

**City Council of Peachtree City
Workshop Minutes
December 6, 2016**

The Mayor and Council of Peachtree City met in workshop session on Tuesday, December 6, 2016. Mayor Vanessa Fleisch opened the meeting at 6:30 p.m. Others attending: Terry Ernst, Mike King, Kim Learnard, and Phil Prebor.

The purpose of the workshop was:

- Peachtree City Fiscal Outlook: 2016 Financial Review (unaudited)
- Lake Peachtree Spillway
 - Spillway design progress/updated cost estimate
 - Bathymetric Survey, including drawing depicting the level of the lake during spillway construction
 - Mitigation strategies for Lake Peachtree siltation

Fleisch noted the Lake Peachtree presentation would be first. City Manager Jon Rorie said there were three pieces to the presentation, with Dan Davis and Rich Greuel of Integrated Science & Engineering (ISE) as the presenters.

Greuel said things were on schedule, noting the spillway design had been authorized in April. The preliminary planning meeting was held in June, and the final concept for the spillway was selected in September. All the modeling was complete, and the key objectives that had been met included ensuring the new spillway design met current Georgia Safe Dams standards and that flooding would not increase during 100-year storm events either upstream or downstream of the dam.

Greuel continued that they were currently in Phase 3 (Preliminary Design) of nine phases. Phase 9 was when the lake was back in service after the spillway was completed. The preliminary design was done, and after the concept was presented at this meeting, work on the construction plans would begin. Greuel said the construction plans should be completed in May, then the bid process would start.

Learnard clarified that construction would take place from August 2017 to April 2018. Greuel said they might be able to accelerate that timeline. Rorie said they had asked for a better ending date and were trying to get ahead of any bad weather. He hoped they would be at least one month ahead of schedule.

Learnard asked for clarification on why the piano key weir was chosen, adding she would do all she could to get the word out. Greuel confirmed that the piano key weir would fit better in the constrained area, would help avoid mechanical devices that could have mechanical issues later, and would not increase the flood levels upstream or downstream during a 100-year storm event.

Randy Bass of Schnabel Engineering said they had to go with a computational fluid dynamic model because of the shape of the piano key weir. Another constraint was the channel beneath the bridge downstream was a constriction point that could cause the water to back up onto the spillway in a big storm.

The modelling was finalized, and Bass said they knew the final dimensions of the piano key weir. To meet the standards for a storm event for a Category 1 dam, the top of the dam had to be raised by two feet either with a berm or a parapet wall. They would re-run the model just to ensure the additional two feet did not affect the Category 1 requirements. It would be designed to Category 1 standards, and the City would need to deal with the state concerning inspections.

Susan Duncan pointed out her home was located right at the current dam, and she had concerns, asking if the dam would be in the exact same location.

Frank DeStadio asked if they were raising the height of the dam or the spillway. Bass said the height of the dam would be raised. In order to meet the standards for a Category 1 dam, they had to either make the spillway wider or put more water over the dam. It was easier to make the dam higher, and there would be "more bang for the buck" by making it higher rather than wider. Everything was designed so the normal pool of the lake would be the same as it was today during storm events.

Bass noted the location of the new spillway and the existing spillway, saying the water level would be the same in back of her house. Duncan asked what the noise level from the cofferdam would be, noting it was quiet now. Bass said that during construction of the cofferdam there would be earth-moving equipment, saws, and drills. When the cofferdam was done, there would be water flowing over it like a waterfall. Duncan asked if the possibility of flooding would be greater during the construction. Bass said the cofferdam was designed for a 50-year event, and it was very rare for that to occur during that six-month construction period.

Public Information Officer/City Clerk Betsy Tyler noted the lake level would also be lowered and would accommodate additional rainfall. Bass said one of the reasons for lowering the lake was to store water from storms.

Greuel explained the lake had to be lowered approximately eight feet so the cofferdam could be built. After the cofferdam was constructed, the water would be brought back up by two feet. After the foundation of the spillway was completed, the water level should be down about four feet low during the final phases of construction.

