

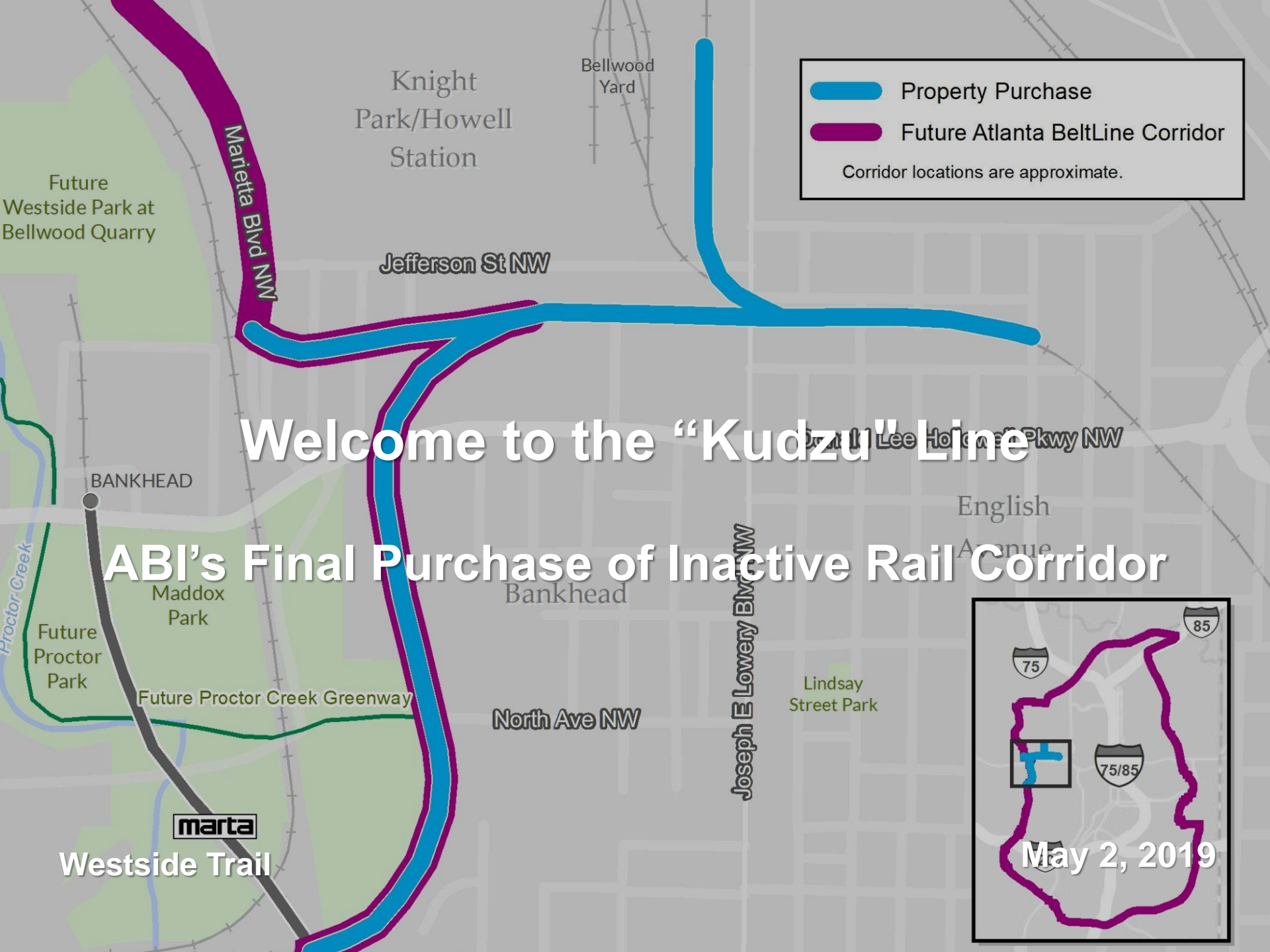


Tax Allocation District Advisory Committee (TADAC)

2018 Annual Report

Westside Trail

May 2, 2019



Knight
Park/Howell
Station

Bellwood
Yard

Property Purchase

Future Atlanta BeltLine Corridor

Corridor locations are approximate.

