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.

<table>
<thead>
<tr>
<th>Project Phase by Project Type</th>
<th>To Be Accomplished by End of Period 1 (June 30, 2018) FY14-18</th>
<th>Dashboard (complete/on schedule, near, somewhat near, behind, far behind schedule)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Investment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Project Types</td>
<td>$926 Million to be invested</td>
<td>Far Behind Schedule – approximately $194 Million invested in CY14-18*, 21% of projected need</td>
</tr>
<tr>
<td><strong>Corridor Control</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRANSIT</td>
<td>22 miles</td>
<td>Somewhat Near Schedule – 17.6 miles, 80% of corridor**</td>
</tr>
<tr>
<td>TRAIL</td>
<td>33 miles</td>
<td>On Schedule – 32.8 miles, 99% of need</td>
</tr>
<tr>
<td><strong>Project Phase: Open</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARK Boulevard Crossing (Phase II)</td>
<td>Behind Schedule – 2 phases behind, in active procurement with funding for design</td>
<td></td>
</tr>
<tr>
<td>PARK Westside, Phase I</td>
<td>Somewhat Near Schedule – 1 phase behind, City of Atlanta developing Phase 1 (to open 2019-20)</td>
<td></td>
</tr>
<tr>
<td>PARK Murphy Crossing</td>
<td>Far Behind Schedule – 3 Phases behind, in active procurement for private redevelopment &amp; greenspace</td>
<td></td>
</tr>
<tr>
<td>PARK Enota</td>
<td>Behind Schedule – 2 phases behind, 90% of design complete</td>
<td></td>
</tr>
<tr>
<td>TRAIL Westside Trail (South)</td>
<td>Complete – 2017</td>
<td></td>
</tr>
<tr>
<td>TRAIL Eastside Trail (South Extension)</td>
<td>Complete (Irwin - Kirkwood) – 2017 Near Schedule (Kirkwood - Memorial to open soon) Complete (Edgewood - DeKalb Ave. open 2/2019)</td>
<td></td>
</tr>
<tr>
<td>STREETSCAPES</td>
<td>16.5 miles</td>
<td>Far Behind Schedule – 2.3 miles***, 13.9% of projection</td>
</tr>
<tr>
<td><strong>Project Phase: Construction</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRANSIT BeltLine West</td>
<td>Behind Schedule – 2 phases behind, partial local funding and decisions through More MARTA as of 2017</td>
<td></td>
</tr>
<tr>
<td>TRANSIT BeltLine East</td>
<td>Behind Schedule – 2 phases behind, full local funding and decisions through More MARTA as of 2017</td>
<td></td>
</tr>
<tr>
<td>TRAIL</td>
<td>Southeast Trail (now called South)</td>
<td>Somewhat Near Schedule – 1 phase behind</td>
</tr>
</tbody>
</table>
## Project Phase: Design

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PARK Westside, Phase II</td>
<td>Somewhat Near Schedule – 1 phase behind</td>
</tr>
<tr>
<td>PARK Maddox</td>
<td>Somewhat Near Schedule – 1 phase behind</td>
</tr>
<tr>
<td>PARK Four Corners</td>
<td>Somewhat Near Schedule – 1 phase behind</td>
</tr>
<tr>
<td>PARK Lang-Carson</td>
<td>Somewhat Near Schedule – 1 phase behind</td>
</tr>
<tr>
<td>TRAIL Eastside Trail (North)</td>
<td>On Schedule</td>
</tr>
<tr>
<td>TRAIL Northside Trail</td>
<td>Somewhat Near Schedule – 1 phase behind</td>
</tr>
<tr>
<td>TRANSIT BeltLine Southeast (now called South)</td>
<td>Somewhat Near Schedule – 1 phase behind, partial local funding and decisions through More MARTA as of 2017</td>
</tr>
<tr>
<td>TRANSIT BeltLine Northeast</td>
<td>Somewhat Near Schedule – 1 phase behind, funding and decisions through More MARTA as of 2017</td>
</tr>
</tbody>
</table>

## Project Phase: Planning & Acquisition

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PARK H4WP, Phase III</td>
<td>Near Schedule – still in planning</td>
</tr>
<tr>
<td>PARK Intrenchment Creek</td>
<td>Near Schedule – still in planning</td>
</tr>
<tr>
<td>TRAIL BeltLine Northwest</td>
<td>Near Schedule – still in planning</td>
</tr>
<tr>
<td>TRANSIT BeltLine Northwest</td>
<td>Near Schedule – still in planning</td>
</tr>
</tbody>
</table>

## Action Plans

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable Housing</td>
<td>Complete – Integrated Action Plan for Economic Development, Housing &amp; Real Estate</td>
</tr>
<tr>
<td>Sustainability</td>
<td>Somewhat Near Schedule – Not yet published</td>
</tr>
<tr>
<td>Unified Master Plan</td>
<td>Complete – Unified Plan 2017</td>
</tr>
</tbody>
</table>

## Other Targets (not in SIP phases with goals)

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Land Control</td>
<td>On Schedule – 709 of 1,300 acre target***, 55% during 52% of project</td>
</tr>
<tr>
<td>Brownfield Remediation</td>
<td>Somewhat Near Schedule – 396 of 1,100 target***, 36% during 52% of project</td>
</tr>
<tr>
<td>Permanent Jobs</td>
<td>Somewhat Near Schedule – 11,200 (2017 data) of 30,000 target***, 37.3% during 52% of project</td>
</tr>
<tr>
<td>Construction Jobs</td>
<td>Ahead of Schedule – 33,450 of 48,000 target***, 70% during 52% of project</td>
</tr>
<tr>
<td>Economic Development</td>
<td>Near Schedule – 4.6 billion of $10B target***, 46% during 52% of project</td>
</tr>
<tr>
<td>Housing Development in TAD</td>
<td>On Schedule – 14,500 (2017 data) of 28,000 target***, 51.8% during 52% of project</td>
</tr>
<tr>
<td>Affordable Units in TAD (6,500 acres)</td>
<td>Behind Schedule – 1,642 of 5,600 target***, 28.6% during 52% of project</td>
</tr>
<tr>
<td>Affordable Units in Planning Area &amp; TAD (15,000 acres)</td>
<td>No target set – 2,682***</td>
</tr>
</tbody>
</table>

*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.

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