Davis said they had also discussed lowering Lake Kedron as protection during the construction with the Fayette County Water System. Lake Kedron would be lowered by two feet temporarily, and after the foundation was in place, would be brought back to normal pool. Greuel said that most of the watershed that fed Lake Peachtree came via Lake Kedron. He continued that it would take two months to build the cofferdam. The lake would be very shallow until the foundation of the new spillway was done, then there would be an evaluation to see if the water level could come up two feet.

Ken Whitsill clarified that construction would begin in August, asking when the lake drainage would start. Greuel said the drainage would be the start of the project in August.

Duncan asked if the multi-use paths near the spillway would remain open during construction. Greuel said the paths along the side of the lake up to Battery Way would remain open, but the path on McIntosh Trail might be re-routed. Rorie said the paths would not be used for construction traffic, and construction traffic would be on the dam side of the spillway.

Tom Fulton asked why the work would start in August, which was the middle of the usage season for the lake, asking if there were any construction issues with waiting a month. Greuel said there were no issues from an engineering standpoint. Rorie said the timing of the construction was a moving target. The issue was the vegetation growth. If the lake was lowered in the summer months, it would impact the use of the lake. The key was trying to get the design documents in place so decisions could be made to put the City in the best window to avoid vegetation growth, minimize impacts on use of the lake, and get construction done before the next spring or summer.

Fulton said there would not be much vegetation, asking if they could shift it a month. Rorie said they would try to target a window that provided the best opportunity for everybody.

Whitsill asked if the lake would have to be drained to take the cofferdam out. Bass said removing the cofferdam was part of the environmental permit, but it could be removed in the wet, if they had to do that. Greuel added they did not want to be in a massive drought or have massive floods, but they would work with the Fayette County Water System.

Greuel noted the updated cost estimate was \$3.46 million, which was within 10% of the estimate in September (\$3.1 million). The recommended contingency was 15% (\$519,000). During the next phase, they would get more hard numbers for the contractors to look at.

The proposed schedule to build the new spillway and lake levels were:

- Stage 1 – Lower Lake Peachtree 8.5 feet
 - Approximately 3 Weeks
- Stage 2 – Construct Coffe Dam
 - Approximately 4 Weeks
- Stage 3 – Lower Lake Kedron 2 feet / Raise Lake Peachtree 2-feet
- Stage 4 – Construct New Spillway Foundation
 - Approximately 3 Months
- Stage 5 – Raise Lake Peachtree 2 feet
- Stage 6 – Construct New Spillway Walls / Weirs
 - Approximately 3 Months
- Stage 7 – Return Lake Peachtree to Full Pool

Greuel discussed the potential bridge located at the spillway, saying it had been added to the renderings as a place holder and was not the actual bridge/location. Greuel and City Engineer Dave Borkowski had met with a bridge supplier that had done a lot of work in the City. A thrust arch bridge was being considered because there were be no piers down in the plunge pool, and it would be a single span over the entire spillway. Thrust arches were good at spanning distances, and it would need to span approximately 160 feet. They also did not want the bridge to be a cage, but wanted something more open as people walked across the spillway. Fleisch asked Greuel to compare the elevation of the new bridge to the current bridge on McIntosh Trail. Greuel said the bridge would be higher than the spillway.

Bob Grove noted that the bridge on Kelly Drive was very narrow with a high curb, asking if the new bridge would be able to handle two-way traffic. Fleisch said it would, and people would be able to walk on the bridge at the same time. Rorie added that the current paths would be removed from McIntosh Trail.

Greuel said the path would be at the top of the wall, with the weir below. If Council was in agreement with the concept, they would design the abutments of the bridge with the spillway design. He continued that it was better to put the abutments in during construction, even if the City did not immediately build the bridge. Rorie asked what the bridge cost would be. Greuel said it would be \$400,000. Rorie pointed out that the spillway was an asset that would last more than 50 years. This was the time to at least build the abutments, when it could be done right, and the cost would be a quarter of what it would be to add them later. The option for the bridge would remain open.

Learnard asked if the abutments were specific to the thrust arch bridge. Greuel said yes, but they could be retrofitted if a different style bridge was chosen later.

Whitsill asked if the abutments were an integral part of the design for the spillway. Greuel said the walls were an integral part of the spillway, and the abutments would mount into the walls. Bass explained the abutments would be downstream of the spillway and socketed into the training walls of the spillway, not into the piano keys, but the stilling basin.