Future
Westside Park at
Bellwood Quarry

Jefferson St NW

Marietta Blvd NW

Welcome to the “Kudzu” Line

Dr. M. Lee Howell Pkwy NW

ABI’s Final Purchase of Inactive Rail Corridor

English
Avenue

BANKHEAD

Maddox
Park

Bankhead

Future
Proctor
Park

Future Proctor Creek Greenway

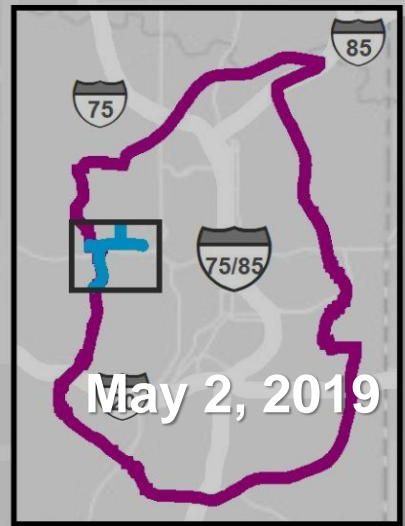
North Ave NW

Joseph E Lowery Blvd NW

Lindsay
Street Park

marta

Westside Trail



May 2, 2019

- What is TADAC?
- Development Subcommittee
- Finance Subcommittee
- Design Review Committee
- Questions



Westside Trail & Kebbi Williams

A map of Atlanta, Georgia, with the Atlanta Beltline Tax Allocation District (TAD) highlighted in purple. The TAD is a large, irregularly shaped area in the center of the city, bounded by major roads and the Atlanta-Fulton County Stadium. The map also shows other areas like the Atlanta-Fulton County Stadium, the Atlanta-Fulton County Stadium, and the Atlanta-Fulton County Stadium. The text "What is TADAC?" is overlaid on the map.

What is TADAC?

Atlanta City Council created the Atlanta Beltline Tax Allocation District (TAD) in 2004.

Tax Allocation District

What is TADAC?

- In 2006 the Tax Allocation District Advisory Committee (TADAC) was created as a means to engage community members in providing:
 - Recommendations on the use of bond proceeds and TAD funds
 - Recommendations on the equity and effectiveness of the Atlanta Beltline
- TADAC's full board membership includes at least 42 member appointments and at most 45
 - In 2018 there were 23 TADAC member appointees

What is TADAC?

- Appointing Bodies:

APAB

APS

Beltline
Network

City
Council

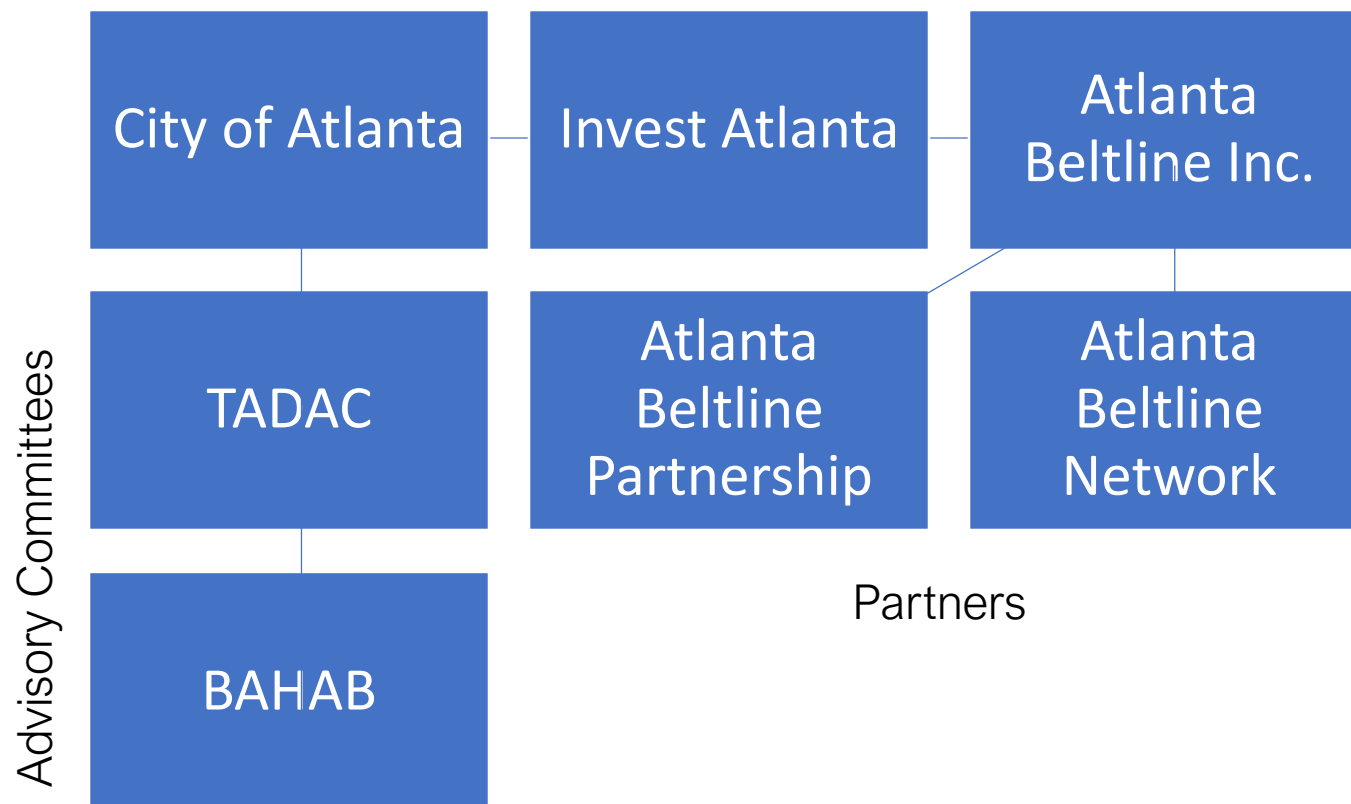
Fulton
County

Council
President

Mayor

What is TADAC?

- Relationships:



What is TADAC?

TADAC Restructure – Consolidated from 4 to 3 subcommittees

1. **Executive Subcommittee** - Develop meeting agendas, roll-up sub- committee activities, screen new business to be brought before the body
2. **Development Subcommittee** - Provide recommendations on the equity and effectiveness of the Atlanta BeltLine based on metrics listed in the Integrated Action Plan, Strategic Action Plan, and Economic Development Plan
3. **Finance Subcommittee** - Provide recommendations on ABI's annual budget and use of funds from a variety of sources

Development Subcommittee

2018 Goals and Achievements

GOAL 1: Conduct a deep dive into the 3 action plans governing Atlanta BeltLine development: 1- Equitable Development Plan (EDP), 2-Integrated Action Plan (IAP), 3-Strategic Implementation Plan (SIP) to increase committee member knowledge

+**Progress:** All 3 action plans were reviewed by the individual committee members for the analysis of equity and effectiveness based on their assigned areas. We have produced a report of our review of ABI's performance for Period 1 of the Strategic Implementation Plan (SIP), project years 2014-2018.

GOAL 2: Increase affordable housing knowledge by improving TADAC connectivity with Beltline Affordable Housing Advisory Board (BAHAB). Identify members to attend BAHAB meetings (4 per year).

+**Progress:** BAHAB came to present to TADAC

+**Problem:** TADAC member engagement & Scheduling conflicts

+**Solution:** Encourage greater participation of TADAC members in general.

GOAL 3: Provide recommendations to TADAC on equity and effectiveness based on the SIP, IAP, EDP and other sources

+**Progress:** We have identified 10 major areas of focus and committee members have identified potential metrics within those focus areas. Next steps are to narrow those metrics down to a manageable number, present them to ABI for data gathering and then analyze the results against the goals and timelines outlined in the SIP, IAP, and EDP.

Strategic Implementation Plan (SIP) Report

- A part of TADAC's purpose is to monitor the effective and equitable implementation of the BeltLine Redevelopment Plan.
- As a part of this charge, TADAC performed a review of Atlanta Beltline Inc. performance for project years FY2014-2018, Period 1 of the SIP.
- The review assesses overall investment, corridor control, projects, action plans and special targets such as affordable housing based on publicly available information produced by ABI.
- The criteria used in assessing if performance was **complete/ on, near, somewhat near, behind or far behind** schedule is stated for each project type. **The assessment is based data such as dollars, miles, etc. or on current project phase (open, under construction, in design, or planning & acquisition) compared to SIP planned project phase.**
- The determination of complete, on, near, somewhat near, behind or far behind schedule based on project phase (open, under construction, in design, or planning & acquisition) is by necessity somewhat subjective.

