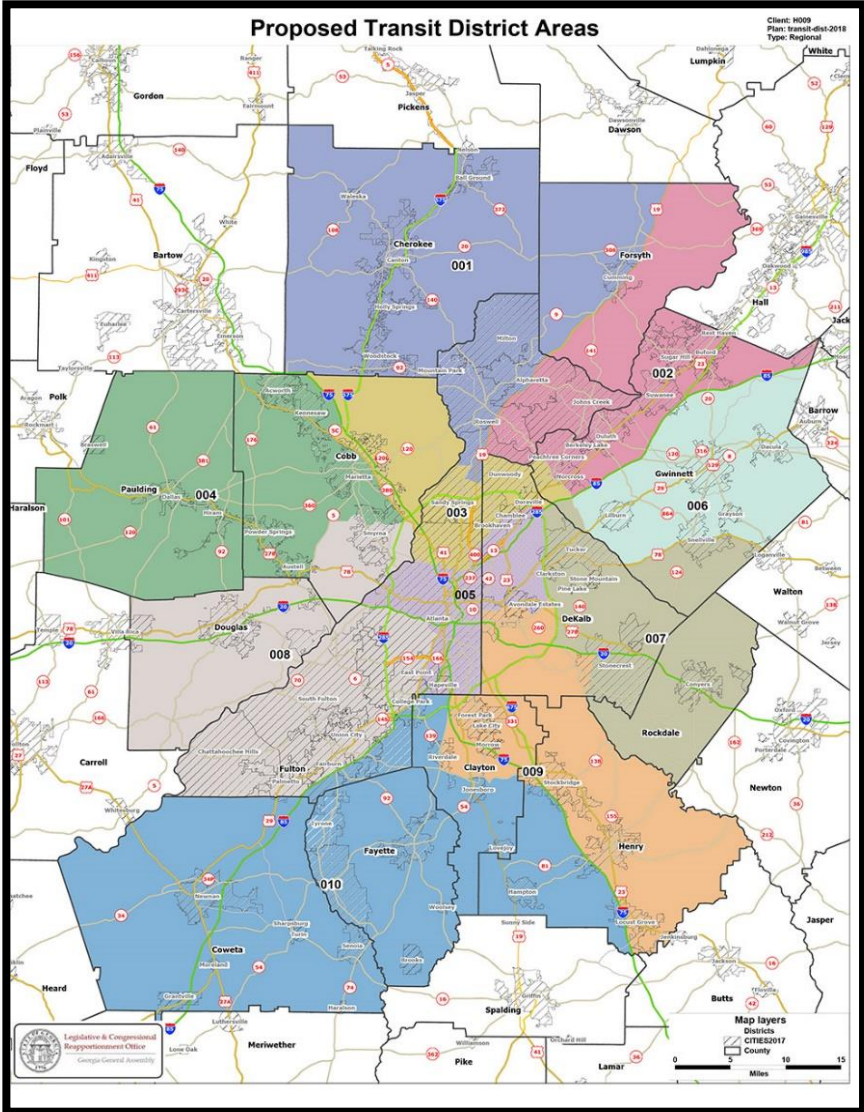
**Interaction with Existing  
Transit Operators**

# Regional Governance/ ATL Board Structure

16 members, 4 year terms – Designed for regional thought & approach



State Level	Appointees
Governor	1 (Chair)
Lt. Governor	2
Speaker	2
GDOT Commissioner	(Non-voting)*
TOTAL	5* (one third)
Local Level	Appointees
Caucus of Legislators, County Commission Chairs & Mayors within Districts	10
TOTAL	10 (two thirds)





# Regional Governance/ ATL Board Eligibility and Criteria

16 members, 4 year terms – Designed for regional thought & approach



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**Each district's board member shall:**

- **Be a resident of the authority district which he or she represents**
- **Possess significant experience or expertise in a field that would be beneficial to the accomplishment of the function and purpose of the authority**
- **Other than the commissioner of transportation, no person holding any other “office of profit or trust under the state” shall serve on the board**

