City Council of Peachtree City
Agenda
November 4, 2010
7:00 p.m.

I. **Call to Order**

II. **Pledge of Allegiance**

III. **Announcements, Awards, Special Recognition**
Proclamation for Retired Educators Day

IV. **Citizen Comment**

V. **Agenda Changes**

VI. **Minutes**
September 7, 2010, City Council/Planning Commission Workshop Minutes
October 21, 2010, Regular Meeting Minutes

VII. **Monthly Reports**

VIII. **Consent Agenda**
1. Consider Acceptance of Donation from Southern Regional Medical Center
Request to accept four modems to be installed in electro cardiogram devices in four Fire Department ambulances

IX. **Old Agenda Items**

X. **New Agenda Items**
11-10-01 Consider Request to FCBOC for Funding 2003 RTP Projects
Request to authorize Mayor to send formal request to Board of Commissioners to request funding for transportation projects
11-10-02 Consider Appointment of Interim City Manager
Request to appoint interim city manager to serve until replacement has been hired
11-10-03 Consider Reclassification of Cart Path Supervisor
Request to correct an error in pay grade for cart path supervisor position
11-10-04 Consider Authorization to Submit TE Grant Application
Request to submit grant application for SR 54 West landscape enhancement project

XI. **Council/Staff Topics**
Hot Topics Update

XII. **Executive Session**

This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

MINUTES OF JOINT WORKSHOP
WITH MEMBERS OF THE CITY COUNCIL OF PEACHTREE CITY
AND PLANNING COMMISSION
September 7, 2010

A joint workshop with members of the City Council of Peachtree City and the Peachtree City Planning Commission was called to order in the City Hall Council Chambers at 6:30 p.m. on September 7, 2010. Those present were Mayor Don Haddix and Council members Kim Learnard and Vanessa Fleisch; Planning Commission Chairman Patrick Staples; Vice Chairman Theo Scott; and Commissioners Joe Frazar and Lynda Wojcik. Also present were the City Manager, Mr. Bernard McMullen; the Community Development Director, Mr. David Rast; the Planner/Economic Development Coordinator, Mr. Anthony Bernard; and the Recording Secretary, Ms. Jennis Rice.

The purpose of the workshop was to discuss proposed amendments to the official land use map and zoning map which would ultimately result in the adoption of a new land use map and a new zoning map for the City.

Mr. Rast introduced the workshop. The draft of the updated zoning and land use maps would be presented. Mr. Rast explained that Mr. Bernard had worked painstakingly close with Mr. Tony Whitley in the City's IT Department to redraw a significant portion of the current zoning map, primarily updating parcel lines. Mr. Bernard and Mr. Whitley had also worked closely with the Fayette County staff and 911 in updating this information. Mr. Rast stated that the most impressive part of this was that the true parcel-based zoning and land use maps would be 100 percent complete on Monday, September 13.

The base map showed the current zoning of the tracts of land within the city. A modification of that map that showed the delineation between the OS-P and the OS-C zoning districts would be presented for adoption. It was originally thought that each parcel would have to be rezoned separately which would have been very time consuming and very costly. The City Attorney, Mr. Ted Meeker, recommended a new zoning map be adopted that would include all of these updates. An updated zoning and land use map would be presented to the Planning Commission and then to City Council for formal adoption. Mr. Rast noted that the Airport Overlay Zone and the SR 54 West Overlay Zone would also be included on these maps so there would be no question as to which parcels fell within those two overlays.

With the changes that had been made, there were a little over 13,000 parcels within the city which included 200- and 300-acre tracts as well as little slivers of greenbelt. The map was very detailed. Before the maps were brought forward for adoption, the map would be cleaned up and Staff would confirm with Fayette County that they had the same data the City did.

Mr. Rast further stated a clear delineation of all three golf courses was included with these maps, something the City had never had before. Mr. Tim Dunlap of Canongate Golf Courses provided the boundary surveys that had been done for each of the courses when they were purchased. This not only showed a clear delineation of the golf courses but also the tracts that were adjacent to the golf courses and whether they were owned by the City or by private property owners.

The updated base map that would replace the current map was displayed. Mr. Rast stated that the only parcels that were being recommended for rezoning were those that were zoned OS and only those that were owned by the City. Staff had spoken with Canongate about the zoning designation of their parcels; and since they had no objections, these rezonings would also be included. Other OS properties might be rezoned at a later time.

Mr. Rast explained that one of the reasons this was scheduled for the October 7 City Council meeting was to coincide with the recommendations in the Wireless Telecommunications Ordinance. He had pulled plats of several of the tracts of land on which towers could be located and had shown some setbacks on them based on the setbacks that were being recommended. These would be included in the presentation on the Wireless Telecommunications Ordinance.

Mr. Rast stated that there had been discussion internally about the possibility of changing some of the village boundaries. He asked for feedback from the Council members and Planning Commissioners as to how Staff should proceed on this issue. He described the development in the industrial park and pointed to the retail tracts on either side of Crosstown; the ones on the north side were zoned LI Light Industrial and the ones on the south side were zoned GI General Industrial. For a couple of reasons, the potential of including these tracts within Braelinn Village was discussed: (1) they were primarily retail in nature and would fit in with Braelinn's GC zoning as opposed to GI and LI and (2) the village graphics and village identification for Braelinn could be moved out to Highway 74 as opposed to their current location at the creek.

Mr. Staples wondered to what extent making substantive changes to the land use and zoning maps either supported or undermined the City's zoning and land use. Would this set a precedent? Mr. Rast said this was decided on a case-by-case basis. The way the zoning ordinance was written allowed retail that served the industrial park. Mr. Staples thought this made sense, but he wondered what the implications might be.

Mr. Staples particularly wondered about Huddleston Road. Mr. Rast stated that redevelopment of Huddleston Road had been discussed for years. Currently, it was predominantly GC, LI, and GI. He thought there should be one zoning designation for this area, but that might or might not be appropriate.

Ms. Wojcik's concern was that this would chip away at the industrial park. She had a problem with that. There was already a lot of GC property in the city, and she did not want to see even more.

Mr. Staples thought the idea of extending the village boundaries was a good one. Ms. Wojcik agreed.

Mayor Haddix shared Ms. Wojcik's concern about increasing the amount of commercial property in the city. He thought this would affect the Census tract. Mr. Rast did not know whether it would or not. In some ways, he thought changing the boundaries made sense but in others it did not. Mr. Staples thought that the more it was discussed, the less appealing it sounded, especially since it would involve the land use.

Mayor Haddix asked if there were any other issues besides impact fees that were gelled around a village. Mr. Rast said Staff factored in the scenario of a buildout of the land that was currently zoned Industrial and the land that was zoned Office.

Mayor Haddix also wondered how this would affect overlay. Mr. Rast did not think some parcels would be affected, but others might be. He thought it also might be desirable to keep a clean boundary between the industrial park and Braelinn which now was pretty much centered on the creek. Ms. Wojcik thought that because of the possible negative implications in the future, it might be best to leave things as they were.

Mr. Rast explained the difference between the two new OS designations. OS-C would be predominantly left in a natural state, e.g., boardwalks, paths, greenbelts, possibly a passive park or playground but no active recreation. OS-P would include golf courses, schools, government facilities, parks, and active recreation.

Mr. Rast stated that the property included in these rezonings was primarily city-owned property or the property owned by Canongate and the schools. He noted there were a couple of churches that were zoned OS, and they would fall into the OS-P zoning district.

Mr. McMullen asked about a parcel of land near Falcon Field that was zoned OS-C. Mr. Bernard stated that it was the dam spillway. Mr. McMullen wondered if the County could build a park in the future if the property was zoned OS-C. He understood that their long-range plan was to build an access point similar to the one for Lake Kedron but at the present time there was no funding.

It was agreed that the property would have to be zoned OS-P for that to happen.

In response to a question from Ms. Fleisch, Mr. Rast stated that legally the City could not change the zoning of a property without the owner's permission. Her concern was about cell phone towers.

Mr. Rast said the sites where towers could be located would be identified. However, when the proposed setbacks were applied, the sites might not be suitable.

Mayor Haddix agreed that everyone had concerns about cell towers. He wondered if anyone knew the reason behind the nationwide push for towers. Mr. Staples and another gentleman felt it was due to the emergence of 4G devices.

Mr. Rast noted that the spreadsheets showing all the parcels in the city were also being updated and would include information as to whether or not the parcel was developed and, if developed, what size building was on the property. After the database was updated, all of the information on a particular piece of property would be accessible by clicking on that parcel in the database. The good thing was that the information was being shared with the County and consequently everyone would be working off of the same documentation.

Mayor Haddix asked about towers on property zoned AR. Mr. Rast gave the following reasons that Staff was recommending that the AR-zoned property be removed from the zoning districts where towers would be allowed: (1) AR was more of a holding pattern, (2) these sites were homesteads that would eventually be redeveloped and (3) other districts (GC and OI) were being added to the permitted zoning categories for towers,. He noted that the general areas where the tower companies had indicated they needed towers were predominantly in residential areas. Ms. Wojcik had suggested that in a lot of those areas, the village retail centers were also located. It was thought it might be possible to find locations for towers on those sites.

Ms. Wojcik made the following points:

- It should not be a requirement that towers be located behind a building. This requirement would limit the potential tower locations and might stop this from being a viable solution to a pressing problem.
- No one in the city would want to turn in their cell phone or wireless services so it was necessary to come up with something that was not objectionable and was away from residential development.
- Towers and required landscaping should be permitted in parking lots because the associated greenery would make them less objectionable than the tower by itself would be.
- The landscaping would look better than the sea of asphalt that existed in the retail center parking lots.

Mr. Staples said he supported what Ms. Wojcik had said especially in the Kedron area. Mr. Rast noted that this would certainly open up more areas in some of the retail centers. Ms. Wojcik pointed out that it would be up to the retailer, but she felt it was possible to have the ambience that needed to be there. She would prefer that the cell towers not be near the city's parks and residences.

Mr. Rast pointed out that the land use designations could be changed without going through the approval process with the property owners as the Land Use Plan was more of a guide. He also thought it might be desirable to consider changing the land use designations for the subdivisions off of Georgian Park.

Mr. Rast explained that historically the land in the Kedron area was envisioned to be high density with apartments, condos, and townhomes. The only parts that had developed as multi-family were the Georgian Club condos, the AMLI apartments, and a portion of North Cove. Most of the area was single-family detached. The zoning of the area would still allow multi-family to be developed so he thought it might be a good idea to modify the land use to single-family cluster or single-family medium density to coincide with the way the area had developed.

Council member Learnard asked what would be accomplished by changing the land use designation for these properties. Mr. Rast explained that the land use would be compatible with the way the land had been developed. Mr. Staples felt this was appropriate and liked the fact that the property would remain residential but with a less dense status consistent with the current use. Ms. Wojcik agreed.

Mr. Rast noted that this was not something he was concerned about right now; he was thinking about 15 or 20 years down the road.

Mr. Rast pointed to Lake Forest Cove, Lake Forest, Center Green, Braelinn Courts, and Braelinn Green subdivisions which were all shown as multi-family on the land use map. He thought they probably should be changed to a less intense land use such as medium density or cluster. Again, this would be to clean up and make the land use designation more consistent with the way the property had been developed. He suggested that the land use designation for the other subdivisions along Peachtree Parkway and Braelinn Road that had been developed as single-family cluster be changed as well to reflect the way these properties had been developed.

Mr. Staples wondered if there were areas where redevelopment should be promoted and where we might accept higher density given what would be replaced. Mr. Rast thought there would be a day that we would want to do that.

Mr. Rast also pointed out that in the past the official land use and zoning maps had not been updated as changes were made to them. This process was incorporating those changes. He thought additional changes might be needed as a result of the comprehensive plan update.

Mayor Haddix noted that there were some areas of the city where the lots were so small that they needed to be combined so that something bigger could be built.

Ms. Wojcik thought that right now it was important that the land use map concurred with the zoning map.

Mr. Rast also thought one of the good things about going through the comprehensive plan process was that the maps and spreadsheet would be updated. As part of the recent compilation that showed the property that was currently zoned for multi-family and the property that was shown on the land use map as multi-family, City Staff had found that the numbers were much higher based on the maps that were adopted than what was actually on the ground.

In response to a question from Mayor Haddix, Mr. Rast explained that two zoning categories that were on the books, VR Villa Residential and R-1, were residual zonings. This meant that there could not be any more rezonings to VR or R-1. If any of the VR or R-1 parcels were developed, they would have to be rezoned to another classification.

Mr. Rast asked the Commissioners about what they thought would be the best way to review the changes. It was suggested they be reviewed either by village or by land use classification.

Mr. Staples felt it was important that the residents had a means whereby they could easily reference a property they were concerned about.

Mr. McMullen felt that one of the biggest issues would be the parcels to be zoned OS-P Open Space-Public because that would tie to the cell tower issue. Mr. Staples thought it would be important to stress that currently the OS Open Space zoning allowed cell towers; this would not add to the properties on which cell towers could be located. Ms. Wojcik emphasized that the new OS zoning districts actually took away from the property on which cell towers could be located. Mr. Rast said Mr. Bernard would add the acreage of the parcels to the database; the number of parcels zoned OS-P was significantly less than the number of parcels that could currently be used for towers.

Mayor Haddix thought it was important to spell out what was legally binding and what was guidance and goals; they were not the same thing.

Ms. Mary Giles, a resident of Braelinn Village, asked if she could see the letters from the cell tower companies. Mr. Rast said he could e-mail them to her.