SIP Report continued

Project Phase by Project Type	To Be Accomplished by End of Period 1 (June 30, 2018) FY14-18	Dashboard (complete/on schedule, near, somewhat near, behind, far behind schedule)
Investment		
All Project Types	\$926 Million to be invested	Far Behind Schedule – approximately \$194 Million invested in CY14-18*, 21% of projected need
Corridor Control		
TRANSIT	22 miles	Somewhat Near Schedule – 17.6 miles, 80% of corridor**
TRAIL	33 miles	On Schedule – 32.8 miles, 99% of need

*from SIP and 2013 Annual Report (fiscal years) and 2014-2018 Atlanta BeltLine Annual Reports (calendar years, rather than FYs)

**Remaining transit corridor will require easements from freight rail owner for transit access, since this portion of corridor is still in active use for freight rail.

SIP Report continued

Project Phase: Open		
PARK	Boulevard Crossing (Phase II)	Behind Schedule – 2 phases behind, in active procurement with funding for design
PARK	Westside, Phase I	Somewhat Near Schedule – 1 phase behind, City of Atlanta developing Phase 1 (to open 2019-20)
PARK	Murphy Crossing	Far Behind Schedule – 3 Phases behind, in active procurement for private redevelopment & greenspace
PARK	Enota	Behind Schedule – 2 phases behind, 90% of design complete
TRAIL	Westside Trail (South)	Complete – 2017
TRAIL	Eastside Trail (South Extension)	Complete (Irwin - Kirkwood) – 2017 Near Schedule (Kirkwood - Memorial to open soon) Complete (Edgewood - DeKalb open 2/2019)
STREETSCAPES	16.5 miles	Far Behind Schedule – 2.3 miles***, 13.9% of projection

*** from 2018 Atlanta BeltLine Annual Report (calendar year, rather than fiscal year)

SIP Report continued

Project Phase: Construction		
TRANSIT	BeltLine West	Behind Schedule – 2 phases behind, partial local funding and decisions through More MARTA as of 2017
TRANSIT	BeltLine East	Behind Schedule – 2 phases behind, full local funding and decisions through More MARTA as of 2017
TRAIL	Southeast Trail (now called South)	Somewhat Near Schedule – 1 phase behind
Action Plans		
	Affordable Housing	Complete – Integrated Action Plan for Economic Development, Housing & Real Estate Complete – ABI Affordable Housing Working Group Final Report August 2018
	Sustainability	Somewhat Near Schedule – Not yet published
	Economic Development	Complete – Integrated Action Plan for Economic Development, Housing & Real Estate
	Unified Master Plan	Complete – Unified Plan 2017

SIP Report continued

Other Targets (not in SIP phases with goals)	
Park Land Control	On Schedule – 709 of 1,300 acre target***, 55% during 52% of project
Brownfield Remediation	Somewhat Near Schedule – 396 of 1,100 target***, 36% during 52% of project
Permanent Jobs	Somewhat Near Schedule – 11,200 (2017 data) of 30,000 target***, 37.3% during 52% of project
Construction Jobs	Ahead of Schedule – 33,450 of 48,000 target***, 70% during 52% of project
Economic Development	Near Schedule – 4.6 billion of \$10B target***, 46% during 52% of project
Housing Development in TAD	On Schedule – 14,500 (2017 data) of 28,000 target***, 51.8% during 52% of project
Affordable Units in TAD (6,500 acres)	Behind Schedule – 1,642 of 5,600 target***, 29% during 52% of project
Affordable Units in Planning Area & TAD (15,000 acres)	No target set – 2,682***

*** from 2018 Atlanta BeltLine Annual Report (calendar year, rather than fiscal year)

Finance Subcommittee

2018 Goals and Achievements

Review and comment on ABI FY2019 draft budget

- + Responded to ABI DRAFT FY19 budget presentation with clarifying questions and comments expressing advice on distribution of funds