Greuel asked Council if they agreed on the design of the abutments as part of the wall, and the consensus was yes. Greuel said they were now moving into Phase 4, and they would start designing construction plans.

Greuel discussed what dredging the lake would look like going forward and the bathymetric survey. A lot of sediment had been removed during the dry dredging, but that would not be done again. Greuel and Davis said they came up with three points for Council to consider. The first would be to wait the required time to dredge again and to consider hydraulic dredging instead of lowering the lake. A barge would be in the lake with a tiller head that would till the sediment and suck it into a pump, then send the sediment to be de-watered on shore. The advantage was the lake would not have to be lowered.

In the early to mid-1990s, a sediment trap had been permitted that had been somewhat successful in keeping sediment from getting into the main body of the lake. Borkowski had found information regarding cleaning out the sediment trap, which was full again in a year. The City could permit the sediment trap again, but there would be a lot of repetitive actions. They had met with the Corps of Engineers, who said the City could possibly get a permit again, but it could require mitigation. Given the history, the City would have to dredge the sediment trap every one to two years.

King said he did not know if the lagoon area (the portion of the lake north of SR 54) had been dredged, noting it had not since he moved to the City, and the sand and sediment buildup could be seen. Rorie said the process could have been abandoned. Greuel agreed. King said he would like to see the cost comparison between cleaning up the sediment trap every few years and a dredging. It might be worth it every two – five years.

DeStadio asked if any upstream mitigation had been considered. The sides of the banks along Flat Creek had gone in six to eight feet and trees had come down. No matter what was done at the lake, it would continue to fill with sediment if the problem was not stopped. Greuel said his experience with streambank mitigation/stream restoration gave some help, but it was extremely expensive and there would continue to be private property issues as well. The question was the economy of scale between doing one dredging every 10 years or doing it once a year. It was also difficult to determine the replenishment rate of the sediment.

Greuel said another option was to get a permit for the sediment trap and have less intensive dredgings every few years. Ernst asked if there was access to the sediment trap on the north side. Borkowski said an access road was shown on the plans, but the road was no longer there.

Davis said the County's contract for the dry dredging was for \$1.6 million. He did not know the final price since there were several change orders and a lot of rock. The median bids had been around \$2.4 million, which was probably the real price for the work that was done. He noted that a small dredge could be purchased for \$175,000. Maintenance dredging could be done according to the Corps of Engineers. The work that was done before had been performed under a nationwide permit. There was an existing area that could be accessed on a permanent basis, and there were Public Works crews that were more available during the winter. The economics should be explored. The Public Works crews had shown they were capable. The dredge was operated by one person. There would be enough room for 20 truckloads worth of sediment, and the City had the dump trucks. The last challenge would be where to take the silt.

There were other shallow areas by Battery Way dock and other locations where the small dredge would be used. The machine could be pulled by a truck and used in some of the ponds. They needed to explore the economics, but the north lagoon would be a frequent scenario, Davis said. The silt would then work its way down into the lake. Rorie said the charge for the dredging had been by the cubic yard, so there could be a benefit to getting the silt out before it built up.

Fleisch asked if this dredge could be used in Three Ponds. Davis said this machine only needed nine inches of water to float in and could dig as deep as 20 feet.

Pam Kemp asked how much the dredge weighed and if a road was needed to tractor it around. Davis said it had wheels, and Rorie noted the City already moved heavy equipment around.

Fleisch asked what other places had one. Davis said there was a company in Tennessee that marketed the equipment, both new and used, and in all sizes. He had confidence that the crews in Public Works could learn how to operate it. Davis said the machine was simple, and a crew of three could operate it for five hours a day.

Rorie said streambank restoration/mitigation all the way up the stream would be very costly with very little return on investment. They could deal with the siltation trap routinely every two, three, or four years, and they did not have a track record for that to know what was needed. They also did not have a track record in terms of the silt buildup in the main body of the lake because there had not been a bathymetric survey until now. There was now a baseline for future decisions. The bathymetric survey would be redone in 10 years, near the end of the contract. Another bathymetric survey might need to be done before that to see what was happening. Davis said that would be easy to do and would be very inexpensive.