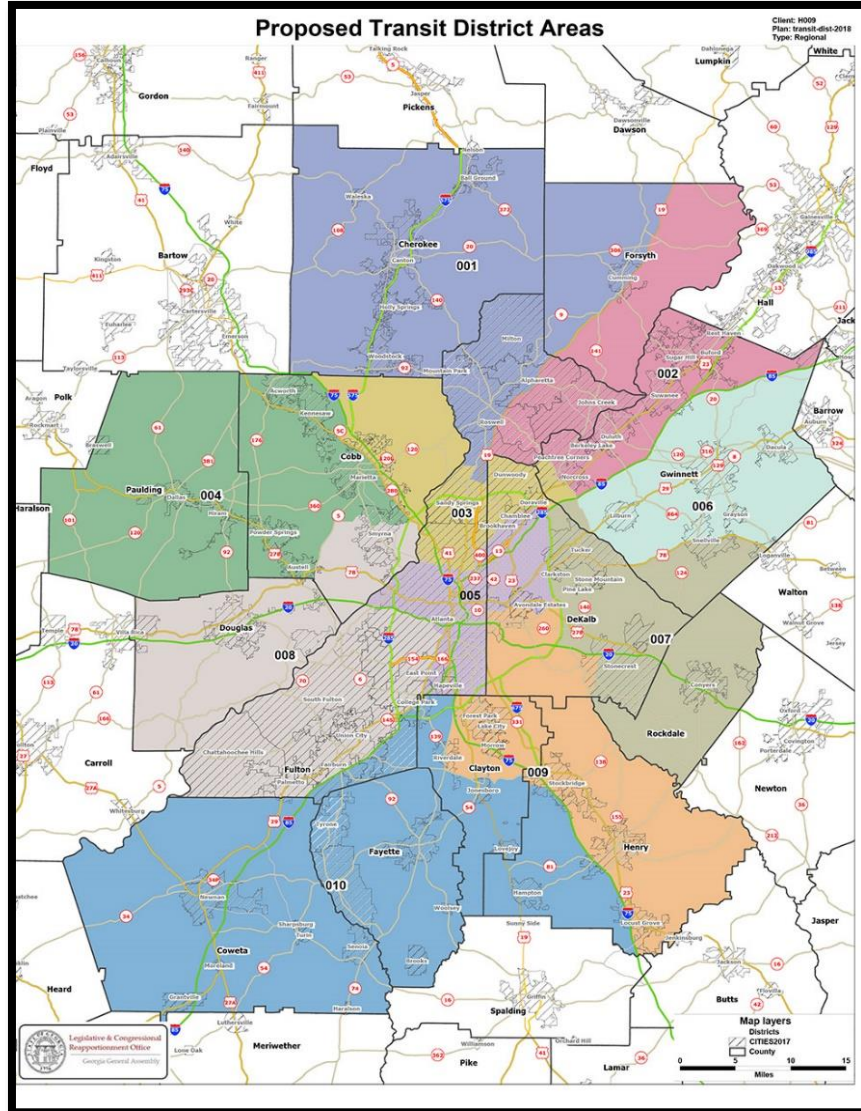


# Process for Electing District-based ATL Board Members

10 Transit Districts within the 13-county Region



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## Two-step process:

1) Mayors in each district meet to select a mayoral representative in the transit district election

2) Transit district election – *called by county chair with largest population in district* – occurs with three subgroups participating:

- State legislators whose districts include any of the transit district
- County commission chairs whose counties are part of the transit district
- Mayor selected in Step 1 (plus Atlanta Mayor if part of district)