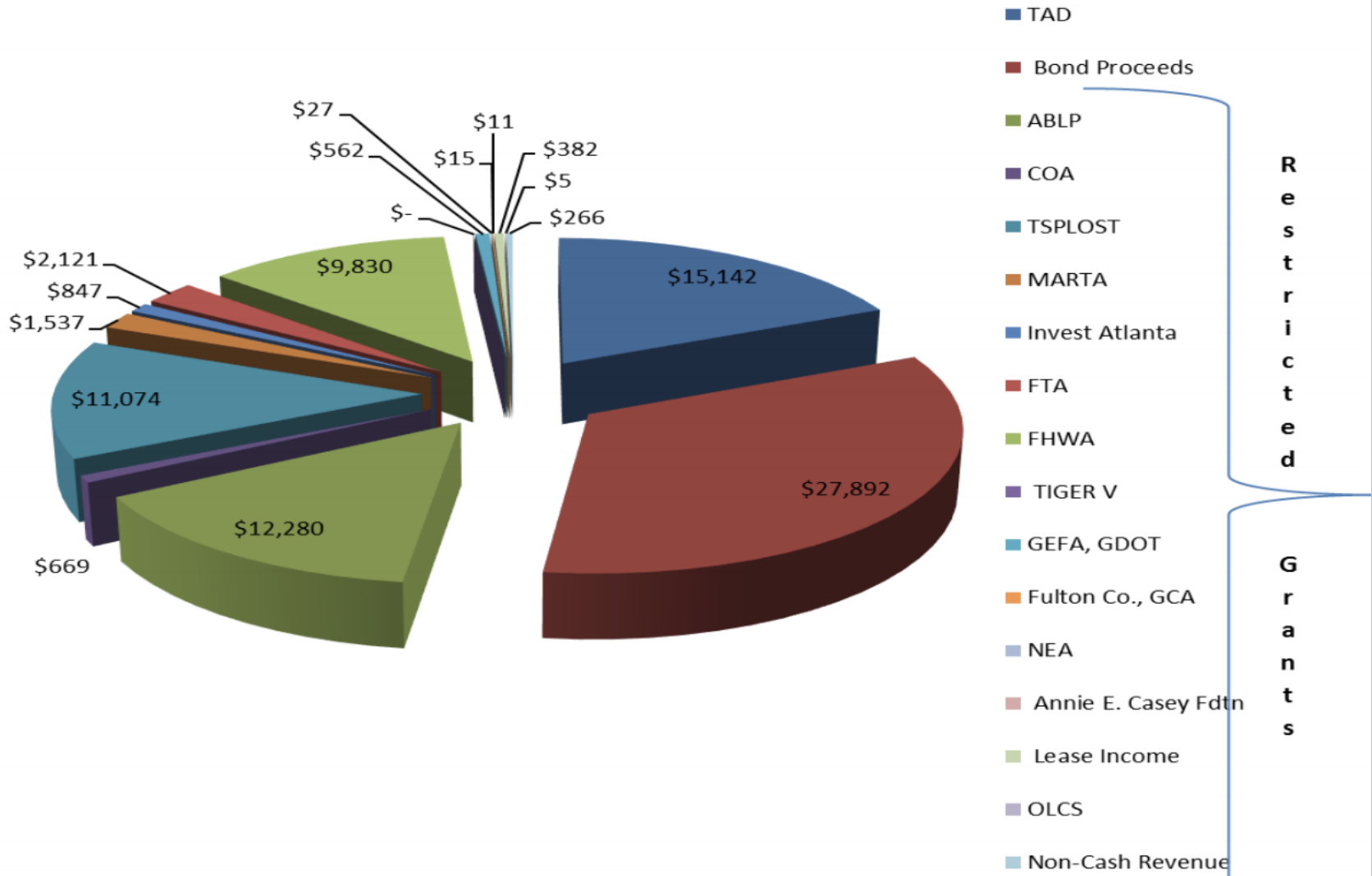
Develop accessible overview of BeltLine Project Finances

- + Continued to develop Finance Tracking Spreadsheet to be a living document kept up to date on an ongoing basis
- + Began populating spreadsheet with already available data
- + Requested other financial data from ABI

