

Types of Costs Covered by TAD Funding and Estimated TAD Bond Issuances

The TAD increment proceeds are expected to be used for a variety of redevelopment projects as described earlier in this Plan. In summary, those projects include:

- The acquisition of land for transit, trails and parks
- The planning, development and construction of transit, trails and parks
- The provision of workforce housing
- Transportation and other infrastructure improvements to increase access to the BeltLine
- Atlanta Public Schools projects
- Brownfield remediation
- Incentives for development in areas where market forces alone are not expected to generate desired development patterns

- Administration of the TAD
- Expenses for relocation of businesses, if necessary.

Table 7.1 outlines the expected uses of TAD funds and estimates the amount of funding that will be allocated to each category. Given the early stage of project planning, it is recognized that these costs are estimates that will be refined as the various partners prepare more specific designs for BeltLine elements. While the costs outlined below represent the current best estimate of BeltLine-related costs, nothing in this section is intended to prevent TAD funds from being expended upon any other eligible cost as defined by state law and as necessary to carry out the full vision of the BeltLine.

ACTIVITY	UNITS	TOTAL COST	TAD FUNDS	OTHER FUNDS	COMMENTS
		amount in millions	amount in millions	amount in millions	
Workforce Housing	5600 units	\$220 - \$260	\$240		
Land Acquisition	1280 acres	\$480 - \$570	\$426	\$54 - \$144	2006, 2008 TIP funds may be used for BeltLine right-of-way acquisition
Greenway Design & Construction					
<i>BeltLine Greenway</i>	22 miles	\$50 - \$60	\$34	\$16 - \$26	\$4M in 2008, 2010 TIP
<i>Connecting Greenways</i>	11 miles	\$25 - \$30	\$19	\$6 - \$11	
Park Design & Construction	1794 acres	\$200 - \$250	\$120	\$80 - \$130	1022 new acres; 772 existing acres
Transit Construction	22 miles	\$700 - \$1,000	\$530	\$170 - \$470	Match for federal funds
Transportation Improvements					
<i>Pedestrian Improvements</i>		\$235 - \$270	\$90	\$145 - \$180	70/30 federal transport. programs
<i>Roadway Improvements</i>		\$70 - \$105	\$30	\$40 - \$75	60/40 federal transport. programs
Atlanta Public Schools Projects	5.5%	\$80 - \$95	\$88		school capital investment and activities
Incentives		\$100	\$100		
Administration and Project Management	2.0%	\$32	\$32		
TOTAL COSTS		\$2,192 - \$2,772	\$1,709	\$511 - \$1,036	

Table 7.1 Eligible Activities

7.0.1 Workforce Housing

This category of cost is detailed earlier in this Redevelopment Plan.

7.0.2 Land Acquisition – Right-of-Way, Greenspace

One of the most significant costs associated with the BeltLine is acquisition of the lands necessary to create a continuous greenway and transit corridor as well as the park system adjacent to the greenway and transit corridor. Based on a general cross-section of landscape buffer, 15-foot greenway, and transit right-of-way, a 75-foot cross-section will best ensure flexibility for the transit and trail network. It is recommended that all greenway and transit corridors be acquired by 2010. The Trust for Public Land (TPL) will play a major role in land acquisition. It is estimated that the cost of land acquisition for the BeltLine will be approximately \$480 to \$570 million, a portion of which will be raised through private efforts, including foundations and public/private partnerships.

7.0.3 Greenway Design and Construction

This Redevelopment Plan assumes that construction of the entire BeltLine trail system will be complete by 2015. Costs to design and construct all features of the greenways along the BeltLine and to connect to other parks are estimated at approximately \$75 to \$90 million, including trail construction, landscaping, and lighting. To accomplish this ambitious goal, local partners, including the PATH Foundation, will play a major role, including assistance in the land acquisition, conceptual design work, and leveraging federal transportation dollars and other outside funding for the greenway's construction and construction oversight. The greenway should be pursued as part of a local/federal funding strategy, ideally leveraging public funds at a 4 to 1 ratio.