Davis said there was still a continuing source of silt feeding into the lake. There were engineers that modeled sediment transport, and they could go to the creek banks and do geotechnical testing of the soil types, then determine how much sand the lake would get per year. Bank restoration would help. Rorie said there was no right answer, just what would put the best foot forward. They had presented opportunities and options.

Fleisch asked if there were other ways of letting people know what was going on with the dam and spillway, such as signage at different points along the lake. Rorie said yes, adding these were key visual projects, and informational signage should be placed. Prebor added that the City needed to make sure everyone was well-informed. Many residents were concerned. Rorie said staff would look at what to do after the first of the year.

- **Peachtree City Fiscal Outlook: 2016 Financial Review (unaudited)**

Rorie emphasized this was an unaudited end of fiscal year review, noting there were reviews and changes during the year. He continued that the City's budget policy drove the decisions that were made. The budget policy:

Budget Policy

The City's primary objective is to provide a standard of budgetary performance that both staff and Council have endorsed and to provide budgetary decision making with greater continuity, reinforcing the City's core financial values and preserving them for successive staff and council.

- **Baseline and Service Level Funding**

The City's top program priority is to maintain existing service levels in all divisions and departments. A baseline should be set and serve as an agreed upon point of departure for subsequent budget discussions ie: a new facility or service. Any additional services above the baseline shall be fully funded at the time of the adoption of the annual budget and ongoing funding sources shall be clearly identified. Such ongoing funding sources must be either new or increased revenues or clearly identified expense reductions.

Rorie noted that the underlined sentence set a baseline, adding that it did not matter whether it was a dredging project or spillway design/construction, there had to be a baseline. He said they were close to having that baseline budget established with the budget process over the last five years.

There were always tweaks that would be needed along the line. If a decision was made to purchase a \$200,000 piece of equipment, it meant the service level would change because there was another capital need or maintenance to budget going forward. There would be an unaudited analysis of the fiscal year annually going forward because it set the stage for where the City was going and how it would get there.

Financial Services Director Paul Salvatore said the financial model adopted for FY 2016 used \$769,000 in cash reserves to meet the service level objectives. At that point, Salvatore said Rorie had not recommended using more than the \$769,000 to monitor what happened to revenues during the year. That had provided an extended opportunity to evaluate revenue streams from ad valorem taxes, title ad valorem taxes (TAVT), sales taxes, and protected the cash reserve fund balance. Salvatore continue that \$1.02 million had been used to increase street resurfacing from \$645,000 to \$1.8 million, \$225,000 had been added to cart path paving materials (\$440,000 to \$665,000); \$71,000 was used for engineering plans for SR 54/MacDuff Parkway and SR 54/Planterra Way, and \$79,000 had been appropriated for an additional detective in the Police Department. Using only \$769,000 had allowed additional contingency appropriations for storm response, emergency repairs, economic development initiatives, litigation expenses, short-term traffic improvements, and more.

Salvatore looked at the five-year model adopted with the FY 2016 budget, which showed the use of \$769,598 in cash reserves. It also showed that cash reserves would not be used much later on in the model. There had been a 0.25 mill tax increase programmed for FY 2017. Excess growth in the tax digest had helped to eliminate the tax increase as well as holding the FY 2017 budget flat from FY 2016.

The FY 2016 adopted budget had a zero mill increase, with the millage rate staying at 6.756. Predicted revenues were \$32,750,209, with projected use of \$769,598 in cash reserves, for total revenues of \$33,519,807. Total expenses were projected at \$33,519,807. The increase in value in the tax digest had eliminated the use of cash reserves. Ad valorem taxes had been 37.6% of the FY 2016 General Fund revenues; followed by Local Option Sales Tax (LOST), 19.9%; other taxes, 14.2%; other revenues, 11.3%; franchise taxes, 8%; fines and forfeitures, 3.4%; licenses and permits, 3.3%; and fund balance, 2.3%.