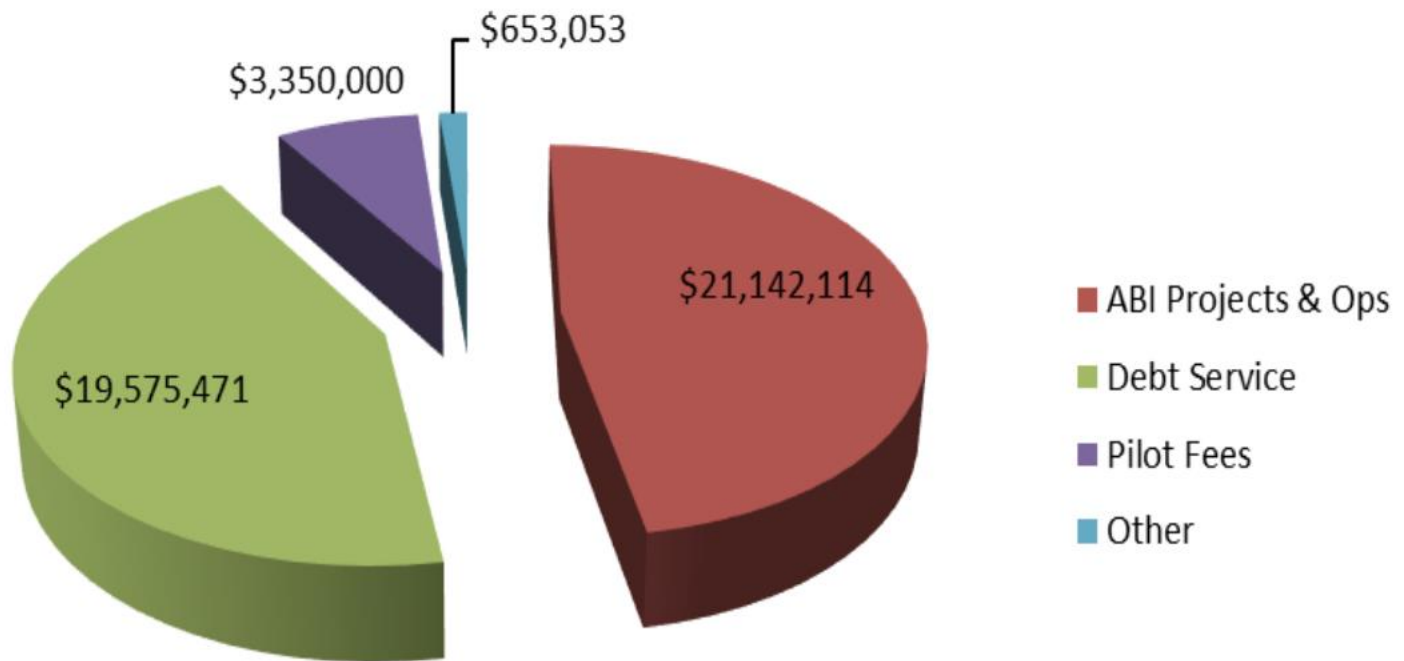
Use the Finance Tracking spreadsheet overview for leadership development and education for all TADAC members for use in TADAC duties

- + Expected to be accomplished in 2019 once Finance Tracking Spreadsheet is populated

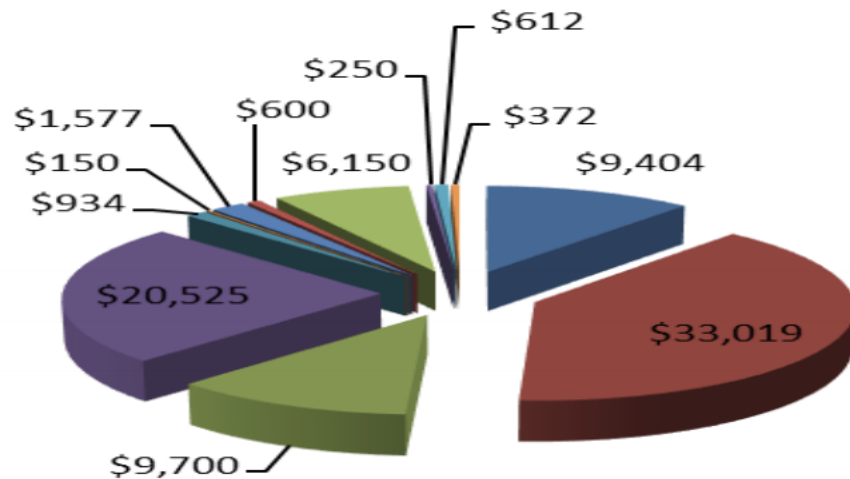
FY19 Projected Revenue (in 000's)



TAD Budget - Uses of Funds



FY19 Projected Expenses (in 000's)



- Administrative & Operating
- Parks & Trails
- Transit & Transportation
- Real Estate Asset Management
- Community Planning & Engagement
- Government Affairs
- Economic Development
- Equity & Inclusion
- Affordable Housing Development
- Communications & Media Relations
- Legal
- Operations / Corp Dev

ABI Responses to TADAC Recommendations on Draft ABI FY19 Budget

On April 4, 2018 TADAC sent a letter to ABI with recommendations on the Draft ABI FY19 Budget that had been presented to TADAC on March 27, 2018.