# Process for Electing ATL District 3 Board Member

Covering Cobb, DeKalb, Fulton and Gwinnett Counties



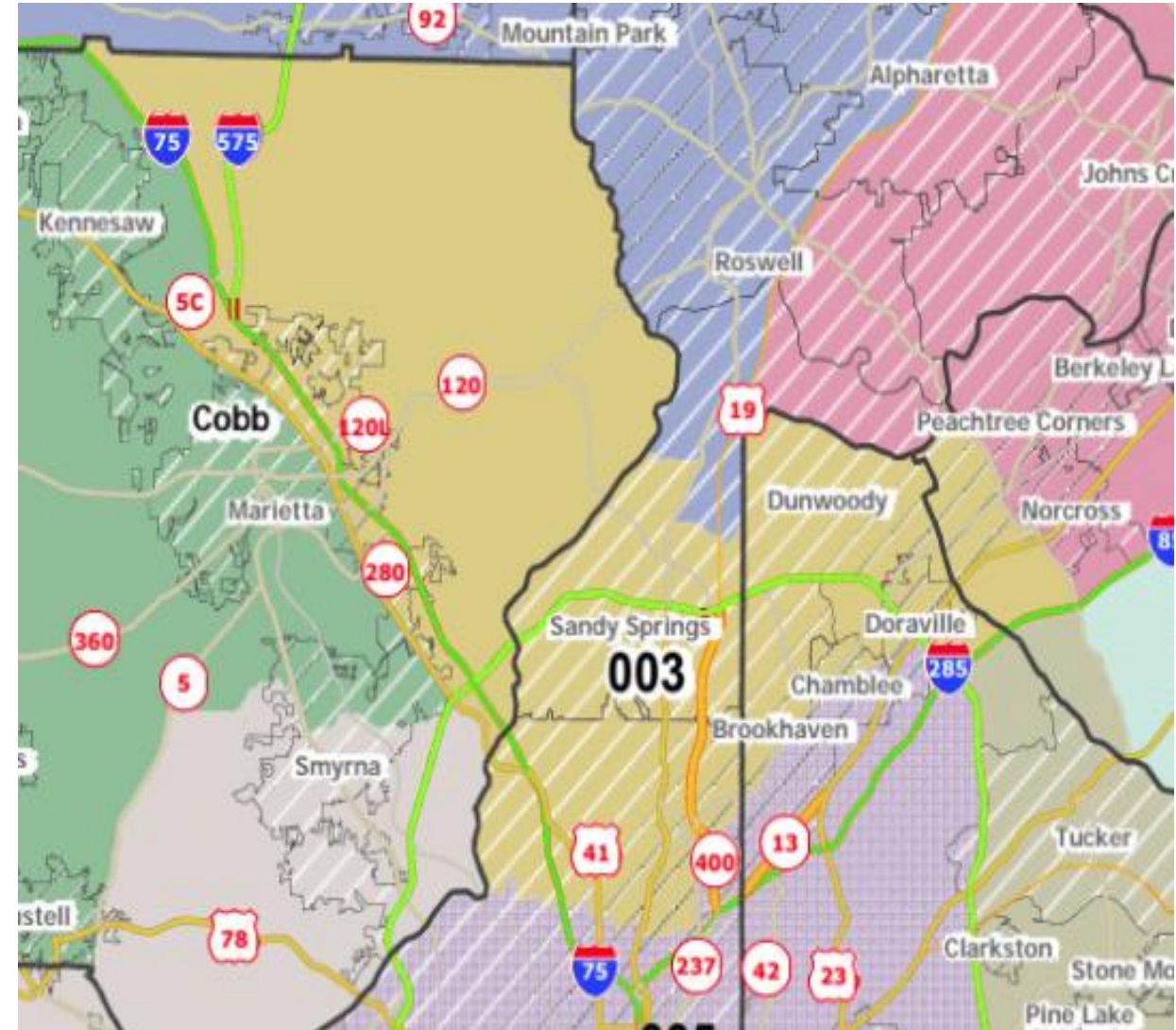
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## Step 1 – Mayoral Caucus:

10 mayors meet to select a rep for the district election – from Atlanta, Brookhaven, Chamblee, Doraville, Dunwoody, Kennesaw, Marietta, Peachtree Corners, Sandy Springs, Smyrna

## Step 2 – District Election:

- *Called by county chair with largest population in district – Cobb in this case*
- 32 Electors total
- 4 County commission chairs
- 2 Mayors (one from Step 1 + Atlanta)
- 9 State Senators
- 17 State Representatives
- *Location of meeting may vary*





# Districts Including Parts of DeKalb County

Parts of Four Districts



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*Dunwoody Mayor Denis Shortal participates in the Step 1 Caucus for District 3*