Ms. Giles asked if the tower companies wanted a smaller buffer along Peachtree Parkway. Mr. Rast stated that the tower companies were concerned about the setback requirements; and obviously, they thought a smaller buffer would be better. There were jurisdictions that had adopted setback requirements based on the height of the tower. The City's current Tree Save and Landscape Buffer required up to a 60' tree save and landscape buffer on the major arterials. For residential use, that buffer would increase to 100'. There was still a pretty sizable setback from any public street. He thought it was 100' from a public street and 200' from a major arterial which would be Highways 54 and 74. Staff was also still looking at a 250' setback from the property line of a church, school, day care, or residential. He thought these were pretty sizable setbacks.

Ms. Giles asked whether the overlays Staff was preparing would include the golf course parcels that were available under OS-P. Mr. Rast said they would.

Ms. Giles wanted to know if it was possible that people who currently lived on the golf courses could have a view of a cell tower. Mr. Staples said that was already possible with the current zoning. The decision for the cell tower would be made by the property owner, in this case Canongate Golf Courses and the City. Ms. Giles confirmed that the homeowner would have no say. Mr. Staples stated that the Planning Commission would decide whether the plan met the required setbacks, landscaping, and architecture; but the homeowner would have no say in denying the use.

Mr. Rast explained that with the new ordinance, the public could voice any concerns they had during the conditional use review by the Planning Commission and also at the City Council meeting after the Planning Commission made their recommendation; it would be a two-step process. He emphasized that just because a property was zoned to permit a tower did not mean a tower would be located there. Good reason would have to be provided as to why a tower should be located on a particular property and the applicant would have to go through the series of studies, etc., outlined in the ordinance.

Mr. McMullen pointed out that the way the golf courses were laid out in the city, the locations for towers would be very limited.

The workshop ended at 8:40 p.m.

Don Haddix, Mayor

Patrick Staples, Chairman
Planning Commission

Jennis Rice, Recording Secretary

City Council of Peachtree City
Minutes of Meeting
October 21, 2010

The City Council of Peachtree City met Thursday, October 21, 2010, in the City Hall Council Chambers. Mayor Don Haddix called the meeting to order at 7:00 p.m. Council Members present: Vanessa Fleisch, Erik Imker, Kim Learnard, and Doug Sturbaum.

Announcements, Awards, Special Recognition

Mayor Haddix recognized Greg Turks of Public Works as the Employee of the Month for September. Box Office Supervisor Sarah Davenport was recognized as the Supervisor of the Quarter. The Mayor read a proclamation encouraging residents to Shop Peachtree City and Find It In Fayette!® For The Holidays, urging City residents to save time, save gas, and save money by supporting local establishments and the community this holiday season.

Citizen Comment

Marty Potash addressed Council concerning golf cart safety, particularly along washout areas on the Hip Pocket Road path. He referred to several areas along Hip Pocket that were in need of repair. Potash said he had gone to Public Works about the repairs last year, then he had returned in June when he was told repairs would be made in time for the July 4th activities. Some asphalt repairs had been made that were now washing away and creating more problems. He told Council of a recent golf cart accident, where the driver had to move over to the side of the path, had gone over the side, and the bottom of the golf cart had been torn up. He asked Council to give repairs to the paths a higher priority level.

Minutes

Sturbaum moved to approve the October 5, 2010, workshop minutes and the October 7, 2010, regular meeting minutes as written. Learnard seconded. The motion carried unanimously.

Consent Agenda

1. **Consider Alcohol License – NEW – Private Club/Bar, 300 Clover Reach**
2. **Consider Bid – Grinding of Organic Matter – S&G Rolloff**
3. **Consider Surplus and Lease of Vehicle to KPTCB**

Learnard moved to approve Consent Agenda items 1, 2, and 3. Fleisch seconded. The motion carried unanimously.

Old Agenda Items

07-10-05 Consider Ordinance Amendment – Telecommunications Towers and Antennas Ordinance

Haddix pointed out there were additional documents on the dais – a revised memo and ordinance. Community Development Director/City Planner David Rast noted that further revisions had been made to the proposed ordinances and forwarded to Council that afternoon. Rast continued that the changes included the procedures for antennas and attached facilities, which had been moved from the administrative review to the conditional use permit review, which included reviews by staff and the Planning Commission prior to going to Council for final approval.

In addition, the language regarding reimbursement of fees for the City's consultant had been taken out. The proposal was to include it in the City's Schedule of Fees, which would be brought to Council once everything had been taken care of regarding consulting a radio frequency engineer. The latest revision also incorporated the application fee and review fee in the Schedule of Fees as an amendment to that document.

Haddix said that there had been a great deal of public comment. The revisions were minor, so the floor would not be open for public comment. Kathy Cheney said she had a question. Haddix said no public comment would be taken. Council had no questions.

City Attorney Ted Meeker asked Council to, in the motion, continue the moratorium on applications for 30 days in order to have enough time to find a radio frequency engineering consultant.

Learnard moved to adopt the ordinance as presented with the change on the dais and to extend the moratorium for an additional 30 days. Sturbaum seconded. The motion carried unanimously.

New Agenda Items

10-10-07 Discussion on WASA Rate Increases

Haddix said public comment would be taken after the presentation by the Water and Sewerage Authority (WASA); however, all questions and comments must be addressed to Council.

Wade Williams, WASA chairman, introduced Steve Hogan, WASA general manager; Mark Oldenburg, WASA attorney; Steve Hallam, WASA alternate; and WASA board members Tim Meredith and Phil Mahler. Members Mike Harman and Jeff Prellberg were unable to attend the meeting. Williams referred to a recent headline in ***The Citizen***, which read, "Sewer bills set to sky rocket; WASA employees to get raises." The next week, the headline was, "PTC sewer fees 64% over Fayetteville." Williams said anyone would wonder what was going on after reading those headlines. The meetings for the volunteer board were open. Williams said the October 11 meeting was advertised as usual and as required; one person attended. Williams pointed out that Imker had also attended the meeting, and the discussion had been lively. The board had been shocked when presented with the information that would be shown. They had asked Hogan to take another look at the budget, and he had done so. The vote was 4-1 to go with the rate increase. Williams asked if the community preferred an alternate headline from a future edition of ***The Citizen*** dated October 16, 2013 reading, "PTC water undrinkable as spillage spreads; WASA lack of planning cited; residents flee city as repairs are weeks off."

Williams continued that the system's 117 miles of pipes ranged in age from 40 to 50 years, with 35 pump stations and two treatment plants. WASA had 20 employees who kept the toilets flushing and water potable with a lot of hard work. They wanted to avoid pipe breaks and were not "kicking the can" down the street. It was not a popular decision. The original plan was to have Hogan work with Larry Turner, the former general manager, for three to six months to develop a master plan for the pipe replacement. The sudden death of Turner prevented this from happening. Williams said Hogan would discuss how the situation got to this point. The reality was the system was aging and had revenue and income problems, as well as continuing expenses. Haddix asked when the discussion took place on setting the rates. Williams said the board was required to look at rates every two years, and a date was discussed for the public hearing. They also had faced a deadline regarding the bonds and the declining revenue.

Hogan, who had served as general manager since July 2009, said WASA had $34,185,000 in outstanding bonds, with completion of the payments in 2023 and 2027. Two bonds were for the original acquisition of the system from Georgia Utilities in 1997 – Series 1997A - $25,895,000; Series 1997B – $1,450,000. Another bond was issued in 2002 for the Rockaway wastewater treatment facility expansion and de-commissioning of the Flat Creek plant (Series 2002 - $15,345,000). Series 2005 bonds ($424,565,000) were issued for refinancing and refunding the Series 1997A bond. The City had acted as the guarantor of bonds, and the City would assume payment of the bonds should WASA default on payment.

Hogan added that, currently, WASA had 25 full-time employees (two part-time), ran operations around the clock, and served 10,479 customer accounts as of August 2010, which included 9,996 residential customers, 24 multi-family, 415 commercial, and 44 industrial. All the effluent was required to meet the standards for re-use water, which would be drinkable after additional treatment, following the process. Hogan continued that residential use comprised 95% of WASA's customer base, and 3,825 of those customers paid the minimum bill of $20. Residential customers accounted for 62% of the total sewer flow. The remaining 5% of the customer base included commercial, industrial, and multi-family uses. The total water usage had declined from approximately 108,000,000 gallons per month to approximately 85,000,000 gallons per month. The downward trend in water usage was due to several factors, including the drought, loss of industry, and more efficient appliances and fixtures. The sewage flow had remained reasonably constant, declining from 103,000,000 gallons per month to 95,000,000 per month. Hogan pointed out that Photocircuits had averaged 10,000,000 gallons per month, accounting to approximately 20% of the total revenue.

Hogan referred to the surety downgrade. The surety for the 2002 series had been provided by Ambac Assurance Company, guarantor of public finance and structured finance obligations, which had an AAA rating that was downgraded to A in November 2008. The bond resolution stated, "the Authority must provide substitution…within 60 days after such rating change." As a result, WASA established a $1.15 million Debt Service Reserve Fund (DSRF) in February 2009. Hogan said the DSRF was funded from WASA's reserves, and the funds were now in a restricted status and were unusable for capital improvements or renewal and replacement.

Hogan continued that the bond resolution also required a minimum bond coverage ratio of 1.1, which meant revenues available for debt service payments collected must be at least 1.1 times the debt service payment. At one time, WASA had a 2.1 coverage ratio and was now at 0.78, which indicated the slippage in the income versus the revenue.

In May 1997, the original residential rate had been $3.50 per 1,000 gallons for the first 10,000 gallons, then $1.75 per 1,000 gallons thereafter, with a $15.30 minimum bill. The commercial, industrial, and multi-family rate at that time was $2.75 per 1,000 gallons with a $15.30 minimum bill. Residential rates increased by 5% in 2002, going from $3.50 to $4.38 per 1,000 gallons with a $20 minimum bill. The commercial, industrial, and multi-family rates increased 5% in March 2002 ($2.75 to $3.63 per 1,000 gallons with a $20 minimum) and another 5% in October ($3.63 to $4.85 per 1,000 gallons with a $20 minimum). In 2008, there was a two-part increase on usage rates. The residential rates increased 5% in December 2008 ($4.38 to $4.60 per 1,000 gallons with a $20 minimum) and 5% in October 2009 ($4.60 to $4.83 with a $20 minimum). The commercial, industrial, and multi-family rates increased 5% in December ($4.85 to $5.09 per 1,000 gallons with a $20 minimum) and another 5% in October 2009 ($5.09 to $5.35 per 1,000 gallons with a $20 minimum).

As for the rate increase in December, 524 customers would see an increase from the minimum $20 to $30.65. The new minimum charge would be $26, up from $20. Eight hundred twenty-three customers would see an increase from $20 to $35.50 (2,000 gallons), 1,281 would increase from $20 to $39.95, and 1,579 would increase from $20 to $44.60. The remaining customers, who used from 5,000 to 20,000 gallons per month would have see bills ranging from $44.60 to $119 per month. The 41 residential customers using 20,000 gallons or more would have an increase from $96.60 to $119.

Hogan said the reasons for the increase included the loss of Photocircuits, the major industrial customer; the surety downgrade; the required revenue bond ratio of 1.1; the reduced revenues during the Georgia Drought Declaration; diminishing fund balances, $9 million in FY 2007 to $6.3 million in FY 2010 due to annual shortfall in revenue, 5% average increase in yearly expenses since 1997, 0.25% decrease in revenue yearly since 1997; a continued increase in commodity prices (electricity, natural gas, diesel, process chemicals); and the necessity to perform rehabilitation projects that were delayed for four years.

Hogan continued that, until now, WASA had survived on its savings account rather than increased rates. He continued that the wastewater environment was corrosive. The employees worked in a hazardous atmosphere with airborne and waterborne pathogens and in confined spaces. They responded 24 hours a day, seven days a week. If WASA defaulted on the bond payments, then the $34 million debt would belong to the City.

Imker, who served as the Council liaison to WASA, read the following statement:

> *I thank Mr. Hogan the General Manager for WASA (he implements the direction of the Authority and day to day activities) and those members of the actual WASA board for being here this evening. They know this is not going to be enjoyable. This item was placed on the agenda this evening because of the huge impact it has on our citizens. When something this big hits so many of our citizens in the pocketbook this drastically it deserves 15 minutes in the spotlight for discussion. So here we go.*
>
> *Yes, I think by now most of us understand this council has no power over the authority. It does not approve WASA budgets, rate changes or pretty much anything else other than appointing authority members.*

Excuses of "blaming" city council for not allowing sewer to extend beyond the city limits are garbage. Yes, council does have this one power until the year 2027 or until the city backed 2005 WASA bond for $24.5M is paid off. WASA gambled with revenue predictions and lost. Over many years the following sewer extensions and others did not come to fruition: Tyrone to the north, Senoia to the north, Fischer Crossing to the east, Rockaway, Starrs Mill.

One would think that after the first of these was turned down you would not count on revenue from other similar opportunities. It's been known for nearly 5 years that WASA had lost ~25% of revenue from the departure of Photocircuits and did not plan for that impact with gradual rate increases. There's still time to spread out this cost increase with smaller incremental increases over say 5 years instead of this massive hit.

Excessive sewer tap in fees even before this rate increase have prevented businesses from starting up. Take for example the Hookah Bar on 54 West just past the Walmart. They were asked to pay $26,000 by WASA for the sewer tap. The former Three Dollar Café on 74 near Wisdom Road - their fee was $100,000. Small businesses will have trouble starting up at these rates. I was told these fees are typical for the zoned area. My reply is, "Let's look again at those fees." How many businesses have decided to not open because of these fees? Let's find a way to encourage business startups and not gouge them.