TADAC Recommendations	ABI Responses
Affordable Housing	
Designate unanticipated funding from TAD and sale of land to affordable housing	AGREE - in context of ABI and IA Board Resolutions directing up to 75% of unanticipated TAD funds
Expand partnering efforts & less traditional arrangements for affordable housing	AGREE
Pursue additional funding for an anti-displacement fund	AGREE –currently studying feasibility
Transit	
If funding becomes available, expedite work on light rail	AGREE
Increase efforts to move MARTA funding to LTR on BL	AGREE – ABI is a participant in More MARTA meetings to reach best possible outcomes

TADAC Recommendations	ABI Responses
Administrative and Operating Costs	
Reduce from 11% to no more than 10%	ABI consistently scrutinizes budget for A & O costs to ensure expenditures are in alignment with best practices and provision of best value.
Provide a salary breakdown by position	ABI will consider this request.
List professional training, development and travel costs, professional membership dues as an employee benefit	ABI does not anticipate making these recommended changes due to Generally Accepted Accounting Principles and external auditor recommendations.
Since ABI subsidizes parking for employees, MARTA should also be subsidized	ABI does subsidize both, through parking budget.
If ABI continues to subsidize parking for TADAC, MARTA should also be subsidized	ABI will consider feasibility of implementing MARTA reimbursement for TADAC members.
ABI should have covered bike racks on site.	ABI may recommend that to building mgt.
Avoid redundant mailings	Implementing Sales Force to address this
Make more use of electronic dissemination in lieu of printed materials	ABI uses electronic dissemination but must consider not all stakeholders are digitally connected.

TADAC Recommendations	ABI Responses
Programs: Parks, Trails, Transit & Transportation	
Approach GDOT for cost sharing of the work needed on the I-20 bridge at Bill Kennedy Way	Agreed, ABI is committed to applying for and requesting grants and other funding from all appropriate entities
Additional data should be provided on multi-year cost of Design, Transit Clearance & Streetscape and % completed.	ABI will take this into consideration for future fiscal year budget presentations.
Economic Development	
Private development incentivized with ED funds should adhere to Community Benefits Policy	Agreed, where ED funds are used to incent capital projects.
Anti-displacement for businesses should be an intended use	Business retention is a focus of ABI's ED program
Other	
A potential SID created a projected legal expense, but potential as a revenue source is unclear	ABI will continue to ensure that when money is spent on pursuing a SID, potential benefits, if successful, would outweigh costs.
Include strategic initiatives budget in contingency budget	ABI made this change.

TADAC Recommendations on More MARTA Proposal vs. MARTA Decisions

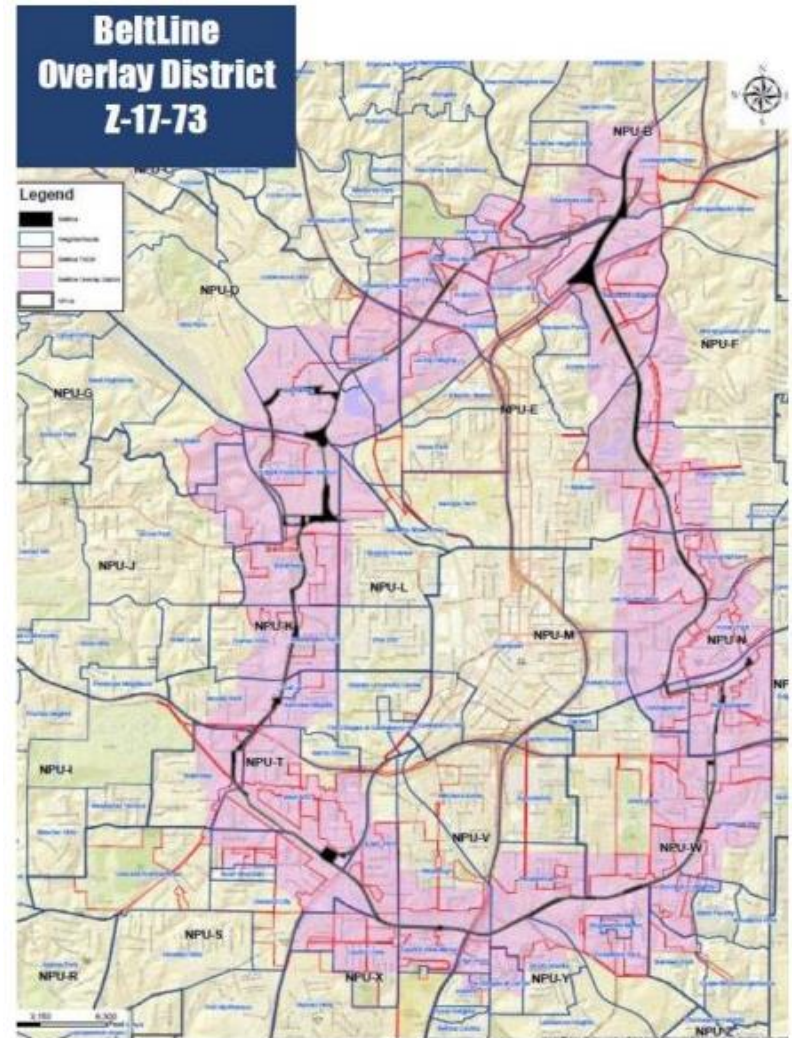
In July 2018 TADAC sent letters with recommendations on the More MARTA proposals to the Mayor of the City of Atlanta, all City of Atlanta Council Members, the MARTA CEO and all MARTA Board Members.