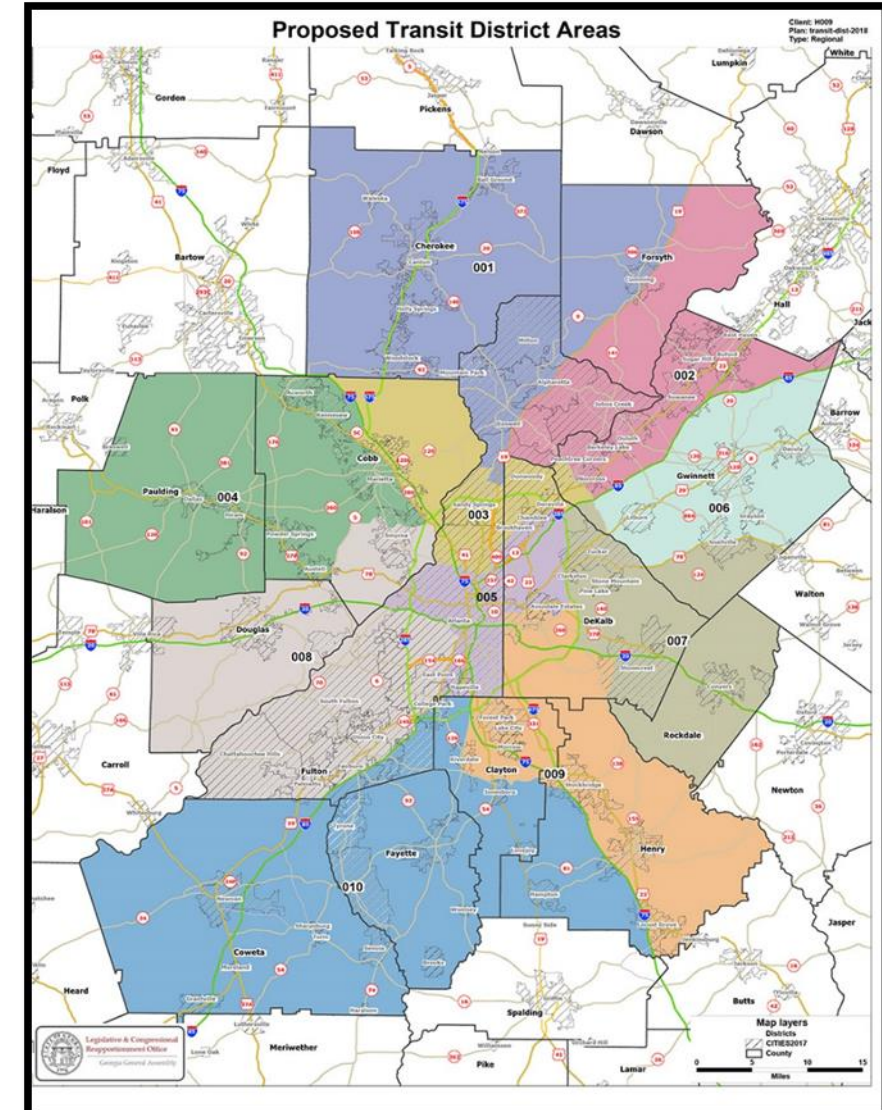
**DeKalb has the largest population in two districts (CEO Thurmond calls these meetings):**

- *District 7 – w/Gwinnett & Rockdale*
- *District 9 – w/Clayton & Henry*

**DeKalb is also part of 2 other districts:**

- *District 3 – w Cobb, Fulton & Gwinnett*
- *District 5 – w/Fulton*

*ATL Board members must be elected by December 1, 2018*





- 6-year and 20-year time horizons
- Developed in consultation with the region's Metropolitan Planning Organizations (MPOs)
- Coordinate existing and future transit service
- Regional stakeholders, including local governments, may submit requests to the ATL for additions and amendments to the Plan from time to time based on changing conditions
- After 1/1/2019, referendum transit projects must be in RTP & approved by the ATL