Salvatore presented the actual revenues versus budgeted revenues as of September 30:

General Fund Revenues - FY 2016 Budget vs Actual Summary

	Original Budget	Actual	Difference
Ad Valorem Taxes	\$12,599,446	\$12,386,452	(\$212,994)
Title Ad Valorem Tax (TAVT)	\$1,249,150	\$984,423	(\$264,727)
Local Option Sales Tax (LOST)	\$6,675,093	\$6,787,239	\$112,146
Franchise Taxes	\$2,694,392	\$2,601,670	(\$92,722)
Insurance Premium Tax	\$1,909,016	\$2,144,799	\$235,783
Hotel/Motel Tax	\$788,574	\$807,095	\$18,521
Other Taxes	\$1,598,911	\$1,648,504	\$49,593
Licenses & Permits	\$1,090,326	\$1,081,058	(\$9,268)
Intergovernmental Grants	\$487,902	\$494,502	\$6,600
Charges for Services	\$2,238,961	\$2,103,716	(\$135,245)
Fines & Forfeitures	\$1,142,240	\$998,608	(\$143,632)
Interest Earnings	\$53,550	\$85,417	\$31,867
Miscellaneous Income	\$222,648	\$347,153	\$124,505
	\$32,750,209	\$32,470,636	(\$279,573)
Use of Cash Reserves	\$769,598		
Total Sources of Funds:	\$33,519,807		

Salvatore noted that the TAVT projections might need to be adjusted because it was basically unpredictable. They would keep a close eye on the TAVT in FY 2017, which could require a budget adjustment. There were other variances as well. Fleisch asked what percentage of LOST the City received. Salvatore said it changed every year during this 10-year period, and he was not sure what it was for FY 2016. Overall, the City ended up approximately \$280,000 short of what was originally budgeted, which was within 1% of the original estimates.

Rorie added that the state had taken the stable vehicle ad valorem tax and turned into a volatile revenue source. The LOST also had its ups and downs. Until 2009, the ad valorem had been stable. During the year, the revenues and expenditures fluctuated, and staff monitored that so decisions could be adjusted throughout the year. He commended Salvatore, saying that throughout the waxing and waning of the economy, Salvatore had made good decisions.

Salvatore continued that the expenditures had ended up very favorable, with the exception of one item. The majority of paving was not completed in FY 2016, so the majority of that funding had been carried over into FY 2017. Several FY 2016 budget amendments had increased the use of cash reserves to \$990,213. There had been \$266,213 in unspent carryovers from FY 2015. Additional funds had been needed for right-of-way mowing (\$14,000), SAFEbuilt (\$33,000), overtime labor (\$12,000), tree removal (\$40,000), Lake Peachtree spillway (\$300,000), an unanticipated land purchase (\$300,000), and IT projects (\$25,000). The ending budgeted use of cash reserves had been over \$1.7 million, but \$1.3 million had been spent.

Rorie said all the departments were asked to execute their budgets at 98%, but variances in that goal did occur. Municipal Court was \$27,000 over budget. There had been probation, indigent care, and credit card expenses that were difficult to track and estimate. The Fire Department had been over by \$9,000 due to deployments and injuries that required an increase in part-time staffing. Due to these types of variables, Rorie ran an expense report at least once a quarter for each department.

Prebor asked why SAFEbuilt had been increased. Rorie said additional contract help had been added to assist with the front desk, plan review, and other items. The split with SAFEbuilt had also changed, and the costs would go up because they were directly related to building and permitting, which were on the rise. Salvatore said the good news was the revenue would increase as well.

The adopted five-year model for FY 2017 showed a minimal increase in the cash reserves of \$43,543, Salvatore said. The projected use of cash reserves in FY 2016 had been \$1.4 million. Actual use of cash reserves was \$118,227, which Salvatore said was distorted due to the \$1.2 million carryover for paving. The City had actually come in approximately \$116,000 better than what was originally projected for FY 2016.

There had already been expense adjustments for FY 2017 that included \$1.2 million in unspent carryovers (mostly street paving), \$23,550 for a part-time Planning position, (\$25,000) miscellaneous additional savings, and (\$223,000) in health insurance administrative cost savings. The revenue side adjustments included TAVT (\$220,000), cable franchise taxes (\$22,000), fines and forfeitures (\$30,000), Insurance Premium Tax (\$168,000), and \$2,343 in miscellaneous adjustments. Salvatore said he would lower the revenue estimates by \$100,000 in FY 2017. There had been a hard expense savings in the health insurance administrative costs, which would continue to save the City \$150,000 each year thereafter. Based on what they now knew, Salvatore expected the \$11,432,800 in cash reserves in FY 2017 to increase by \$239,000.

