

October 2008



Milepost

A periodic update from the Peachtree Corridor Partnership

TPB ADOPTS REGIONAL TRANSIT VISION, INCLUDES STREETCARS

After 30 years of sporadic local transit planning, the metro Atlanta region has come together to create a vision to guide the transit network in the region. In September, a regional transit vision was adopted by the Transit Planning Board (TPB) by a unanimous vote. The vision is an integrated transit network which includes the Peachtree Streetcar, as well as other vital projects like the Atlanta BeltLine, the "Brain Train" commuter rail service from Athens to Atlanta, and the commuter rail service from Lovejoy to Atlanta.

While the significant hurdle of unifying the region around one vision has been traversed, significant challenges remain. TPB will now turn its attention to issues related to regional transit governance and funding before concluding its work at the end of 2008.

"The point of TPB was never to solve all of the transit-related issues facing metro Atlanta, but to move beyond the state of gridlock to a new point in the conversation," said Cheryl King, Staff Director of the Transit Planning Board. "With the adoption of our regional transit vision, I think we can safely say we've moved the dialogue to a better place."

NOVEMBER ELECTIONS: Passage of Constitutional Amendment #2 is Critical to Quality Redevelopment in Peachtree Corridor

On November 4, voters will be asked to approve a Constitutional Amendment to give public school boards, in addition to city and county governments, the choice to invest a portion of their future tax revenues in Tax Allocation Districts (TADs). Since constitutional amendments can be confusing, TAD supporters are working to educate Georgia voters that the amendment will return authority to local school districts to decide whether or not to participate in TADs.

By voting in favor of Amendment #2, Georgians will once again allow schools the opportunity to defer future tax revenues created by a TAD project to help pay for redevelopment or revitalization in blighted communities, such as areas of the Peachtree Corridor. While each participating school district's portion of the tax base remains unchanged from its level prior to the TAD, the schools stand to receive the largest windfall from the increased tax base when the TAD bonds are repaid.

TAD funding will benefit redevelopment projects within the Peachtree Corridor, the same projects which will further support the need for more and improved transit options.