After the vote last week Monday at the WASA meeting I said rhetorically, "Do you know what you've done?" For the average homeowner sewer fees alone are now approaching the entire city property tax yearly amount. From WASA's own figures most of us are in the 3K, 4K or 5K gallons a month usage. These are the rates that are going up the most; i.e. ~100% or more. Here's the staggering comparison. The city's annual property tax for an average home is $705. Remember, this $705 a year pays for our Police, Fire, EMS, Public Works, cart path and road maintenance, Recreation, Library, Public Information, the Court everything you see in this city and everything you don't see behind all these services such as finance, purchasing, personnel, Engineering, IT, Code enforcement, etc. WASA's "average" home owner rate is now ~$540 a year. Before the increase it was ~$240 a year or; $20 a month. WASA increased the average home owner's yearly rate for sewer by ~$300. Compare again: $540 for sewer, $705 for the rest of the city. I'm simply stunned. If you add in the average $20 a month water bill that comes with the sewer bill you'll find that this average yearly cost for water and sewer is $780 as compared to the city's bill of $705 a year. Again, I'm simply stunned.

WASA's rate increase is the equivalent of a 2.9 mil increase. I find this figure absolutely outrageous. This council worked for nearly a year figuring out how to solve an $18M problem and we synergistically came up with a minimal impact over the long term of 1.25 mils. We now have a balanced budget for the foreseeable future. It seemed like last week Monday WASA simply accepted the budget provided by the General Manager, Mr. Hogan. I don't fault Mr. Hogan for this increase but I do take to task the authority for not being sensitive to our citizens' pocketbook. They need to reexamine the budget and do a deep dive into alternatives of spreading the cost out over several years.

The argument for saying this increase will cover the WASA bond annual debt of $3M is nothing more than a shell game with the money. I know budgets and I know how budgets are put together. Don't try to pull the wool over my eyes with this cockamamie story about needing to cover the bond debt. For more than a decade your budgets have included bond payments. I find this to be a sorry attempt at a distraction for mismanagement of the WASA budget over at least the last five years. Gradual rate increases to pay for needed infrastructure repairs would have been understood and accepted by our citizens. I guarantee you that had this begun when Photocircuits left, the financials would have been much different.

Now to my final point; the pay increase. My only thought for that is, "You've got to be kidding!" During the public hearing last week Monday I spoke as a citizen against the rate increase for several reasons. Spreading out the increase over several years seemed to be a more logical approach. Then I asked if there were any pay raises included in the budget. I got stone walled as if the authority didn't want anyone to know. I asked again. I got excuses for not telling me because it was going to be discussed in the budget agenda item later in the evening. I said I want to know now because this impacts the rate increase that's being proposed. I asked again. Then on my forth request the WASA lawyer at the table said, "Why don't you just tell him? He's going to find out anyway." Finally I got the news that the budget included 5%. I pointed out that city employees have held the line on increases for two years now, and that Social Security is going into its second year of no increases. I said the citizens will be outraged if you give a pay raise and you should reconsider the raise.

Later on during the budget agenda item discussion I think my pointing out the sensitivity of the pay increase became apparent and discussion ensued about not giving one. I felt for sure they would do the right thing. Only Mr. Mahler understood and advocated no pay raise. I thank him for that. (BTW – The mayor and I interviewed Mr. Mahler back in January and this council selected him over several applicants to be the new latest authority member. He's a budget guy and to no one's surprise I get along well with budget guys. He's a keeper. I would trust him to come up with a new level loaded multiyear budget spreading out the rate increase over several years that doesn't harm the sewer system.) Meanwhile, discussion about the pay raise included comments such as, "It's only $70,000 and such a small amount of the entire budget." I couldn't believe what I was hearing. Then I heard, "Our WASA employees work real hard." Then I heard, "Our employees are on call 24 hours a day." Tell me about it. So I guess our city police, firefighters, EMS personnel, public service employees and the rest of the dedicated city employees don't compare? But $70,000 is such a small amount. I heard WASA say they are working with a couple unfilled positions to justify the pay raise. Well, the city is working with a budget that accounts for unfilled positions too. Let me point out that I am aware WASA gave a 5% increase last year too when everyone else was holding the line. Let me add that up for you and you tell me if it's still a small insignificant amount? Last year's pay raise equated to about $70,000 too. So now you've got $70,000 for last year's raise, plus $70,000 for last year's raise carrying into this year, and now you adding another $70,000 for this year. So for these two years alone that $210,000 or approaching a quarter of a million dollars in *pay raises that are given to sewer employees because, "they work real hard." Let it go for another few years and now you're up to a million dollars. But it's such a small amount. Please forgive my wording hear, I don't want to demean the WASA workers but I am taking to task the authority members who's positions are out of touch.*

I beg the authority to reconsider the pay raise and even consider a small pay cut. I beg with the authority to take another look at spreading out the cost over several years. The authority has the power to do this. No action; by the WASA members will be dreadfully telling. If no action occurs then from my point of view, current authority members need not reapply for their position when their term is up. Thank you Mr. Mayor for allowing me to express my and no doubt a vast majority of our citizens' feelings in this matter.

Haddix reiterated that the comments were to be addressed to Council, adding that the appropriate place to discuss the issue with WASA was at one of their meetings.

Melvin Weagle said City residents were using less water and sewage, so the operating costs should be reduced. He would like to see more Council input to WASA. He had also not heard anything about state or federal money being sought to help with the financial problems. They should look into other opportunities for funding to save money.

Jim Litty said he understood the only way to dissolve WASA was through the State legislature. He asked Council if they were willing to look at dissolving the board. Haddix said Council would need a lot of information since the City would be taking on the debt.

Juan Matute said the City had once again been called upon to bail out an authority. While he appreciated what Williams had done, the City needed to look at the way all of the City's business was governed. Having a board of volunteers manage decisions and financial commitments that were bigger than the City's budget was the wrong way for the City to run itself. The taxpayers and the City had to make good on the loans. WASA had done the best it could. The City's finance director should be consulted and involved. The City needed to a better job of governance of the City and question what authorities did that the City was ultimately responsible for.

Caren Russell suggested that there should have been more than one hearing on the rate increases, and the City should make sure those hearings were on the website and the papers had the information. She questioned how the hearing was advertised.

Phyllis Aguayo said many residents had seen this coming for a long time. The City bought the sewer system over the objections of the residents. The City had promised the sewer would never be extended outside the City limits. WASA had built more capacity at great expense, knowing the plan for the City's growth, and was expecting the residents to pay for that mistake. She did not want Council to use the increased rates as an excuse to extend sewer outside the City limits. WASA needed to find a resolution. WASA's vision had nothing to do with the plan for the City.

Robert Brown said the sewer system was a government monopoly run by a volunteer board that did not have to answer to the citizens. The issue could be resolved by dissolving WASA and putting the system under Public Works where the system would be controlled by Council and Council was answerable to the citizens. He asked if Council could order an independent audit of WASA's bond payments. Financial Services Director Paul Salvatore said WASA was audited annually, and the report was incorporated into the City's statements. Brown said that the original $25 million bond from 1997 was re-financed eight years later for $24 million. He found it confusing that they would pay off $24 in another 17 years, and that should be looked into. As for abolishing WASA and the City taking over the debt, the citizens were already paying for the debt. The City had a higher bond rating, so assuming the debt might be better for the citizens. He received the ***Update*** with the WASA meeting information in his inbox at 6:30 p.m. on October 11, which was the time the meeting started that night.

Andy Jurchenko said he did not understand or accept that Council could do nothing about the rate increase. He was also concerned about the advertising of the meeting. He asked that Council's counsel investigate to see if WASA had exceeded its charter and whether there were any criminal or civil violations of the law. Haddix said there had been numerous discussions with the City Attorney. There was nothing that could be done in the short term, and they were looking into what could be done in the long-term. Council would look into those issues as appropriate.

Kathy Cheney said, a few years ago, she had been surprised to learn that the entire City was not on sewer. Septic tanks were not a healthy way to live. She asked if the City was the only municipality that had sewer. She understood that the County put all the apartments and business requiring large amounts of water on the City's sewer. She asked if the City was underwriting expenses that benefitted all of Fayette County.

Paul Fisher said that, the way the water and sewer bill read, he was being defrauded. There was no way the water used for his lawn was involved in the sewer or the processing of sewage, but they were reading his water meter to determine his sewer flow. During the drought, people could not be billed for water they did not use.

Haddix closed the public comment.

Sturbaum asked if the future flow from Sany and the Somerby (senior project on Rockaway Road) project had been factored. Hogan said that Sany's usage would be predominantly restrooms for warehouse operations, which was normal flow, and had been included in the revenue projections for coming years. The connection fee for the Dominion Partners' property was approximately $100,000, and that was also included in the projections. Sturbaum asked, if the $26 base fee covered the bond requirement, could they lower the rate per 1,000 gallons. Hogan said the rate was lowered from $4.83 to $4.65.

Haddix said a bad authority hurt a city, while a good authority helped a city, the same as a good or bad Council. Some authorities were the backbones of their cities. Both Councils and authorities were essential to success, working in cooperation. He said the challenge was for

Council to be the driving force to get both entities working together and correctly. It would not be an overnight miracle. They were fixing problems created by past Councils. There was a lot to look into. He did not think it was a resolved issue in Council Member's mind, and it had not been resolved as a group. There were still questions. It would be a failure of Council to make a snap decision and let it go.

Imker said the City had three authorities – WASA, Development Authority (DAPC), and Airport Authority (PCAA). He had come down hard on WASA; they were volunteers and residents trying to do the best they could for the City. Council needed to support WASA to make sure it did not fail, but he asked the board to look at the budget again and try to stretch out the increase. He thanked the authority for taking it on the chin.

Williams said they would examine the budget, and they would look at fees again before two years elapsed. It was in everyone's interest to lower the rates. If the residents felt it was better to do away with the authority, then it should be done. The board had no fiduciary interests in the system. It was not to their benefit to "stick it to" the people. Most residents paid more for cable than sewage. Some people would feel the cost increase more than others. They would continue to work with Council.

Bill Hall said Council kept talking about the City assuming the debt. The debt was the residents', and the debt would be better with the City due to the City's lower bond rating. He did not see the difference between paying for the debt through WASA or the City. Haddix said that, based on the ultimate effect, Hall was correct.

10-10-08 Consider Contract for RF Engineering Standby Services
This item was removed from the agenda with the publication of the revised agenda on October 18.

There was a break from 8:25 to 8:35 p.m.

10-10-09 Consider Official Request to Fayette County BOC to Withdraw from ARC
Haddix said there had been many meetings and this was a big issue. He met with the Brooks Council earlier in the week, and Tyrone was discussing it at its meeting. One of the challenges had been that the Livable Centers Initiative (LCI) funding would be lost if the County left the Atlanta Regional Commission (ARC). He said LCI funding would not be lost because it was not a function of the ARC, but of the 18-county Atlanta metropolitan planning organization (MPO), and the County would remain a member of that group. Other comments had been that money for senior citizens would be lost. Haddix continued that, at the Brooks meeting, Fayetteville Mayor Ken Steele had finally admitted that the County might not lose any funding since the funding came from the federal government and other agencies. The ARC acted as a dispersing agency for some federal funds, adding that Three Rivers had services for seniors and the handicapped that were not offered by the ARC. It was a complex formula to put together. The other issues included losing the County's say in air quality, and Haddix said air quality was not an ARC function, but a non-attainment area function. ARC was the administrative and disbursing agency for the MPO. The 18 counties in the MPO were divided into five different regional

commissions. The non-attainment area was 20 counties dispersed over five or six regions. Haddix there was an argument that ARC was superior, but it should be a 20-county area. Haddix added that the counties that were not in the ARC have said they prefer it that way because they did not want Atlanta telling them what to do.

Haddix went over the innovations in the Regional Transportation Plan (RTP), including truck-only lanes, express toll lanes, light rail technology, expressway and arterial bus rapid transit, commuter rail, and streetcars/trolleys. He said Three Rivers' transit emphasis was shuttle buses, which many people wanted to help get handicapped people around and go back and forth between The Gathering Place and the Fayette Senior Center. Fayette County was the only county in the ARC without a Park 'N Ride. Three counties in Three Rivers had a Park 'N Ride – Carroll, Coweta, and Spalding.

Haddix went over the projects that were planned, noting that they were predominantly on the north side of Atlanta, including managed lanes, the regional strategic transportation system (outer loop, which would stop in Fayetteville and still had a large unplanned section), bottleneck relief interchange concepts, and bottleneck relief regional bypass concepts. The other nine counties in the ARC had bus and rail and were looking at expanding the service of one or the other, or both, in those counties. Haddix said the projects were ranked on a priority basis, and nothing near the City qualified in the top 25%. He continued that 85% of the funds from the transportation special purpose local option sales tax (TSPLOST) were for regional projects, with those located in Fulton, Cobb, Gwinnett, and DeKalb Counties. Fayette County would receive a portion of the remaining 15%. The projects in Fayette County that qualified for the remaining 15% were the east and west Fayetteville bypasses. He added that the plan also called for consolidating all the transit systems within a region under one umbrella, giving them the control and taking it away from the localities. Haddix pointed out that the Georgia Regional Transportation Authority (GRTA) vans came into the City and County every day. Another concern was that, while bicycle and pedestrian strategies qualified, golf cart paths did not. The projects had to be non-motorized; however, Haddix felt he could argue that issue.

Haddix said another interesting point was that the Roundtable did not control the list. The list came from Todd Hall, the director of the Planning Division for the Georgia Department of Transportation (DOT). The ARC list was bigger than the lists from the other 11 commissions. The area was being treated differently than others in the state.