Salvatore looked at capital projects and bond debt, noting that two loans would be paid off during FY 2017 – a 2001 City-wide capital improvement loan and a 2002 loan for a land purchase. An equipment lease would also be paid off during FY 2017. The total General Fund supported debt service after FY 2017 would be \$10,466,110, which was the equivalent of 5.274 mills. The General Fund

debt service payment each year was the equivalent of 1.349 mills, or approximately \$3 million per year.

Salvatore said the City had very low outstanding debt for a city of its size and maturity, which was part of the reason for the City's AAA credit rating. The debt that was left had a relatively short horizon and would be paid off within five years. Fleisch noted that after refinancing, the bulk of the loans had an interest rate 2% to 3%. Salvatore said some of the loans were less than 2%.

Rorie reiterated that the City did not have a lot of debt in relation to the overall budget. The decision-making process had been very sound through the years. There would always be revolving equipment leases. The question was what to do when the bond debt was retired and how the City would budget for the issues that had been dealt with by the bond debt.

General Obligation bonds included 2003 refunding bonds and 2011 Library refunding bonds. The 2003 bonds would be paid off in 2018, and the 2011 bonds would be paid off in 2019. The millage rate equivalent was 0.309 mills. After the FY 2017 payments, the principal balance for both would be \$1,025,000.

Rorie gave an update on the 2014 Facilities Authority bond, which had been approved in November 2014. The original budget had been \$3,060,591, and the amended budget was \$3,059,641. The budget balance was currently \$1,947,913. Rorie said more projects might be added based on the savings.

Completed projects included fire protection systems in buildings Citywide, adding electricity to Drake Field, tower improvements at the BMX track, BMX irrigation, PAC irrigation, Glenloch Recreation HVAC, Braelinn basketball courts, PAC building roof, Clover Reach pool demolition, Kedron Aquatic Center HVAC, Tennis Center awnings replacement, Tennis Center HVAC, Tennis Center lighting, and Public Works administration building HVAC.

Rorie pointed out that bids were due on December 20 for roof replacements for Police Department, Fire Stations 83 and 84, and the Tennis Center Clubhouse. Station 81 building repairs bids were also due December 20. Other projects in progress included the audio-visual system for Council Chambers, Kedron Aquatic Center restoration, Kedron Rink improvements, Police Department HVAC, Fire Station 84 exterior seal coat, Public Works generator, Public Works administrative building generator, and playground equipment replacement. Project managers were encouraged to save 10%.

Projects scheduled for completion in FY 2017 included City Hall windows replacement, Skate Park renovations, Library window replacement, Fire Station parking lot resurfacing, Fire Station 83 exterior seal coat, Public Works building improvements, and Public Works ancillary building roof.

Issues on the horizon included street resurfacing, cart path maintenance, building/facility maintenance, spillway construction, and SR 54 traffic improvements.

Public Works Supervisor Scott Hicks said City roads were evaluated every two years using the PACERS Rating System, which looked at cracks, bumps, and other items. Out of 179 miles of roadway, 36% (64 miles) were rated below 80. The cost for full depth reclamation on those 64 miles would be \$30 million or \$470,000 per mile. Funding in the FY 2017 budget was \$1.8 million. In 2015, 4.03 miles of road were completed for \$1.8 million. In FY 2016, 2.89 miles were completed for \$1.36 million, and another \$150,000 was spent on speed tables and additional striping. In FY 2018, Hicks said they hoped to double the effort by increasing funding to \$3.7 million annually for eight miles of road. He noted that if the City stayed at \$1.8 million in funding, the City would be going backwards with paving. It would be 40 years before they could even start working on those roads that were currently rated 80 and above. They needed to get to maintenance mode. In the meantime, the remaining 115 miles of roads continued to deteriorate.

Hicks continued that 13% (12 miles) of the City's path system were rated below 80. In FY 2016, nine miles of resurfacing had been completed, a couple of paths had been extended (including a path to the Drake Field parking area), and maintenance and upgrades had been performed on six tunnels. The system had 100 miles of paths, 29 tunnels, 35 bridges, and 177 at-grade crossings. The labor and materials cost to resurface one mile was \$175,000 (outsourcing paving quotes ranged from \$375,000 to \$400,000 per mile). Annual labor and resources cost approximately \$1.7 million for resurfacing, which was equivalent to 0.895 mill.

