A RESOLUTION BY COUNCILMEMBER ANDRED DICKENS AND KWANZA HALL REQUIRING EQUITABLE IMPLEMENTATION, WORKFORCE, CONTRACTING AND HOUSING PROVISIONS FOR THE UPCOMING TRANSIT AND TRANSPORTATION REFERENDA; AND FOR OTHER PURPOSES.

WHEREAS, Senate Bill369 authorizes the City of Atlanta ("City") to hold a referendum to approve or reject an additional sales tax up to a half-penny for MARTA expansion; and

WHEREAS, if approved, this tax would run concurrently with the penny MARTA tax already in place, currently set to expire in 2057, with projected new revenue of $2.5 billion to expand transit within the city limits; and

WHEREAS, Senate Bill369 also authorizes the City of Atlanta to hold a Transportation Special Purpose Local Option Sales Tax (TSPLOST) referendum to increase the sales tax by up to an additional half- penny for (non-transit) transportation projects; and

WHEREAS, assuming the max rate of 0.4 percent leveraged for five years, it is projected the City will generate approximately $300 million from April 2017 to March 2022; and

WHEREAS, funds for the TSPLOST can only be spent on transportation purposes defined in O.C.G.A. Section 48-8-260(5); and

WHEREAS, the total of the two taxes may not exceed 1 percent (the City's sales tax rate would be capped at 9% ); and

WHEREAS, the Transportation Committee has formulated guiding principles it wishes the Administration to consider while working with MART A, and other entities, on the proposed project lists.

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA, as follows: the City's residents expect and deserve an equitable phasing in and implementation of the project list, fair and opportunistic workforce and contracting provisions, and meaningful equitable Transit Oriented Development options;

BE IT FURTHER RESOLVED, the City of Atlanta Administration, MARTA, Atlanta BeltLine Inc., PATH, CIDs and any other implementing entity shall present the project phase-in plan by June 30, 2017 with semi-annual updates presented to the relevant City Council Committee. The economic impact of these developments from the TSPLOST and MARTA Tax is significant. Project plans for implementation must be developed and shared semi-annually with Atlanta City Council to ensure that these projects shall be equitably phased-in and rolled out across the city.

BE IT FURTHER RESOLVED, the City of Atlanta Administration, MARTA and Atlanta BeltLine Inc. shall implement these projects realizing the significant impact as an economic development tool in underserved areas. MARTA and ABI will use First Source Hiring Practices, in coordination with Atlanta Workforce Development Agency for training, and that at least 30% of employees shall reside in the City of Atlanta. MARTA and ABI will also ensure that these contracts leverage a significant Disadvantaged Business Enterprise (DBE) component. Updated disparity studies will be presented annually to the relevant City Council Committee with the accompanying DBE measurements to determine appropriate DBE participation in the MARTA Tax and TSPLOST Tax project implementation.

BE IT FURTHER RESOLVED, the City of Atlanta, MARTA and Atlanta BeltLine, Inc. will work together with other partners to ensure meaningful equitable Transit Oriented Development (eTOD) and other affordable housing initiatives to reduce commute times and to ensure Atlanta has diverse housing options for our diverse work force. A TOD Plan and related Affordable Housing Strategy will be submitted to the City of Atlanta by MARTA on or before June 30, 2017 with annual updates presented to the relevant City Council Committee. The TOD Plan and Affordable Housing Strategy shall be included in an Amendment to the MARTA Agreement.

BE IT FURTHER RESOLVED, the following criteria shall apply to the City of Atlanta, MARTA and Atlanta BeltLine, Inc. in regards to moneys received from the MARTA Tax and the TSPLOST referenda in November 2016:

BE IT FURTHER RESOLVED, the City of Atlanta shall ensure that we have development without displacement. Due to the public good outcomes that need to be yielded from a tax that is inherently regressive, at least 15% of the units within the MARTA TOD Planning Area will be Affordable Units at 60% Area Median Income or below. At least 15% of the units developed as a result of moneys used from the MARTA Tax or TSPLOST Referendum within the BeltLine TAD will be Affordable Units at 60% Area Median Income or below. Residents either within a one mile radius or within the Neighborhood Planning Unit of the affected properties shall have initial priority for the purposes of leasing or purchasing these properties.

BE IT FURTHER RESOLVED, any land acquired that shall be used for a residential or commercial purpose of 10 or more units must ensure that at least 15% of the units will be set aside as Affordable Units at 60% Area Median Income or below for at least 30 years. That land can be transferred to either a Land Bank or Land Trust with operating guidelines that meet with the City's desire for affordable housing criteria.

BE IT FINALLY RESOLVED, any net proceeds from the subsequent sale of any of the properties acquired as a result of either the TSPLOST or MARTA Tax Referenda but not used for transportation purposes shall be put into a Transit Oriented Housing Trust Fund to be used for

purposes including but not limited to:

• Providing loans and grants to for-profit developers, non-profit developers and community building organizations to create housing that ensures that at least 15% of the units will be set aside as Affordable Units at 60% Area Median Income or below for at least 30 years

• Weatherization or owner-occupied rehab of affordable homes within the city.

• Property tax relief for existing low income residents within a one mile radius or within the Neighborhood Planning Unit of the affected properties