The spending on transportation was growing faster than the receipts coming in from the gas tax, Haddix continued. The gas tax would remain in place, and they were trying to supplement the transportation fund by shifting the burden form the state to localities. With the proposed TSPLOST, a whole region has been defined as local. They were redefining what was considered local as 10 counties. Atlanta was treated differently than every other region. It was the only region with an additional mayor allowed to vote. Under the original plan, every County that had 50% or more of the population living in cities was able to have an additional mayor at the Roundtable. Several changes were made, and the requirement was now 90%, which gave the City of Atlanta an extra vote, the only one in the state with an extra vote. Learnard asked who "they" were. Haddix said that, under House Bill (HB) 277, the legislature set the guidelines and goals, putting it under the state director of the DOT, who developed the criteria and distributed it to all 12 commissions. The prioritization was bus and rail. He added that, under ARC, the model the County lived under was urban high-density growth. Three Rivers was urban, and transit to them was a shuttle bus. Each region could interpret the necessary projects. When the projects would go out to the general population, Fayette County was overwhelmed. The County was ninth in population of the 10 counties, with 106,000 people. Fulton County had one million residents, Gwinnett had over 800,000 and Cobb had over 700,000. Fayette was simply a donor.

Haddix said, per the projections, Fayette County would get back $4.6 million of the estimated $20 million it would contribute in TSPLOST, while the County would get around $2.9 million from Three Rivers, which everyone used as the justification for staying in ARC. The question was the probability of the TSPLOST passing. Haddix felt it would pass overwhelmingly in the ARC counties, but he felt it would not pass in Three Rivers. He pointed out that Fayette would be the third most populous county in Three Rivers, only 21,000 people behind Coweta, the most populous county, and 8,000 behind the second most populous county, Carroll. Fayette's vote would carry a lot of weight. If the TSPLOST failed in Three Rivers, it would allow those counties to be more self-determining. Either way, the County would have a lot more say in its destiny with Three Rivers.

Robert Brown agreed the County would receive a small portion of the TSPLOST's 15% local share with the ARC and would be a donor for the 85%. With Three Rivers, the County would get $2.9 million of the 25% regional pot, but asked if more County projects would possibly be funded by the 75% regional pot of money.

Haddix continued that ARC had over $200 billion in projects identified for the next 30 years. Once the TSPLOST occurred, the County could not leave the ARC. It boiled down to what the residents wanted Fayette County to be. The County's emphasis was rural. The big question was where would the 85% be spent – Cobb, Fulton, Gwinnett, or DeKalb, and whether Fayette County residents wanted to contribute to more development or get a bigger bang for their buck with Three Rivers. Two counties were projected to be leaders in the economic comeback, and Fayette was one of them. He asked why the County should not position itself to get the most out of the TSPLOST or keep the money here to develop what the residents wanted. Everything in the ARC discussions was focused on Atlanta.

Haddix said the prioritizations in ARC were very slanted toward transit. The prioritizations were set by ARC, the DOT planner, and GRTA. Projects included in the 85% had to something for other counties, not just one area. The projects should also aid entities with land use ordinances that allowed increased development density around stops.

Learnard asked whether people with the longest commutes were the most positive toward the HB 277 proposal. Haddix said that was hard to decipher in the ARC polls, because it was so relevant to where people lived. There were County residents that had hour-long commutes that did not want transit in the County. Haddix continued that the surveys the ARC had done were not broken down by county. There was a lack of information. Sturbaum added that, in some of the high density areas, a 30-minute commute could only be three or four miles.

Sturbaum asked about the final verdict on the Georgia 400 toll. Sturbaum said it had been extended, but wondered whether the funds had been allocated to any specific projects, noting that the express lanes might be a project. Haddix said that was one of the possible plans.

Fleisch said she was trying to understand what Council was considering, noting that Mayor Haddix had a seat at the ARC Roundtable and could help make decisions. Haddix said the initial criteria was sent, the Roundtable reviewed it, and every mayor in the region, whether a member of the Roundtable or not, could make comments, as could County Commissioners and Chambers of Commerce. The Roundtable would go through the list, making recommendations. There were also members of an executive committee and the legislature that would make comments. All the comments were sent to the DOT planning director, who would go through them, but the DOT planning director did not have to follow any of the recommendations that were made. Fleisch asked who that person was. Haddix said it was Todd Long, who had to go over all 12 of the regional plans and make the final determination. There was no appeal process. Long's list would come back to the Roundtable in the spring for final review before making a decision on putting the TSPLOST on the ballot. The Roundtable could make some modifications to the prioritization, but its power was very limited.

Fleisch asked if Fayette County would have more power in the Three Rivers Roundtable even though the region was set up the same way as the ARC, adding that the roundtable in Three Rivers was already set. Haddix said he did not think the TSPLOST would survive the Three Rivers Roundtable. Fayette County would be automatically added to the Roundtable by the legislature. The state controlled the criteria, and the state controlled the list. The Roundtable could only recommend changes. Haddix said, based on discussions with other Roundtable members, the TSPLOST would be on the next ballot, and the ARC polling data indicated the public would approve the TSPLOST. Fleisch said the option for future road projects with Three Rivers would be passing a Fayette County SPLOST. Haddix said just because the County moved to Three Rivers did not mean the County could not have more discussions with the ARC. Both regional commissions worked together on regional projects. The County would not give up its ability to negotiate with ARC. Sturbaum clarified that Three Rivers had the same opportunities as the ARC, just at a different table. Haddix said yes, with a different perspective. The question was which way the County wanted to live.

Fleisch said she read the RTP, which was over 800 pages, and it included rail to Spalding County and buses to Coweta County. She said the County/City had a say in the ARC, and Haddix was the one who represented the City and County. Haddix said, if the umbrella plan went into effect and all transits were consolidated, which was the goal, then the umbrella assumed total control of transit in the region. Fleisch said she had not read that. Haddix said that was a different plan that they did not want to publicize.

Fleisch read an October 18 e-mail she sent to Todd Long, the planning director for the DOT, and his answers to her questions. Long's answers are in italics.

> I am researching the cost versus benefits of such a move on our citizens and I wondered what your thoughts would be regarding such a move.

Specifically, the Mayor of Peachtree City Don Haddix is presenting information regarding transportation issues as the reason to make this move. I know that you do not want to get in the cross hairs of a political debate but if you would be so kind as to answer the following questions regarding transportation issues in Fayette County I would appreciate it. To me it is important to separate fact from fiction and your help would be greatly appreciated in this regard. With your permission I would like to read both my questions and your answers at the council meeting this Thursday.

1. Does the DOT plan on putting mass transit of any kind into Fayette County? That would include both buses and rail. *GDOT (as an organization) does not presently have any plans to implement transit within Fayette County. Due to current statutory funding limitations on state motor fuel funds, GDOT is greatly limited in its ability to fund/implement transit.*

2. If House Bill 277 passes in the ARC region does it mean that mass transit, MARTA or any other transit system will come to Fayette County? *Not necessarily, the Roundtable (comprised of 2 representatives from each county) will select the projects (roads/transit/etc) and it seems unlikely that the Roundtable would select any improvements for a particular jurisdiction without the support of the jurisdiction(s).*

3. Under House Bill 277 what influence does the roundtable have in deciding the type of transportation projects? *The Roundtable will select the projects to be funded with the regional sales tax funds. The GDOT Director of Planning will provide the Roundtable any initial/unconstrained list of potential improvements and the Roundtable will pare this list down to a final list, which matches anticipated available funding.* How many people total are on each round table? *For the Atlanta Region, the Roundtable will include 21 voting members.* Who is on each roundtable? *Each county will have 2 members on the Roundtable, including the County Commission Chairman and one Mayor from each county-elected by the Mayors within that County. In addition, in the Atlanta Region, the Mayor of Atlanta is automatically included as a voting member on the Roundtable-meaning that Fulton County will have 3 voting representatives (Fulton Commission Chairman, Mayor of Atlanta and Mayor of Union City).* And what was the rationale for the comprisal of these roundtables? *I assume that the General Assembly included this voting arrangement in HB 277 in order to achieve equitable representation from each County/Jurisdiction within each Regional Commission and give the local government responsibility for final project selection.*

4. If HB-277 is passed in 2012 and Fayette County leaves the ARC during any of the subsequent 10 years during which the tax will be collected. What will happen to the tax revenue collected? Will it go to Three Rivers? Or will it stay with the ARC? *This question is actually best suited for a lawyer to answer; however, it seems reasonable that the arrangement which was in place at the time that the public voted on the sales tax referendum would remain in place if any county was to withdraw from one Regional Commission and join another Regional Commission. So, in my opinion, if Fayette County*

withdrew from the Atlanta Regional Commission and joined the Three Rivers Commission after the vote in 2012, then the projects selected and funding identified/provided under Fayette County being included in the Atlanta Regional Commission would remain in effect. Once again, a lawyer might give a more accurate answer.

5. Attachment C for the Draft Criteria has graphs showing funding allocations for transportation projects is that set in stone or can the round table change those allocations at the next meeting? *The funding allocations can be changed by the Roundtable during the first meeting when they adopt the FINAL criteria. The funding allocations shown were in an effort to guide discussion/for local governments/MPOs/other interested parties to react to as a starting point.*

6. The Envision 6 Draft Regional Transportation Plan: Recommendations and Future Directions from July 2007---How relevant is that document to your current transportation planning? *Projects selected for consideration by the Roundtable to include on the final project list will come from currently approved Plan/Studies/Planning efforts. The Envision 6 Plan will be one source from which projects will be selected; however, other plans (completed by GDOT/Counties/others) will also be used as a source for project selection. Each County's Comprehensive Transportation Plan (CTP) will be a major source for projects provided to the Roundtable for consideration.*

Haddix said DOT was not the entity that would implement the mass transit plan, so Long's response was accurate. There was one shot at getting out of the ARC, and that was in the 2011 cycle. After the 2012 vote, HB 277 stated counties were bound to the regions where the votes occurred. As far as the Roundtable establishing the criteria, at the regional-level meetings he had attended, they could make recommendations to change the criteria, but Long had the final say on the criteria. It was clearly stated in the different materials that Long could add or take away from the list, but the Roundtable could not designate percentages or the final list of projects. The vote was based on the list that was provided by Long. The flexibility Long referred to in his answers never occurred or was stated at the meetings. Under HB 277, a County had to voluntarily join mass transit. There was another law that was moving forward that required the umbrella organization for mass transit. There were 10 – 15 transit organizations adding plans to the mix. Fleisch said Haddix could say what the County wanted. Haddix said it was not that simple. A project that was already planned or studied could be added to the list, but Long could remove it.

Learnard said it was a vastly important and complex issue. When she first heard Haddix was one of the County's representatives to the Roundtable, she felt it was a good choice because he would fight for the County. As a member of the ARC, Fayette County with its population just over 100,000 had two seats at the table. Gwinnett, with ten times the population of Fayette, had two seats at the Roundtable. She felt Fayette was well-represented population-wise and personality-wise with the right people at the table. If the County went to Three Rivers, it would make up 17% of the population, but still would have only two votes at the table. County residents should be asking what their personal transportation needs were now and in the future, and where the most critical safety and mobility issues were. The projects that made the list came from two people from each county in the region and the Atlanta mayor. Learnard said MARTA would never come to Fayette County. It operated in DeKalb and Fulton, and those counties paid for it. Residents could tell the Roundtable representative whether they wanted commuter rail or not. The transportation bill was not intended to be a local SPLOST. The legislature set it up as a regional concept intended to fix regional transportation problems. Ultimately, voters that did not care about regional transportation issues would vote against the TSPLOST. The penny sales tax would be distributed throughout the region, with the more populous areas paying more into the TSPLOST than the less populated counties. The 21 people on the Roundtable were important to the four million people that lived in the region. Learnard said the other areas would have more projects on the list since they had more traffic. County citizens needed to understand how they had a voice and how they could keep control over future projects in the County. Choosing to move Fayette into Three Rivers meant County residents had no say in the projects in the ARC.

Learnard continued that, per the 2008 demographic information supplied by the ARC, 73% of all employed Fayette County citizens left Fayette County to go to work. Of those 73% leaving the County to work, 77% worked in an ARC county. Less than 5% worked in either Coweta or Spalding. Seventy-nine percent of all the employed residents in the County earning more than $40,000 left Fayette County to go to work, and 88% of them worked in an ARC county. Learnard said it was important to understand where County residents worked and drove.

Learnard continued that the ARC addressed more than transportation. It was essential to make an informed decision, and she needed more information. She would like to have a workshop with Todd Long and State Rep. Matt Ramsey, adding there were ramifications for senior citizens, work force development, and other areas. Haddix said HB 277 was a transportation bill. The 73% from 2008 was now at 63%, so the numbers were declining. The daily road trips on SR 74 had increased a little over 3,000 between 2000 and 2010, and had declined in the first seven years. Fairburn was part of the answer for the increase the last few years.

Learnard asked Haddix if he was putting projects on the list. Haddix said there was not time. The plans had to be in place, which took months to years. Fleisch said there were projects on the County transportation plan that could be consider. Haddix asked Council if they understood the difference between a 15% and 85% project. Fleisch said yes, referring to work at the SR 74/I-85 interchange as a regional project. Haddix said it was very low priority. Haddix said every project on the County's list was local. There were none considered regional projects.

Learnard said, assuming that Fayette stayed in the ARC and the TSPLOST passed, then Fayette would receive part of the 15% distribution. She clarified that the split in the other regional commissions was 75% regional and 25% local, but Atlanta was special. The anticipated Fayette County sales tax collection for the TSPLOST was $4.6 million per year, and the City portion of the distribution was $1.035 million per year. If Fayette moved to Three Rivers, then Fayette would get a 25% distribution, and the anticipated County distribution would be $2.9 million annually, with the City's share dropping to $717,000. Haddix reiterated that all the indications were the TSPLOST would pass in ARC, but not in Three Rivers. In addition, if Three Rivers' voters approved the TSPLOST, the County would get a portion of the 75% versus getting nothing from ARC. Fleisch questioned how the County could get projects together for the Three Rivers list, but not the ARC list. Haddix said the difference was there, and decisions would have to be made, such as whether the County wanted shuttle buses. The local projects would be the same, but the County would have to look at the regional Three Rivers projects to see if they would be of benefit. Three Rivers had projects planned that stopped at the County line and they would like to bring into the County, but the County would have to sign on to the projects. It was not cut and dried, but very complicated.