# Regional Transit Funds

Management, allocation & generation



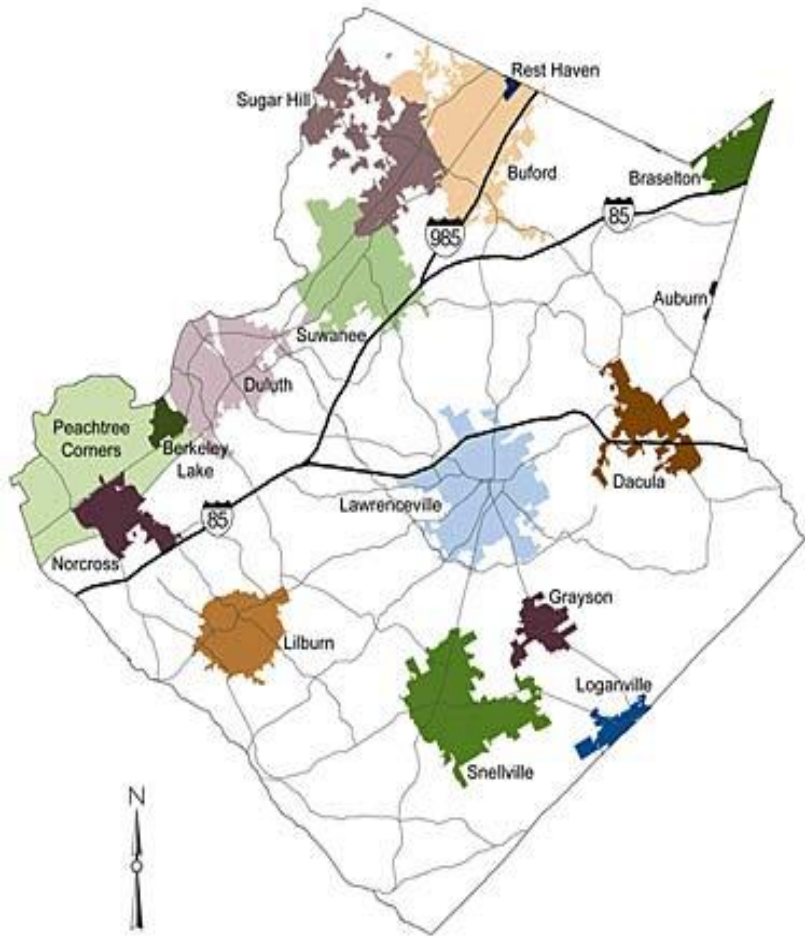
- **Designated Recipient Role**
- **ATL's Scope:**  
All Federal & State Transit Funds in region
- **ATL can issue its own bonds and work with other state agencies to issue bonds**





- Up to 30 year, Up to 1% transit-specific SPLOST
- Projects must be in Regional Transit Plan & approved by the ATL
- Counties outside of 13-county region can pair together to use new T-SPLOST authority





- Gwinnett can hold Transit SPLOST referendum on joining MARTA via Contract at any time
- Joining MARTA involves 1% sales tax for length of MARTA Act; Transit SPLOST may be up to 1% for up to 30 years
- Provision for Gwinnett to have one additional MARTA Board seat (total of 3) if county joins system in 2018
- If Gwinnett holds a Transit SPLOST referendum in 2019 or after, it is governed under ATL provisions
- Transit projects must be included in ATL regional transit plan starting in 2019

# Regional Transit Funds

## Special Fulton County Provisions



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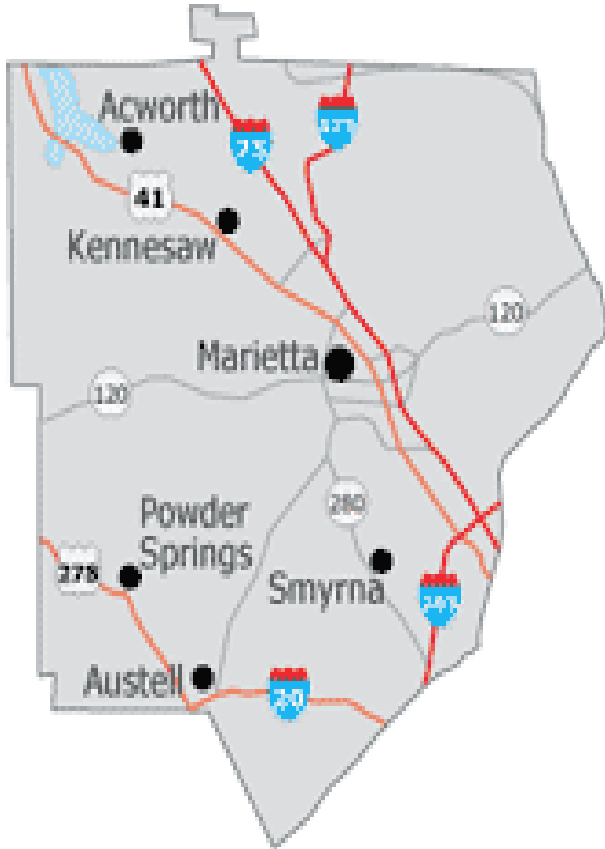