TADAC Recommendations July 2018	Approved More MARTA Plan October 2018
More Public Input	Four Public Forums added for August 2018
More transparency on decisions	Not yet determined
Funding for much more of the BeltLine LRT	Funding increased by \$200M
Campbellton Road BRT or LRT (not both)	Funding for LRT only
LRT & BRT only in dedicated lanes	Not yet determined
Funding from City of Atlanta for much less of Clifton Corridor	Funding reduced from \$503M to \$250 - \$350M
Commitment to equitable TOD, affordable housing and other community benefits	Not yet determined

BeltLine Design Review Committee

The Design Review Committee is an advisory group of subject-matter experts that provides design consultation, review, and recommendations for all Special Administrative Permits within a half-mile of the Atlanta BeltLine corridor.

- 38 total cases reviewed over from Jan – September
- 21 included a residential component (single-family homes, townhomes, duplexes, or multi family units)
- In 2019, TADAC will work with DRC on design standards for projects within a half-mile of the Beltline Corridor



Questions?

Future Southside Trail

Strategic Implementation Plan Period 1 Performance Report

The Tax Allocation District Advisory Committee's (TADAC) purpose is to make recommendations to Invest Atlanta and the City on the issuance, allocation and distribution of tax allocation bond proceeds within the BeltLine Redevelopment Area and receive information from Invest Atlanta and Atlanta BeltLine, Inc. (ABI) to monitor the effective and equitable implementation of the BeltLine Redevelopment Plan.

As a part of this charge, TADAC has performed a review of Atlanta Beltline Inc. performance for project years FY2014-2018, Period 1 of the Strategic Implementation Plan (SIP). The review assesses overall investment, corridor control, projects, action plans and special targets such as affordable housing based on publicly available information produced by ABI. ABI anticipates revisiting the SIP in 2019.

The criteria used in assessing if performance was complete, on, near, somewhat near, behind or far behind schedule is stated for each project type. **The assessment is based data such as dollars, miles, etc. or on current project phase (open, under construction, in design, or planning & acquisition) compared to SIP planned project phase.** The determination of complete, on, near, somewhat near, behind or far behind schedule based on project phase (open, under construction, in design, or planning & acquisition) is by necessity somewhat subjective. It is important to note that original TAD revenue projections did not forecast any downturns in the economy over the life of the TAD which has had a substantial impact on the ability to fund BeltLine projects.

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TRAIL	Southeast Trail (now called South)	Somewhat Near Schedule – 1 phase behind

Project Phase: Design		
PARK	Westside, Phase II	Somewhat Near Schedule – 1 phase behind
PARK	Maddox	Somewhat Near Schedule – 1 phase behind
PARK	Four Corners	Somewhat Near Schedule – 1 phase behind
PARK	Lang-Carson	Somewhat Near Schedule – 1 phase behind
TRAIL	Eastside Trail (North)	On Schedule
TRAIL	Northside Trail	Somewhat Near Schedule – 1 phase behind
TRANSIT	BeltLine Southeast (now called South)	Somewhat Near Schedule – 1 phase behind, partial local funding and decisions through More MARTA as of 2017
TRANSIT	BeltLine Northeast	Somewhat Near Schedule – 1 phase behind, funding and decisions through More MARTA as of 2017
Project Phase: Planning & Acquisition		
PARK	H4WP, Phase III	Near Schedule – still in planning
PARK	Intrenchment Creek	Near Schedule – still in planning
TRAIL	BeltLine Northwest	Near Schedule – still in planning
TRANSIT	BeltLine Northwest	Near Schedule – still in planning
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