Learnard said that, given the request was to have the County Board of Commissioners to leave the ARC, she wanted to touch on the other issues. She questioned what would happen to senior funding as the ARC leveraged state and federal dollars for Fayette Senior Services, which were $400,000 for FY 2011. Learnard read from an ARC "white paper" on the proposal – *an additional $97,000 per year is currently allocated for Fayette Senior Services transportation needs*. She asked if there was transition plan for that. Haddix said that Fayetteville Mayor Ken Steele had used that as a talking point and had walked away from it, saying he did not know if the County would lose that money or not.

Learnard referred to the Atlanta Region Workforce Board – *through membership in the ARC, Atlanta is a member of the Atlanta Region Workforce Board, through which Fayette County receives approximately $400,000/year. The co-chair of the Workforce Board is Randy Hayes, a Fayette County citizen. Three Rivers Regional Commission does not operate a workforce board.* Learnard said she was concerned about the implications there. Haddix said Workforce was a state program, not an ARC program.

Fleisch said she contacted the ARC about the Workforce Board, and, according to that information, Fayette County was a member of the board through its membership in the ARC. Between 2009 and 2010, the County had received a total of $642,000. Three Rivers did not operate workforce board, there was a separate west central workforce area that Fayette County could form. The County could not form a workforce board on its own because of the 500,000 population requirement. The population figures could also impact funding for Fayette Senior Services.

Haddix asked if it was worth $15 million to not change regions for $4.6 million. Learnard said the vast majority of workers in the County commuted north, and there was a vested interest in making the situation better region-wide. She said she would rather be discussing the projects on the list and working with the region in positive spirit. Haddix the majority of commuters only went to the Hartsfield-Jackson Airport area. Fleisch disagreed. Haddix understood it was a balancing act; there were tradeoffs everywhere. Learnard recounted a recent incident on Oakley Industrial Boulevard in Union City, noting there were four projects on the list along Oakley, which would benefit her greatly, as well as other residents. Haddix said those were local projects, not regional.

Fleisch wondered whether Three Rivers wanted to become a "big pond." The unintended consequence was that the people from the counties south of Fayette would go north through Fayette. She asked whether the County needed more people traveling northbound through it to get to Atlanta. Haddix said the TSPLOST was for 10 years.

Fleisch said she did not know enough about Three Rivers and did not feel good about the unknown, especially regarding areas other than transportation. She read the e-mail she sent to Lanier Boatwright, executive director of Three Rivers, on October 18:

> *Thank you so much for calling me back. As you may or not be aware, the City of Peachtree City is considering sending a resolution to our county commission to send in an application to join your regional planning. I would like to have any information that you could send me regarding this possible move. What is the per capita income of the families in Three Rivers? What is the level of education for your citizens? Your counties are considered rural what is the plan for the counties within your region do they plan on continuing to be rural? How much is the dues that the Fayette County would have to pay to your commission? I would also like to know if you think that HB 277 will pass in your area. Do you think that having Fayette County in your region will have an effect on whether or not HB-277 will pass? How many full time transportation planners do you have on staff? What grants and funding do you have that would be available to our citizens? What kind of training do you have for elected officials planners etc? How many full time staffers do you employ? How do you do your funding for your senior citizens? Please name all of the commissions and committees that you have and how often they meet? Have you gotten emails from or phone calls from any elected officials in Fayette County to interview you regarding any of these matters?*

Fleisch also read Boatwright's October 19 reply:

> *We have not been contacted by Fayette County about any interest of theirs. Yours is the first contact I've had. I have seen an article in the newspaper, but we don't conduct our business based on newspaper articles. Many local governments consider many issues. We do not act on hypothetical speculation. The laws of the State of Georgia define the boundaries of the 12 regional commissions. I think that any discussion of this issue would first come after contact with the Three Rivers Council as a courtesy to us, the Atlanta Regional Commission, and the State of Georgia. The nature of your questions tend to lead to a discussion that would require much more information to help make sense of the issue you raise. I would be happy to discuss this issue with you in order to provide you with a much broader picture of regional commissions.*

Haddix said until the issue was resolved among themselves, there was not much to discuss.

Fleisch moved to not make the request to the Fayette County Board of Commissioners to withdraw from the ARC. Learnard seconded. The motion carried 3-2 (Haddix, Sturbaum).

10-10-10 Consider Removing TDK Extension and Crosstown Drive Widening from TIP

City Engineer Dave Borkowski said that, based on the discussion at the October 5 workshop, staff was asking that Council to remove the TDK extension and Crosstown Drive widening from the Transportation Improvement Program (TIP). Imker asked if the void left by removing those projects could be filled with other projects. Borkowski said that all the funds for the Crosstown

Drive widening were local funds, or funding from local sources (there were none at present) that could be reallocated. The estimated cost had been $5.5 million. The TDK extension had $1.2 million in state funding designated, but the state said transferring those funds to another project would not be considered, and funds would go back into the regional pot.

Phyllis Aguayo said the citizens had spoken loud and clear regarding the TDK extension, that it would be the end of the City as the residents knew it. Aguayo asked if joining Three Rivers would help keep the road from happening. She said the City should not take any money that would be detrimental to the City, and if the extension of TDK was attached to any funds, then the City did not want the money. She encouraged Council to not take those funds. Imker said the TDK extension would not happen on his watch. He recalled from an earlier e-mail to the ARC that a project would not happen if our representatives told them it was not wanted. Imker said they were telling them they did not want mass transit or this project. Aguayo added that the widening of Crosstown was to accommodate the extension of TDK Boulevard.

Imker moved to remove the TDK extension and Crosstown Drive widening from the TIP. Fleisch seconded. The motion carried unanimously.

10-10-11 Consider RFP – Transportation Engineering Services
Borkowski said the consultants would assist the City with traffic and transportation issues. Sixteen companies submitted proposals, and the list was reduced to five after evaluating the qualifications. The companies were then evaluated on price. Pond & Company led the five based on experience, quality, and price.

Imker noted a discrepancy between the memo and spreadsheet in the packet regarding Pond & Company. The score for one area ranged from 3.91 to 4.11, with Pond & Company having the highest rating. The numbers for the overall weighted score were also different on the last page. Borkowski noted the scores were 4.1 and 4.56 for Pond & Company, adding he would need to check the original spreadsheets. Imker said his concern was awarding the contract based on faulty criteria. Imker asked if the motion could be conditioned upon verification of the criteria. Meeker said yes.

Sturbaum asked if the feedback had been good and if the City had used Pond & Company before. Borkowski said the City had not used the company before to his knowledge, but the references had all checked out and were good. They also had a lot of path experience.

Imker moved to approve the RFP for transportation engineering services to Pond & Company conditioned upon staff verifying the ratings for Pond & Company as the desired contract. Learnard seconded. The motion carried unanimously.

<u>Council/Staff Topics</u>
Hot Topics
McMullen said staff was continuing to work on MacDuff tunnel. The revised layout had been received from ISE. Soil borings would be taken the next week, which would provide input for the revised cost estimate. The layout had been provided to Camden Properties for final review.

Learnard asked if the agendas for the various board meetings (commissions, authorities, and Convention &Visitors Bureau) could include an announcement that there could be a quorum of Council members attending the meeting. She recalled a recent board meeting that she had wanted to attend, but found two other Council Members attending the meeting, so she could not attend as a quorum of Council Members had not been announced. Meeker said there just had to be an announcement on the agendas regarding the possibility of a quorum of Council attending. Administrative Services Director Nikki Vrana said a template would be provided to the recording secretaries to be included on all the agendas.

Meeker asked that Council consider extending the meeting past 11:00 p.m. Sturbaum moved to extend the meeting beyond 11:00 p.m. Imker seconded. The motion carried unanimously.

Learnard moved to convene in executive session for the potential acquisition of real estate and personnel matters at 10:34 p.m. Fleisch seconded. The motion carried unanimously.

Imker moved to reconvene in regular session at 11:15 p.m. Learnard seconded. The motion carried unanimously.

Haddix moved to approve the separation agreement with Mr. McMullen in accordance with the existing contractual obligation. Sturbaum seconded. The motion carried unanimously.

There being no further business to discuss, Sturbaum moved to adjourn. Learnard seconded the motion. The motion carried unanimously. The meeting adjourned at 11:17 p.m.

Pamela Dufresne, Deputy City Clerk	Don Haddix, Mayor

2010 City Event Calendar

	November	December
	11/1 – NO VOTING 11/2 – Election Day 11/4 – City Council Meeting, 7 pm 11/5 – 7 – PTC Junior Fall Classic, Tennis Center 11/6 – Jewelry & Accessory Expo, Kedron Fieldhouse, 10:00 am – 5:00 pm 11/9 – Council Workshop, 6:30 pm **11/13 – Veterans' Day Remembrance, 10:00 a.m, CAF Hangar** 11/18 – City Council Meeting, 7 pm 11/25 & 26 – Thanksgiving Holiday, City Offices Closed	12/2 – City Council Meeting, 7 pm 12/4 – Hometown Holiday @ The Fred, City Hall Plaza 12/5 – Pearl Harbor Remembrance – Falcon Field, 11:00 am 12/7 – Council Workshop (Tentative), 6:30 12/16 – City Council Meeting, 7 pm 12/23 & 24 – Christmas Holiday, City Offices Closed 12/31 – New Year's Holiday, City Offices Closed

2011 City Event Calendar

January	February	March
1/4 – Council Workshop (Tentative), 6:30 1/6 – City Council Meeting, 7 pm 1/17 – MLK Day, City Offices Closed 1/20 – City Council Meeting, 7 pm	2/1 – Council Workshop (Tentative), 6:30 2/3 – City Council Meeting, 7 pm 2/17 – City Council Meeting, 7 pm	3/1 – Council Workshop (Tentative), 6:30 3/3 – City Council Meeting, 7 pm 3/17 – City Council Meeting, 7 pm
April	**May**	**June**
4/5 – Council Workshop (Tentative), 6:30 4/7 – City Council Meeting, 7 pm 4/21 – City Council Meeting, 7 pm	5/3 – Council Workshop (Tentative), 6:30 5/5 – City Council Meeting, 7 pm 5/19 – City Council Meeting, 7 pm 5/30 – Memorial Day, City Offices Closed	6/2 – City Council Meeting, 7 pm 6/7 – Council Workshop (Tentative), 6:30 6/16 – City Council Meeting, 7 pm
July	**August**	**September**
7/4 – Independence Day – City Offices Closed - Parade, Fireworks 7/5 – Council Workshop (Tentative), 6:30 7/7 – City Council Meeting, 7 pm 7/21 – City Council Meeting, 7 pm	8/2 – Council Workshop (Tentative), 6:30 8/4 – City Council Meeting, 7 pm 8/18 – City Council Meeting, 7 pm	9/1 – City Council Meeting, 7 pm 9/5 – Labor Day – City Offices Closed 9/6 – Council Workshop (Tentative), 6:30 9/15 – City Council Meeting, 7 pm

*Note: Items in **BOLD** are new additions*

Updated 10/25/2010

ADMINISTRATIVE SERVICES
MONTHLY REPORT

For Month of: ***September 2010***

	August-10	September-10	FY 2010 YTD	FY 2009 YTD
Human Resources				
Workers Compensation Claims Filed	2	**5**	**29**	26
City Vehicle / Equipment Accidents	2	**2**	**18**	20
Employee Turnover Rate *	0%	**0.000%**	**4.90%**	3.37%
Lawsuit Legal Fees	$4,431.00	**$18,288.73**	**$68,592.88**	$55,970.06

**(Of the 12 terminations in FY2010, 1 due to death of employee and 3 retirements.)*

Municipal Court

	August-10	September-10	FY 2010 YTD	FY 2009 YTD
Fines Collected *	$159,911.90	**$170,055.32**	**$1,838,538.15**	$1,590,236.11
Online Transactions	383	**333**	**3,090**	1,774
Citations Closed	650	**929**	**7,294**	5,613
Community Svc Hrs for KPTCB	0	**732**	732	
People on Probation (3)	0	**462**	462	
Jail Fund Balance **	$728.88	**$7,380.65**	**$96,678.50**	$101,922.44

** Approximately 33% of the Municipal Court Fines Collected reflect mandated add-ons that pass through to State and other agencies.*

*** Monthly figures reflect actual payment to Fayette County Jail minus actual jail bill received. Year to date figures reflect Jail Fund running balance. A positive Jail Fund Balance reflects a credit with the County based on jail fees paid versus number of prisoners housed.*

Public Information

	August-10	September-10	FY 2010 YTD	FY 2009 YTD
New Businesses Registered	21	**27**	**257**	225
Public Contacts, Questions & Complaints *	91	**67**	**1,723**	929

**This includes 5 complaints against Comcast Cable Company, 2 sanitation company complaint, and 2 Open Records/Discovery Requests.*

PEACHTREE CITY BUILDING DEPARTMENT
FY 2010

	Aug-10	Sep-10	Fiscal Y-T-D 2010	Fiscal Y-T-D 2009
DEVELOPMENT PERMITS:	3	2	31	42
BUILDING PERMITS:				
Single Family Residential	2	0	23	26
Multi-Family Residential	0	0	0	0
Misc.-Pools/fences/additions	21	29	765	517
Commercial/Industrial	4	10	111	111
TOTAL INSPECTIONS:	208	248	2,766	3,894
CERTIFICATE OF OCCUPANCY:				
Residential	2	3	38	52
Commercial	1	3	51	68
Multi-Family Residential	0	0	0	151
HOUSING CODE OFFICIAL				
New Rehab	18	6	152	104
Rehab Inspections	37	13	226	95
Assessments	22	136	1,044	419
Citations	1	6	15 **	56*
Architect Review Permit Approval	12	10	279	332
Foreclosure Inspection***		115	115	0
PERMIT FEES COLLECTED:	17,081	24,387	391,006	529,887
POPULATION: Based on 2.09 persons per new completed dwelling unit	36,799	36,803	36,803	36,727