- **Fulton County** – can hold a referendum for additional 0.2% sales tax for transit, in increments of .05% for at least 10 and no more than 30 years

### Restrictions Unique to Fulton County:

- Sales tax proceeds 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.
- 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 Fulton County Board of Commissioners and Mayors in Fulton representing at least 70 percent of the population of Fulton County (outside the City of Atlanta).





- Cobb County can create a special taxing district within the county through a committee process
- Board of Commissioners and state legislative delegation must come to agreement on boundaries of special district
- County may then hold a Transit SPLOST referendum & enter into a contract with MARTA to provide transit services within such special district at any time up to December 1, 2019
- Cobb still has same option to join MARTA as existed prior to HB 930

# Regional Unified Branding











Intent – a seamless customer experience



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- **Regional Transit Plan must include plan for the creation of a unified brand to encompass all transit service providers in 13-county region**
- **As of Jan. 1, 2019, any new MARTA asset worth more than \$250,000 must display The ATL logo and brand, prominently featuring the acronym “ATL”**
- **As of Jan. 1, 2023, the ATL logo and brand must be used on any and all MARTA property**

## At Least 10 Public Transit Agency/Operators

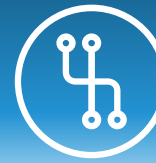
- Metropolitan Atlanta Rapid Transit Authority 
- Cobb County Department of Transportation 
- Douglas County Rideshare 
- State Road & Tollway Authority 
- Gwinnett County Board of Commissioners 
- Cherokee County Board of Commissioners 
- Henry County Transit 
- Forsyth County Public Transportation Dial A Ride 
- Coweta County Dial A Ride 
- vRide and Enterprise Rideshare 



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# ATL Interaction with Existing Transit Entities

MARTA – GRTA – SRTA: Still exists and continues to exist



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- MARTA has exclusive authority for operating region's heavy rail system, including any new heavy rail projects
- MARTA retains control over its current local funding & operations
- MARTA's legal contractual obligations unaffected



- GRTA's authority over the TIP, DRI, and Governor's Development Council remain intact as they exist today
- The ATL is administratively attached to GRTA
- GRTA's role in regional transit transitions to ATL no later than July 1, 2020

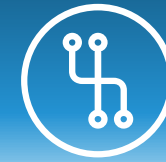


- SRTA's tolling, GTIB, and transportation financing roles remain intact
- SRTA's GO! Transit program will be coordinated with the ATL
- SRTA's role in regional transit operations transitions to ATL no later than July 1, 2021



# ATL Interaction with Existing Transit Entities

ARC – GCT – CATS – CobbLinc – Others: Still exists and continues to exist



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- ARC & ATL work closely together to revise current regional transit process
- ARC & ATL work closely together to ensure that Regional Transit Plan aligns and integrates with TIP and STP processes and funding



- Gwinnett, Cherokee and Cobb have many options going forward

**Others**

- County Demand-Response Transit Services
- County Vanpool Programs
- University Transit Services

# The ATL: Regional Opportunities...

...Flow from a Regional Outlook

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## **THE ATLANTA-REGION TRANSIT LINK AUTHORITY**

Scott Haggard

Director of Government and External Affairs, ATL/SRTA

[shaggard@srtga.gov](mailto:shaggard@srtga.gov)

678-471-7259