7.0.4 Park Design and Construction

TPL has outlined the opportunity to add to Atlanta's limited park system through acquisition and development of the Emerald Necklace and its associated "jewels." This study has assumed a phased strategy for parks development, concentrating on immediate opportunities during the initial five years of the program. Given the scarcity of public funds for park development, it is important that Atlanta's foundations and private sector support this new greenspace network, which

is estimated to cost approximately \$200 to \$250 million to develop. Major non-profit partners include the Trust for Public Land, the PATH Foundation, Park Pride, and others.

7.0.5 Transit Design and Construction

Alternatives being analyzed by MARTA in its Inner-Core Feasibility Study include provision of a transit system along the BeltLine corridor. Light rail, streetcar and bus rapid transit (BRT) are all under consideration. The uncertainty over mode and final alignment creates a wide range of estimated potential costs for transit, ranging from \$700 million to \$1 billion. TAD funds would be used to cover the 50 percent local match in order to participate in the federal transportation New Starts program. The U.S. DOT allocates New Starts funding in a national competitive process.

7.0.6 Pedestrian Improvements

The BeltLine envisions a pedestrian-friendly environment with expanded mobility options, as well as better access to nearby activities and destinations. To support the goal of pedestrian safety and convenience, categories of improvements may include physical projects, such as neighborhood traffic calming and streetscapes and studies of pedestrian needs throughout the area. It is anticipated that pedestrian-oriented improvements will cost approximately \$235 to \$270 million.

7.0.7 Roadway Improvements

In addition to the BeltLine transit component, investment in other transportation improvements will be necessary to ensure the capacity, safety, and operational efficiency for existing and planned development. It is anticipated that transportation and access improvements will cost approximately \$70 to \$105 million, 70 percent of which could be covered by a combination of federal and local transportation programs. Major categories of improvements include at-grade crossings, intersection improvements, and new roads, linking surrounding neighborhoods and destinations to the BeltLine.

7.0.8 School Improvements

The Atlanta Public Schools (APS) is a major partner in the creation of a BeltLine TAD with more than 20 schools and 21 percent of the student enrollment within a half mile of the Redevelopment Area. It is recommended that projects to improve schools in areas adjacent to and affected by the BeltLine be identified in

collaboration with APS, including improvements to existing school facilities and grounds and, if appropriate, the purchase of land for future schools.

7.0.9 Incentives

This category of eligible activity is traditional assistance offered to private developers within the TAD. Project-based funds could be used for brownfield study, environmental remediation, infrastructure construction, and historic preservation associated with specific development proposals submitted on a case-by-case basis as determined by the Redevelopment Agent. The study team recommends that project-based infrastructure assistance be limited to areas of unusual physical challenge and market distress, including portions of the southeast, southwest and northwest areas.

Table 7.2 shows the proposed schedule of TAD bond issuances. This table is based on estimates of the anticipated private development activity within the BeltLine TAD as estimated in the BeltLine TAD Feasibility Study in the supporting documents. The supporting documents specify the term and assumed rate of interest applicable to such bond issuances. Moreover, please see the supporting documents for a full discussion of all key assumptions related to TAD bond issues, as well as the model used in calculating the feasibility that the BeltLine TAD will generate the predicted and necessary revenues to pay for redevelopment projects.

Based on the schedule of TAD bond issuances listed in Table 7.2, TAD expenditures are likely to exceed TAD revenues during the early years of the program. TAD revenues are expected to accelerate as development occurs over time. TAD expenditures, however, are expected to be larger in the early years of the TAD, especially land acquisition expenses and trail and park development. Those years when cumulative expenditures are higher than cumulative revenues represent a potential gap that should be filled through partnerships, philanthropy, grants, and sound land acquisition strategies. Throughout the project development period, a wide variety of public and private revenue sources will be leveraged from the anticipated \$1.7 billion TAD funding to achieve all components of the BeltLine project.

YEAR OF ISSUE	AMOUNT OF ISSUE	CUMULATIVE BONDS
2006	\$111,906,093	\$111,906,093
2010	243,757,462	355,663,555
2014	357,475,614	713,139,169
2018	398,967,417	1,112,106,586
2022	373,024,995	1,485,131,581
2026	207,504,631	1,692,636,212
2030	16,496,344	1,709,132,556
TOTAL	\$1,709,132,556	

Table 7.2 Projected Timing and Range of Amounts of Bonds