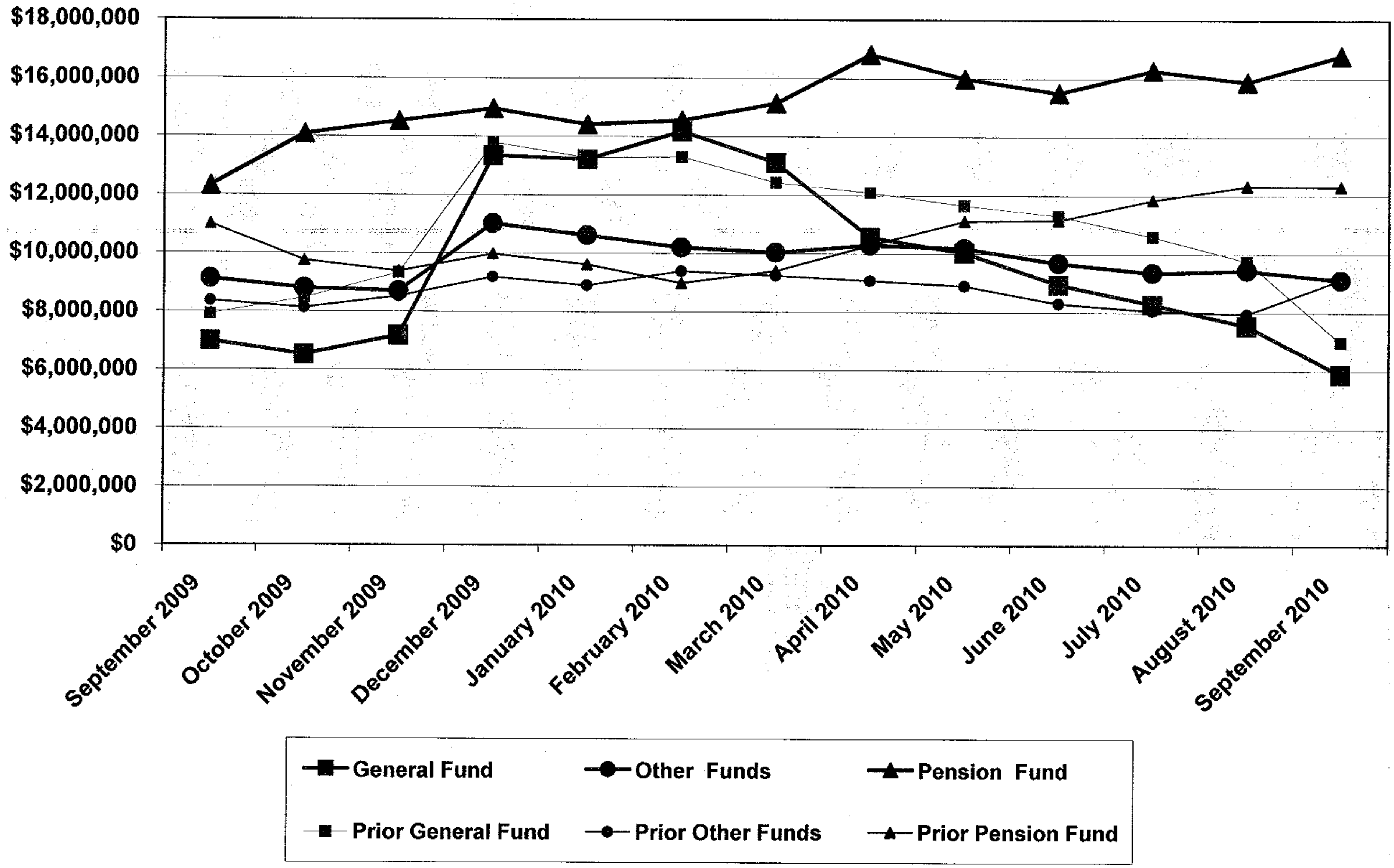
One residential certificate of occupancy is a fire rebuild and not added to population count.

* This figure includes citations issued by code enforcement and the housing code official.

** This figure is citations written only by the code official for the 2010 fiscal year to date.

*** New Reporting Inspections

CITY OF PEACHTREE CITY
FISCAL YEAR 2010 (with prior year comparison)
MONTHLY ENDING CASH/INVESTMENT BALANCES
(UNAUDITED)



CITY OF PEACHTREE CITY
MONTHLY REPORT
GENERAL FUND AND HOTEL/MOTEL TAX FUND
BUDGET COMPARISON (UNAUDITED WITH TRANSACTIONS STILL PENDING)
FOR THE TWELVE MONTHS ENDED SEPTEMBER 30, 2010

PERCENTAGE OF BUDGET YEAR COMPLETED 100.00% (ACTUAL TRANSACTIONS STILL PENDING)

GENERAL FUND REVENUES BY MAJOR CATEGORIES

Description	2010 Budget	YTD Actual	Dollar Difference	Percentage To-Date
General Property Taxes	$ 9,953,147	$ 9,841,746	$ (111,401)	**98.88%**
Franchise Taxes	2,396,840	2,361,786	(35,054)	**98.54%**
Local Option Sales Tax	6,431,323	6,390,319	(41,004)	**99.36%**
Other Sales & Use Taxes	685,494	696,225	10,731	101.57%
Business Taxes	2,243,715	2,123,850	(119,865)	**94.66%**
Licenses & Permits	654,517	742,604	88,087	113.46%
Intergovernmental/Grants	434,090	406,067	(28,023)	**93.54%**
Charges for Services - Other	741,992	792,030	50,038	106.74%
EMS Billings	500,000	524,088	24,088	104.82%
Fines & Forfeitures	999,352	1,264,123	264,771	126.49%
Investment Income	50,000	52,368	2,368	104.74%
Other Revenue	70,622	110,207	39,585	156.05%
Other Financing Sources	406,054	410,678	4,624	101.14%
Total General Fund Revenues	$ 25,567,146	$ 25,716,091	$ 148,945	100.58%
Surplus Carryover	490,934	-	(490,934)	0.00%
Total General Fund	$ 26,058,080	$ 25,716,091	$ (341,989)	**98.69%**

GENERAL FUND EXPENDITURES BY DIVISION AND/OR TYPE

Division and/or Type	2010 Budget	YTD Actual	Dollar Difference	Percentage To-Date
Executive Services	$ 379,959	$ 356,917	$ 23,042	93.94%
Administrative Services	1,129,192	1,102,470	26,722	97.63%
Financial Services	1,004,461	989,317	15,144	98.49%
Police Services/Code Enforcement	6,416,865	6,183,040	233,825	96.36%
Fire/EMS Services	6,143,584	6,029,673	113,911	98.15%
Public Works	3,142,846	3,101,568	41,278	98.69%
Leisure Services	4,256,151	4,042,272	213,879	94.97%
Community Development Services	906,684	1,069,033	(162,349)	**117.91%**
Tourism Activity	-	27,494	(27,494)	0.00%
Non-Divisional:				
Unemployment Insurance	35,640	39,236	(3,596)	**110.09%**
Council Contingency	35,272	-	35,272	0.00%
Non-Profit Organizations	28,130	23,130	5,000	82.23%
Transfer to Development Authority	35,000	35,000	-	100.00%
Development Authority Debt Service	140,109	140,053	56	99.96%
Transfers to Other Funds	2,271,881	2,540,204	(268,323)	**111.81%**
Liability Insurance	91,610	81,415	10,195	88.87%
Litigation Services	75,675	68,593	7,082	90.64%
General Administration/Miscellaneous	41,789	1,244	40,545	2.98%
Budgeted Savings	(76,768)	-	(76,768)	0.00%
Total General Fund	$ 26,058,080	$ 25,830,659	$ 227,421	99.13%

HOTEL/MOTEL FUND REVENUES

Description	2010 Budget	YTD Actual	Dollar Difference	Percentage To-Date
Total Hotel/Motel Taxes	$ 768,163	$ 795,722	$ 27,559	103.59%

HOTEL/MOTEL TRANSFERS OUT

Type	2010 Budget	YTD Actual	Dollar Difference	Percentage To-Date
Transfer to General Fund	$ 256,054	$ 265,241	$ (9,187)	**103.59%**
Transfer to Tourism Association	512,109	530,481	(18,372)	**103.59%**
Total Hotel/Motel Transfers Out	$ 768,163	$ 795,722	$ (27,559)	**103.59%**

CITY OF PEACHTREE CITY
FINANCIAL SERVICES
MONTHLY REPORT
(UNAUDITED)
AS OF SEPTEMBER 30, 2010

SUMMARY OF OVER $10,000 EXPENDITURES APPROVED BY CITY MANAGER SEPTEMBER 2010			
Description	**Vendor**	**Award**	**Date**
Rec. Admininstration Roof Replacement	A&W Contracting	$ 14,968.00	09/14/2010

PURCHASING REPORT FOR MONTH ENDED September 30, 2010 AND September 30, 2009		
Activity	**Fiscal Year 2010**	**Fiscal Year 2009**
Purchase Orders / Requisitions Processed	154	157
City Store Requisitions Processed	14	10
Sealed Bids Requested	3	2
Requests for Proposals	1	1
Bids Awarded	2	1
Requests for Proposals Awarded	0	0
Contracts Prepared	0	1
Electronic Auction	0	0
Fixed Assets Purchased	0	6

PEACHTREE CITY FIRE/EMS DEPARTMENT
2010 MONTHLY REPORT

	August. 2010	Sept. 2010	2010 FY-T-D	2009 FY-T-D
FIRE/ACCIDENT CALLS				
Actual Residential Fires	2	1	24	30
Actual Business/Industrial Fires	1	0	7	11
Rescue/EMS Assist	181	161	2004	1799
Vehicle/Golfcart Accidents	9	13	180	227
False Alarms	31	28	343	271
[1]Other	23	26	373	316
Total Engine Response	247	229	2931	2654
Dispatched Fire Calls	70	59	798	638
Response Time Fire	5:08	5:05	5:00	5:00
RESCUE/EMS				
Trauma	30	22	373	383
Medical	161	156	1789	1637
Total # Patients	191	178	2162	2020
Patients Transported	107	90	1192	1034
Dispatched EMS Calls	179	172	2142	2023
[2]Total Medic Response	213	191	2490	2409
Response Time EMS	4:46	4:40	4:33	4:29
Dispatched Fire/EMS Total	249	231	2940	2661
EMS BILLING				
Patients Billed	107	89	1185	1023

[1]Other miscellaneous responses; gas and water leaks, hazmat spills, etc.

[2]Includes Fire Assist Responses

CITY OF PEACHTREE CITY
RECREATION REVENUE
FY 2010

RECREATION REVENUE	ORIGINAL BUDGET FY 2010	BUDGET ADJUSTMENT APRIL 2010	CURRENT BUDGET FY 2010	ACTUAL FY 2010 *	BUDGET VARIANCE FY 2010 FAVORABLE (UNFAVORABLE)
Program Fees - Recreation	$ 186,226	$ -	$ 186,226	$ 170,769	$ (15,457)
Programs Fees - Kedron	255,120	(150,000)	105,120	168,719	63,599
Program Fees - Gathering Place	30,670	-	30,670	23,258	(7,412)
Facility Rental - Recreation	15,865	-	15,865	8,655	(7,210)
Facility Rental - Kedron	2,129	-	2,129	9,244	7,115
Facility Rental - Gathering Place	4,109	-	4,109	10,526	6,417
Programs Fees - Pool Revenue	201,405	(56,421)	144,984	136,614	(8,370)
Program Fees - Rec Pool Revenue	33,000	-	33,000	11,411	(21,589)
	$ 728,524	**$ (206,421)**	**$ 522,103**	**$ 539,196**	**$ 17,093**

* Updated 10/27/2010. Amounts are unaudited but appear to be final.

PEACHTREE CITY POLICE DEPARTMENT
2010 MONTHLY REPORT

	SEPTEMBER 2010	AUGUST 2010	2010 Calendar Year to Date	2009 Calendar Year to Date
PART I CRIMES: Criminal Homicide, Forcible Rape, Robbery, Aggravated Assault, Arson, Motor Vehicle Theft, Theft, Burglary				
TOTAL PART I CRIMES	**38**	**38**	**363**	**494**
DUI ARRESTS	19	6	127	160
DRUG ARRESTS: Marijuana, Methamphetamine, Cocaine, Other (opium, heroin, etc)				
TOTAL DRUG ARRESTS:	3	5	56	77
ARRESTS				
PROPERTY CRIMES	15	25	172	156
PERSON CRIMES	2	3	61	77
CITY ORDINANCES	60	47	480	303
TRAFFIC OFFENSES	38	35	304	382
OTHER	48	37	440	229
CALLS ANSWERED:	**5,031**	**4,891**	**42,132**	**44,803**
TRAFFIC:				
CITATIONS ISSUED	901	895	7,622	4,730
WARNINGS	824	997	9,010	5,059
ACCIDENTS	71	88	776	755

TOP 5 ACCIDENT LOCATIONS – MONTH

HWY 74 / HOLLYGROVE ROAD	4
HWY 54 / HWY 74	3
HWY 54 / HUDDLESTON RD	3
HWY 54 / PEACHTREE PARKWAY	3
HWY 54 / PLANTERRA	2

Peachtree City Police Department
Code Enforcement
September 2010

Case Types	New Cases	Notice of Violations		Citations	Unfounded
		Reactive	Proactive		
Cleanliness of Premises (Grass)	55	8	49	1	0
Cleanliness of Premises (Trash)	41	10	30	1	3
Cleanliness of Premises (Automobiles)	29	0	29	0	0
Parking Restrictions	33	3	28	3	1
Accessory Use to Dwellings	37	4	34	0	0
Occupational Tax Required	1	0	1	0	0
Signs Violations	27	0	27	3	0
Miscellaneous	19	2	15	0	2
Subtotals	242	27	213	8	6
TOTALS	242	240		8	6
Signs Confiscated	126				

Cleanliness of Premises (Grass) are violations of Section 42-39 specifically when grass or weeds exceed eight (8) inches in height

Cleanliness of Premises (Trash) are violations of Section 42-39 specifically for trash, rubbish, debris on property

Cleanliness of Premises (Automobiles) are violations of Section 42-39 specifically for abandoned/inoperable autos/golf carts

Parking Restrictions are violations of Section 78-17 (a) Parking on an Unpaved Surface

Accessory Use to Dwellings are violations of Art IX Section 908.1(I) refering to boats, trailers, campers, etc in the front of residence

Occupational Tax Required are violations of Section 74-36 Occupational Tax Required-Failure to Pay

Sign Violations are violations of Chapter 66 the Peachtree City Sign Ordinance

Miscellaneous are the violations of Peachtree City Code of various sections that generally do not repeat in great numbers

Signs Confiscated is the total number of signs recovered from the field that were recovered without notice

***Numbers of Notice of Violations, Unfounded and Citations will not equal the number of new cases due to the monthly case activity covering previous months cases and multiple Notice of Violations can be issued for a case type.