Rorie noted that the master plan for the path system had been updated in 2010, and the master plan had been used to identify potential Special Purpose Local Option Sales Tax (SPLOST) projects. The master plan identified 24.75 miles of new paths, 59 new path projects, five new multi-use bridges/tunnels, and 10 new tunnels to replace existing corrugated metal tunnels. The estimated cost in 2010 for those items was \$15,524,782. They were currently working on realignments and bridge assessments. The crew did what they could little by little and continued to make progress. Potential SPLOST projects included enhancing resurfacing efforts, adding path extensions, and adding bridges and tunnels.

There were spreadsheets and a software management program, Manager Plus, that helped staff predict when roofs, HVAC units, and other items needed replacement, which then allowed staff to plan and determine a budget number for facility maintenance. The City owned 40 buildings (City Hall, concessions, restrooms, etc.) and 24 structures (Plaza fountain, fuel island, Amphitheater stage, gazebos, etc.) that were insured for \$43.3 million.

Rorie added that when the Facilities Bond debts retired, the roofs and HVAC systems would be 10 years old. Money should be put in a sinking capital fund for replacements. In FY 2017, \$383,000 (0.1%) was spent for building repair and maintenance, such as HVAC maintenance, pest control, back flow maintenance, fire alarm/extinguishers, dumpsters, etc.). There were limited funds for other maintenance needs such as painting, fountain restoration, bathroom fixtures, flooring, and other items. In FY 2018, \$430,000 in additional funding was earmarked for other building facility maintenance needs. Funds had been needed to replace 20-year old faucets in bathrooms in City Hall. In FY 2016, there had been \$25,000 in budget for maintenance to fix roofs, faucets, and everything else. The Facilities Manager could not spend the money without approval because this was a new program. Another \$25,000 had been added to the FY 2017 budget. Rorie continued that \$6,000 was spent every year on maintenance and cleaning on the fountain. He had to find \$27,000 to resurface the fountain, which was needed now. Going forward, the plan was to put 1% of the total assessed value of the properties into a sinking fund to help with the maintenance issues. He wanted to start with \$200,000 in the budget and work up to \$480,000 annually for maintenance as opposed to incurring bond debt.

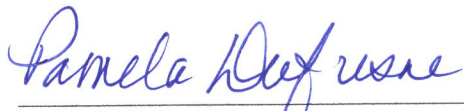
Construction on the spillway replacement was scheduled to begin in September 2017, with the cost between \$3.1 million to \$3.5 million. Fayette County would contribute \$2 million. Without the path bridge, \$1.1 million to \$1.5 million in funding would be needed from the City. Potential SPLOST funds had been identified to help with the projects.

Plans for traffic improvements at SR 54/Planterra Way and SR 54/MacDuff Parkway were ready to execute once a funding source was identified. Rorie said the Georgia Department of Transportation (GDOT) would be repaving SR 54 in the spring of 2017, and the City had to be ready to work with GDOT at that time. He noted that the cost in the SPLOST manual was estimated at \$650,000 for each intersection for night time work. The estimated cost for daytime construction was \$500,000 for each intersection. The short-term impact would be huge, but the long-term gain would be worth it.

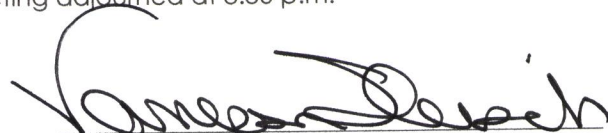
Rorie continued that paving and resurfacing efforts had to be doubled so eight miles per year would get done. Staff had tried to show Council that the FY 2016 budget had been executed well. The forecast for FY 2017 was looking good, and \$236,000 could be added to the cash reserves, but that

amount was a "drop in the bucket" compared to funds that were needed. They would have to look at some issues moving forward. The infrastructure was beginning to fail, and identifying funding sources was an integral part the City's quality of life.

There being no further business to discuss, the meeting adjourned at 8:36 p.m.



Pamela Dufresne, Deputy City Clerk



Vanessa Fleisch, Mayor