

STATE OF GEORGIA

COUNTY OF CLAYTON

RESOLUTION NO. 2022-219

A RESOLUTION ENDORSING A SET ASIDE OF THE COMMUTER RAIL TRANSIT ALTERNATIVE OUTLINED IN THE 15TH AMENDMENT TO THE RAPID TRANSIT CONTRACT AND ASSISTANCE AGREEMENT; TO SUPPORT AND ADVANCE A BUS RAPID TRANSIT ALTERNATIVE ALONG THE STATE ROUTE 54 CORRIDOR SPECIFICALLY FOR PLANNED HIGH-CAPACITY TRANSIT CONNECTING THE EXISTING MARTA RAIL, EAST POINT, HARTSFIELD JACKSON ATLANTA INTERNATIONAL AIRPORT, CLAYTON STATE UNIVERSITY, AND SOUTHERN CLAYTON COUNTY; TO AUTHORIZE THE CHAIRMAN OR HIS DESIGNEE TO PERFORM ALL ACTS NECESSARY TO ACCOMPLISH THE INTENT OF THIS RESOLUTION; TO PROVIDE AN EFFECTIVE DATE OF THIS RESOLUTION; AND FOR OTHER PURPOSES.

WHEREAS, Clayton County joined MARTA to provide residents and visitors with mobility and economic benefits associated with transit; and,

WHEREAS, Clayton County and MARTA agreed on the 14th Amendment to the Rapid Transit Contract and Assistance Agreement (RTCAA) that fifty percent of the sales tax revenue collected in Clayton County would be held in escrow to build transit capital projects in and for Clayton County; and,

WHEREAS, the subsequent 15th Amendment to the RTCAA set forth various capital projects, including a Commuter Rail Transit (CRT) alternative generally within the Norfolk Southern freight rail corridor; and,

WHEREAS, the cities of Forest Park, Lake City, Morrow, Jonesboro and Lovejoy, as well as Hartsfield Jackson Atlanta International Airport, Fort Gillem, Clayton State

University, and Southlake Mall are significant job and activity centers and additional economic development potential exists along the SR 54 corridor; and

WHEREAS, MARTA has determined that there is a need for high capacity transit along the SR 54 corridor to increase mobility and accessibility within Clayton County and provide improved connectivity to the regional MARTA heavy rail system.

WHEREAS, at the end of MARTA's Fiscal Year 2022, the Clayton County Escrow account balance was approximately \$177.3M for transit capital projects; and,

WHEREAS, Norfolk Southern requires construction of separate MARTA tracks for passenger rail offset 26 feet from the existing freight rail line; and,

WHEREAS, this requirement will result in significant impacts to adjacent properties, need for additional right-of-way, and an estimated project cost of \$1.5 billion to \$2 billion; and,

WHEREAS, implementation of the CRT alternative is problematic, unaffordable, and will require a longer delivery schedule; and,

WHEREAS, the Board of Commissioners finds that it is in the best interests of the residents and businesses of Clayton County that MARTA set aside the CRT alternative and advance Bus Rapid Transit (BRT) in the SR 54 corridor to deliver high-capacity transit as contemplated in the 15th Amendment and to comply with associated Federal Transit Administration requirements.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS

OF CLAYTON COUNTY, GEORGIA AND IT IS HEREBY RESOLVED

Section 1. That the Clayton County Board of Commissioners ("the Board") hereby supports the MARTA Board of Directors advancing a Bus Rapid Transit (BRT) alternative specifically for the Clayton County State Route 54 Corridor (SR 54) between the East Point MARTA rail station and the City of Lovejoy, as more particularly depicted and described in Exhibit A.

Section 2. That the Board has supported MARTA's eight years of community engagement to identify transit priorities in Clayton County and supports MARTA's efficient completion of the alternatives analysis and concept development for the BRT alternative in the SR 54 corridor to be adopted as the locally preferred alternative (LPA) by the MARTA Board of Directors. MARTA will pursue federal funding grant opportunities, including but not limited to the Federal Transit Administration's Capital Investment Grant (CIG) Program. Local funding match for SR 54 BRT will be provided by the MARTA Clayton County Escrow account and other local sources, as available. The Board finds and determines that this BRT is a Clayton County priority for delivery and funding.

Section 3. The Board recognizes a preliminary funding plan prepared and presented by MARTA at its October 26, 2021 work session for the multiple, significant capital projects set forth in the 15th Amendment and acknowledges that the preliminary funding plan must be updated based on the alternatives analysis and funding requirements for implementing BRT in the SR 54 corridor.

Section 4. The Board supports MARTA cooperating and coordinating with the Georgia Department of Transportation, Atlanta-Region Transit Link Authority and Atlanta Regional Commission to advance this project.

Section 5. This Resolution shall be effective on the date of its approval by the Board of Commissioners.

SO RESOLVED, this the 4th day of October, 2022.

{Signatures on the following page}

CLAYTON COUNTY BOARD OF COMMISSIONERS



JEFFREY E. TURNER, CHAIRMAN



GAIL HAMBRICK, VICE CHAIRMAN



ALIEKA ANDERSON, COMMISSIONER



FELICIA FRANKLIN, COMMISSIONER



DEMONT DAVIS, COMMISSIONER

ATTEST:



COURTNEY RUSHIN, CLERK