PUBLIC SERVICES MONTHLY REPORT
SEPTEMBER 2010

Activity Description	Unit	September-10	FY2010 YTD	FY2009 YTD
Street Patching	Hrs.	197	2,461	1,633
Street Crack Sealing	Hrs.	0	311	435
Street Crack Sealing	Mi.	0	2.00	2.57
Street General Miantenance	Hrs.	307	4,999	5,077
Storm Water Maintenance	Hrs.	277	3,875	4,833
Cart Path Paving	Ft.	0	12,005	18,891
Cart Path Prepped for Paving	Ft.	0	~~~	~~~
Cart Path Litter Removal	Hrs.	30	2,343	1,623
Cart Path Drainage Maintenance	Hrs.	159	1,615	1,814
Cart Path General Maintenance	Hrs.	231	7,678	6,931
Subdivision Sign Maintenance	Hrs.	14	297	291
Traffic Sign Maintenance	Hrs.	165	1,897	1,529
Vandalism Repairs	Hrs.	25	265	357
Vandalism Repairs	Dls.	$950.00	$8,799.00	$10,228
Citizen Complaints Answered	Num.	157	1,629	1,462
RECYCLING SITE				
Manhours	Hrs.	52	615	1,176
Participants:				
Recycling	Num.	1,005	12,569	6,970
Composting	Num.	1,030	11,389	12,205
Mulch Pick UP	Num.	0	39	334
Streets Adopted for Litter Pickup	Miles	7.35		
Cart Paths Adopted for Litter Pickup	Miles	66.50		

COMMISSION/AUTHORITY ATTENDANCE RECORD

Peachtree City Convention & Visitors Bureau
Board name

as of September 2010
Report Date: Month Year

Name & Date of Appointment	Meetings Held Past 12 Months	# of Meetings Member Eligible to Attend	# Meetings Attended	# Meetings Absent	Meeting Dates Absent	Percentage Attendance
Mark Ballard *12/31/2011*	14	10	9	1	05/19/2010	90%
Becky She *12/31/2011*	14	6	6	0		100%
Bill Rial *12/31/2010*	14	6	5	1	07/21/2010	83%
Doug Sturbaum *12/31/2010*	14	12	11	1	09/15/2010	92%
Sherri Smith Brown *12/31/2011*	14	6	6	0		100%
Kai Wolter *12/31/2011*	14	14	13	1	6/14/10	93%
Tim Dunlap *12/31/2010*	14	4	4	0		100%

* October 2009 - No meeting
* Special Called Meeting in February

**January 2010 - Workshop but no RS meeting
** April 2010 - No Meeting

Staff

Nancy Price	14	7	7	0		100%
Mary Camburn	14	14	14	0		100%
Sarah Davenport	14	4	4	0		100%

COMMISSION/AUTHORITY ATTENDANCE RECORD

PTC Water & Sewerage Authority
Board name

Sep-10
Report Date: Month Year

Name & Date of Appointment	Meetings Held Past 12 Months	# of Meetings Member Eligible to Attend	# Meetings Attended	# Meetings Absent	Meeting Dates Absent	Percentage Attendance
Wade Williams *01/01/2007*	12	12	11	1	10/05/2009	**92%**
Tim Meredith *01/01/2008*	12	12	11	1	03/01/2010	**92%**
Jeff Prellberg *01/01/2006*	12	12	11	1	11/18/2009	**92%**
Phil Mahler *10/19/2007*	12	12	11	1	03/01/2010	**92%**
Michael Harman *01/01/2009*	12	12	12	0	0	**100%**
Steve Hallam (alternate) *01/01/2010*	12	7	4	3	07/12/2010 08/02/2010 09/13/2010	**57%**

COMMISSION/AUTHORITY ATTENDANCE RECORD

Planning Commission
Board name

September 2010
Report Date: Month Year

Name & Date of Appointment	Meetings Held Past 12 Months	# of Meetings Member Eligible to Attend	# Meetings Attended	# Meetings Absent	Meeting Dates Absent	Percentage Attendance
Patrick Staples *10/01/2006*	17	17	17	0		**100%**
Theo Scott *10/01/2004*	17	17	14	3	02/02/10, 3/2/10*, 3/8/10*	**82%**
Larry Sussberg - RESIGNATION TENDERED 8/19/10 *10/01/2008*						
Joe Frazar *10/17/2008*	17	17	15	2	12/14/09, 5/10/10	**88%**
Lynda Wojcik *02/23/2009*	17	17	15	2	05/10/2010, 9/13/10	**88%**
Lisa Curtis - RESIGNATION TENDERED 7/12/10 *10/01/2009*						

* Medical absence

COMMISSION/AUTHORITY ATTENDANCE RECORD

RECREATION COMMISSION

September 27, 2010

Name & Date of Appointment	Meetings Held Past 12 Months	# of Meetings Member Eligible to Attend	# Meetings Attended	# Meetings Absent	Meeting Dates Absent	Percentage Attendance
Mark Ballard *01-Jan-08*	15	15	13	2	12/14/2009 12/16/2009	**87%**
Joe Keubler *01-Jan-10*	15	11	10	1	05/04/2010	**91%**
Vince Obsitnik *01-Jan-08*	15	15	12	3	12/14/09 3/15/10 9/27/10	**80%**
Eric Snell *01-Jan-10*	15	11	10	1	08/16/2010	**91%**
Shayne Robinson *01-Jan-09*	15	15	15	0		**100%**

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: Peachtree City Council

THROUGH: Bernie McMullen, City Manager
Paul Salvatore, Finance Director P.S.

FROM: Edwin Eiswerth, Fire Chief EE

DATE: October 21, 2010

SUBJECT: Consider Acceptance of a Donation from Southern Regional Hospital for Velositor Multitech Modems for Fire Department Ambulances

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Recommendation:

That Mayor and Council authorize acceptance of four Velositor Multitech Modems to be installed in four Fire Department Ambulances Electro Cardiogram Devices.

Discussion:

Peachtree City Fire and Rescue has been offered the opportunity to receive four Velositor Multiteach Modems to be installed in each Ambulance. The Modems are valued at $500 each. The Modems will give our Paramedics the ability to transmit EKG information to the hospital via cellular technology, while the ambulance is en route. Emergency Department physicians can get a clear, sharp EKG reading, along with the patient's vital statistics and even notes from the Paramedic. The doctors at the hospital can securely send that information on to a cardiologist on call, or a cardiac catheterization lab. By the time the patient arrives at the hospital, on-call cardiologist can be on site, cath lab prepped and ready for the angioplasty or stent procedures that could open up a patient's heart vessels, minimizing damage.

Budget Impact:

Although Southern Regional Hospital is giving us the modems at no charge there is a $10/month data charge per modem that the city will be responsible to pay. The Fire Department is prepared to absorb the cost with the transfer of $480 to cover the data plan charge from EMS Small Tools 100-3600-53-1285 to Communications 100-3600-52-3200.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: **Mayor and City Council**

VIA: **City Manager** Bernard McMullen
Financial Services Director PS
Assistant Financial Services Director
Purchasing Agent
Community Development Director David

FROM: **City Engineer** David A. Borkowski

DATE: **October 28, 2010**

SUBJECT: **Consider Request to FCBOC for Funding 2003 RTP Projects**
November 4, 2010 City Council Meeting

Recommendation:

Staff recommends that City Council authorize the Mayor to send a formal request to the Fayette County Board of Commissioners (FBOC) requesting funding for two transportation projects. The specific transportation projects are the Peachtree Parkway and Crosstown Drive intersection improvement project, and the Gateway Bridge multi-use path project.

Discussion:

During a previous workshop, Staff had discussed several "at-risk" transportation projects with City Council. From those discussions action was taken to remove a couple projects entirely from the Regions's Transportation Improvement Program (TIP) and the Draft 2010 County Transportation Plan (CTP). The removed projects are the TDK Boulevard Extenstion and the Crosstown Drive Widening projects.

Also discussed in the previous workshop was the need to find additional funding for the remaining "at-risk" projects that are on the TIP (A complete list of TIP Projects in Fayette County is attached as Attachment 1). These remaining projects include the Cooper Circle to the Baseball Soccer Complex (BSC) multi-use path project, the Peachtree Parkway and Crosstown Drive intersection improvement project, and the Gateway Bridge multi-use path project. The funding balances needed for these three projects is shown in the table below.

Project	Total Cost	TIP Funding	CityFunding	Balance Needed
Crosstown at PTPW Intersection	$1,218,529	$444,000	$0	$774,529
Gateway Bridge	$1,681,762	$518,400	$134,000	$1,029,362
Cooper to BSC Path	$838,000	$200,000	$0	$638,790

All of the projects listed above, except for the Cooper Circle to BSC multi-use path project, are listed on the 2003 CTP. Projects on the 2003 CTP are eligible for funding from the 70% County Special Purpose Local Option Sales Tax (SPLOST) fund that was approved in 2004.

The only other transportation project listed on the 2003 CTP of signifigance to Peachtree City is the SR 74 North multi-use bridge near Crabapple Lane. This project is not currently funded or on the TIP. (A complete list of CTP projects is attached as Attachment 2).

For the Cooper path to BSC, Staff recommends that the City cancel this project due to lack of available funding options to cover the balance needed. Staff also recommends canceling this project due to the low overall ranking in the multi-use master path plan matrix. In addition, the Georgia Department of Transportation (GDOT) has been hesitant to allow the path in the right-of-way of State Route 74, which would help decrease the overall cost of the project.

For the Gateway Bridge project, Staff recommends requesting the balance needed amount of the project from the FCBOC to come from the 70% SPLOST fund. If approved, this will enable the City to work with its new transporation consultant and start the design process again with the GDOT. Since the project is partially funded with TIP funds, the plan review process with the GDOT will take several more years to complete.

For the Peachtree Parkway and Crosstown intersection project, Staff also recommends requesting the balance needed amount of the project from the FCBOC to come from the 70% SPLOST fund. If approved, Staff will work with the GDOT to attempt to revise the approved concept report to allow for a reduced project scope. The reduced project scope will involve turn lanes only. If the revised concept report is approved by the GDOT, this would enable the City to still use the TIP funds for construction.

Staff had explored the possibility of transferring funds from one TIP project to another to fund the balances of projects. While this has been done in the past, the Atlanta Regional Commission (ARC) has stated that they are no longer going to do this. There is also a shortfall in the current TIP and there are not any excess funds available to fund project shortfalls or overages.

Budget Impact:

If approved by City Council and the FCBOC, the only budget impact will be the $134,000 for the City's share in the design of the Gateway Bridge project. These funds are currently budgeted in the City's SPLOST.

Attachments
- Attachment 1 – List of TIP Projects
- Attachment 2 – List of CTP Projects

cc:
- File
- Public Services Director

Attachment 1

DO-AR-BP072A | 0006725 | Programmed

ARBOR PARKWAY AND STEWART PARKWAYS SIDEWALKS

AT SR 5 (BILL ARP ROAD)

Jurisdiction: Douglas County
Sponsor: City of Douglasville

Existing	Planned	Length (mi.)	Network Year	Open Year
N/A	N/A	1.15	2020	2012

Service Type: **Pedestrian Facility**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	$0,000
CST		2011	STP - Urban (>200K) (ARC)	$676,000	$0,000	$169,000	$0,000	$845,000
				$676,000	$0,000	$169,000	$0,000	$845,000

DO-AR-BP072B | 0009390 | Programmed

MALONE ROAD SIDEWALKS

FROM SR 92 (DALLAS HIGHWAY) TO HUNTERS RIDGE DRIVE

Jurisdiction: Douglas County
Sponsor: Douglas County

Existing	Planned	Length (mi.)	Network Year	Open Year
N/A	N/A	0.80	2020	2012

Service Type: **Pedestrian Facility**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2009	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	$0,000
CST		2011	STP - Urban (>200K) (ARC)	$419,200	$0,000	$104,800	$0,000	$524,000
				$419,200	$0,000	$104,800	$0,000	$524,000

FA-003 | 321950- | Long Range

SR 92

FROM MCBRIDE ROAD TO JIMMY MAYFIELD DRIVE

Jurisdiction: Fayette County
Sponsor: GDOT

Existing	Planned	Length (mi.)	Network Year	Open Year
2	4	3.4	2030	2030

Service Type: **General Purpose Roadway Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	General Federal Aid - 2014-2030	$0,000	$0,000	$0,000	$0,000	$0,000
ROW		LR 2014-2020	General Federal Aid - 2014-2030	$2,096,000	$524,000	$0,000	$0,000	$2,620,000
CST		LR 2021-2030	General Federal Aid - 2014-2030	$12,794,496	$3,198,624	$0,000	$0,000	$15,993,120
				$14,890,496	$3,722,624	$0,000	$0,000	$18,613,120

FA-074A2

SR 74 (JOEL COWAN PARKWAY) GRADE SEPARATION

0006905

AT SR 54 (FARR PARKWAY)

Long Range

Jurisdiction: Fayette County

Sponsor: GDOT

Service Type: **Interchange Capacity**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis: In the Region's Air Quality Conformity Analysis

Network Year: 2030

Open Year: 2030

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2014-2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$737,000	$0,000	$737,000
ROW		LR 2014-2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,500,000	$0,000	$2,500,000
CST		LR 2021-2030	General Federal Aid - 2014-2030	$8,000,000	$0,000	$2,000,000	$0,000	$10,000,000
				$8,000,000	$0,000	$5,237,000	$0,000	$13,237,000

FA-074B1

SR 74 (JOEL COWAN PARKWAY): SEGMENT 2

322355-

FROM SR 85 TO SOUTH OF CROSSTOWN DRIVE

Programmed

Jurisdiction: Fayette County

Sponsor: GDOT

Service Type: **General Purpose Roadway Capacity**

Existing	Planned	Length (mi.)
2	4	4.9

Analysis: In the Region's Air Quality Conformity Analysis

Network Year: 2020

Open Year: 2012

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	STP - Statewide Flexible (GDOT)	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	AUTH	2007	STP - Statewide Flexible (GDOT)	$0,000	$0,000	$0,000	$0,000	$0,000
CST	AUTH	2010	ARRA - Statewide Flexible (GDOT)	$0,000	$0,000	$0,000	$0,000	$0,000
				$0,000	$0,000	$0,000	$0,000	$0,000

FA-074B2

SR 74 (JOEL COWAN PARKWAY)

322357-

AT FLAT CREEK

Programmed

Jurisdiction: Fayette County

Sponsor: GDOT

Service Type: **Bridge Capacity**

Existing	Planned	Length (mi.)
2	4	N/A

Analysis: In the Region's Air Quality Conformity Analysis

Network Year: 2010

Open Year: 2010

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	Bridge (On-System)	$0,000	$0,000	$0,000	$0,000	$0,000
CST	AUTH	2008	Bridge (On-System)	$0,000	$0,000	$0,000	$0,000	$0,000
				$0,000	$0,000	$0,000	$0,000	$0,000

FA-085A1 | **SR 85: PHASE 2**

321964-

FROM SR 74 (JOEL COWAN PARKWAY) TO BERNHARD ROAD

Long Range

Jurisdiction: Fayette County

Sponsor: GDOT

Service Type: **General Purpose Roadway Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year	Open Year
2	4	3.3	2030	2030

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	General Federal Aid - 2014-2030	$0,000	$0,000	$0,000	$0,000	$0,000
ROW		LR 2021-2030	General Federal Aid - 2014-2030	$264,000	$66,000	$0,000	$0,000	$330,000
CST		LR 2021-2030	General Federal Aid - 2014-2030	$12,249,600	$3,062,400	$0,000	$0,000	$15,312,000
				$12,513,600	$3,128,400	$0,000	$0,000	$15,642,000

FA-085B | **SR 85: PHASE 1**

321960-

FROM BERNHARD ROAD TO GRADY AVENUE

Long Range

Jurisdiction: Fayette County

Sponsor: GDOT

Service Type: **General Purpose Roadway Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year	Open Year
2	4	5.4	2020	2020

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	STP - Statewide Flexible (GDOT)	$0,000	$0,000	$0,000	$0,000	$0,000
ROW		LR 2014-2020	General Federal Aid - 2014-2030	$3,650,400	$912,600	$0,000	$0,000	$4,563,000
CST		LR 2014-2020	General Federal Aid - 2014-2030	$15,399,200	$0,000	$3,849,800	$0,000	$19,249,000
				$19,049,600	$912,600	$3,849,800	$0,000	$23,812,000

FA-235A | **WEST FAYETTEVILLE BYPASS: PHASE 1**

0006903

FROM LESTER ROAD TO SANDY CREEK ROAD

Programmed

Jurisdiction: Fayette County

Sponsor: Fayette County

Service Type: **General Purpose Roadway Capacity**

Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year	Open Year
0	2	2.4	2010	2010

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	AUTH	2007	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	$0,000
CST	AUTH	2008	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	$0,000
				$0,000	$0,000	$0,000	$0,000	$0,000

FA-235B

0006903

Programmed

WEST FAYETTEVILLE BYPASS: PHASE 2

FROM SANDY CREEK ROAD TO SR 92

Jurisdiction: Fayette County

Sponsor: Fayette County

Service Type: **General Purpose Roadway Capacity**

Existing	Planned	Length (mi.)
0	2	2.5

Analysis: In the Region's Air Quality Conformity Analysis

Network Year: **2020**

Open Year: 2013

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	**$0,000**
ROW	AUTH	2008	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2011	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$8,042,000	$0,000	**$8,042,000**
				$0,000	**$0,000**	**$8,042,000**	**$0,000**	**$8,042,000**

FA-235C

0006903

Programmed

WEST FAYETTEVILLE BYPASS: PHASE 3

FROM LESTER ROAD TO REDWINE ROAD

Jurisdiction: Fayette County

Sponsor: Fayette County

Service Type: **General Purpose Roadway Capacity**

Existing	Planned	Length (mi.)
0	2	3.1

Analysis: In the Region's Air Quality Conformity Analysis

Network Year: **2020**

Open Year: 2020

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2009	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	**$0,000**
ROW		2011	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,500,000	$0,000	**$2,500,000**
CST		LR 2014-2020	General Federal Aid - 2014-2030	$28,000,000	$0,000	$7,000,000	$0,000	**$35,000,000**
				$28,000,000	**$0,000**	**$9,500,000**	**$0,000**	**$37,500,000**

FA-236A

0006904

Programmed

EAST FAYETTEVILLE BYPASS: SEGMENT 1

FROM SOUTH JEFF DAVIS DRIVE TO SR 54 (FAYETTEVILLE ROAD) - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN

Jurisdiction: Fayette County

Sponsor: Fayette County

Service Type: **General Purpose Roadway Capacity**

Existing	Planned	Length (mi.)
0	4	4.0

Analysis: In the Region's Air Quality Conformity Analysis

Network Year: **2020**

Open Year: 2014

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	**$0,000**
PE-OV		2011	STP - Statewide Flexible (GDOT)	$40,000	$10,000	$0,000	$0,000	**$50,000**
ROW		2011	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,200,000	$0,000	**$6,200,000**
CST		LR 2014-2020	General Federal Aid - 2014-2030	$7,000,000	$0,000	$27,192,180	$0,000	**$34,192,180**
				$7,040,000	**$10,000**	**$33,392,180**	**$0,000**	**$40,442,180**

FA-236B — EAST FAYETTEVILLE BYPASS: SEGMENT 2

0008517

Long Range

FROM SR 54 (FAYETTEVILLE ROAD) TO SR 85 [PE AND ROW FUNDS INCLUDED UNDER SCOPE OF FA-236A]

Jurisdiction: Fayette County
Sponsor: Fayette County
Service Type: General Purpose Roadway Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year	Open Year
0/2	4	2.5	2020	2020

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		LR 2014-2020	General Federal Aid - 2014-2030	$26,496,000	$0,000	$6,624,000	$0,000	$33,120,000
				$26,496,000	$0,000	$6,624,000	$0,000	$33,120,000

FA-237 — PEACHTREE PARKWAY

0006814

Programmed

AT CROSSTOWN DRIVE

Jurisdiction: Fayette County
Sponsor: City of Peachtree City
Service Type: Roadway Operational Upgrades
Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year	Open Year
N/A	N/A	N/A	2020	2013

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2007	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	$0,000
PE		2011	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$92,000	$0,000	$92,000
ROW		2011	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$67,000	$0,000	$67,000
CST		2012	STP - Urban (>200K) (ARC)	$444,000	$0,000	$844,000	$0,000	$1,288,000
				$444,000	$0,000	$1,003,000	$0,000	$1,447,000

FA-252 — CROSSTOWN DRIVE

N/A

Long Range

FROM SR 74 (JOEL COWAN PARKWAY) TO PEACHTREE PARKWAY

Jurisdiction: Fayette County
Sponsor: City of Peachtree City
Service Type: General Purpose Roadway Capacity
Analysis: In the Region's Air Quality Conformity Analysis

Existing	Planned	Length (mi.)	Network Year	Open Year
2	4	0.8	2020	2020

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2014-2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$385,000	$0,000	$385,000
ROW		LR 2014-2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$700,000	$0,000	$700,000
CST		LR 2014-2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$4,382,400	$0,000	$4,382,400
				$0,000	$0,000	$5,467,400	$0,000	$5,467,400

FA-253 | S006103 | **Long Range**

TDK BOULEVARD EXTENSION

FROM MCINTOSH TRAIL IN COWETA COUNTY TO INTERSECTION OF TDK BOULEVARD AND DIVIDEND DRIVE

Jurisdiction: Fayette County
Sponsor: Fayette County
Service Type: **General Purpose Roadway Capacity**

Existing	Planned	Length (mi.)
0	2	1.8

Analysis: In the Region's Air Quality Conformity Analysis

Network Year: 2020
Open Year: 2020

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	**$0,000**
ROW	AUTH	AUTH	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		LR 2014-2020	Local Jurisdiction/Municipality Funds	$0,000	$1,227,000	$2,901,200	$0,000	**$4,128,200**
				$0,000	**$1,227,000**	**$2,901,200**	**$0,000**	**$4,128,200**

FA-257 | N/A | **Programmed**

COASTLINE ROAD

AT CSX RAILROAD

Jurisdiction: Fayette County
Sponsor: Fayette County
Service Type: **Bridge Upgrade**

Existing	Planned	Length (mi.)
2	2	N/A

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Network Year: 2020
Open Year: 2013

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2011	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$100,000	$0,000	**$100,000**
CST		2012	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$608,000	$0,000	**$608,000**
				$0,000	**$0,000**	**$708,000**	**$0,000**	**$708,000**

FA-262 | N/A | **Programmed**

MCINTOSH ROAD

AT FLINT RIVER AT SPALDING COUNTY LINE

Jurisdiction: Fayette County
Sponsor: Fayette County
Service Type: **Bridge Upgrade**

Existing	Planned	Length (mi.)
2	2	N/A

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Network Year: 2020
Open Year: 2014

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2009	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2012	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,325,000	$0,000	**$2,325,000**
				$0,000	**$0,000**	**$2,325,000**	**$0,000**	**$2,325,000**

FA-267 | **MCINTOSH ROAD**

331650 | AT FLINT RIVER

Programmed

Jurisdiction: Fayette County

Sponsor: Fayette County

Service Type: **Bridge Upgrade**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year	Open Year
2	2	9.4	2020	2020

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2011	Local Jurisdiction/Municipality Funds	$125,600	$31,400	$0,000	$0,000	**$157,000**
PE-OV		2011	Bridge (Off-System)	$43,264	$10,816	$0,000	$0,000	**$54,080**
ROW		2012	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$93,852	$0,000	**$93,852**
UTL		LR 2014-2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$176,865	$0,000	**$176,865**
CST		LR 2014-2020	Local Jurisdiction/Municipality Funds	$1,257,600	$314,400	$0,000	$0,000	**$1,572,000**
				$1,426,464	**$356,616**	**$270,717**	**$0,000**	**$2,053,797**

FA-334 | **SR 314 AND SR 54 TRAFFIC SIGNAL UPGRADES**

0008585 | AT 7 LOCATIONS

Programmed

Jurisdiction: Fayette County

Sponsor: GDOT

Service Type: **Roadway Operational Upgrades**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year	Open Year
N/A	N/A	N/A	2010	2010

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2009	ARRA - Statewide Flexible (GDOT)	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$0,000	**$0,000**	**$0,000**	**$0,000**	**$0,000**

FA-335 | **FAYETTE COUNTY DIESEL RETROFIT PROJECT**

0009180

Programmed

Jurisdiction: Fayette County

Sponsor: Fayette County

Service Type: **Other**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year	Open Year
N/A	N/A	N/A	2010	2010

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2009	Congestion Mitigation and Air Quality	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$0,000	**$0,000**	**$0,000**	**$0,000**	**$0,000**

FA-336

SR 85 INTERSECTION IMPROVEMENT

0007006

AT BERNHARD ROAD

Programmed

Jurisdiction: Fayette County

Sponsor: GDOT

Service Type: **Roadway Operational Upgrades**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year	Open Year
N/A	N/A	N/A	2020	2012

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
ROW	AUTH	2009	SAFETEA-LU Earmark	$0,000	$0,000	$0,000	$0,000	$0,000
CST		2011	SAFETEA-LU Earmark	$1,492,760	$373,190	$0,000	$0,000	$1,865,950
				$1,492,760	$373,190	$0,000	$0,000	$1,865,950

FA-337

LEE STREET ENHANCEMENTS

0008126

FROM WILLIAMSBURG WAY TO SR 54

Programmed

Jurisdiction: Fayette County

Sponsor: City of Fayetteville

Service Type: **Pedestrian Facility**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year	Open Year
N/A	N/A	1	2020	2011

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2009	ARRA - Transportation Enhancements	$0,000	$0,000	$0,000	$0,000	$0,000
				$0,000	$0,000	$0,000	$0,000	$0,000

FA-338

FAYETTE COUNTY ARRA RESURFACING PROGRAM

0009429

Programmed

Jurisdiction: Fayette County

Sponsor: Fayette County

Service Type: **Roadway Maintenance / Operations**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year	Open Year
N/A	N/A	N/A	2020	2012

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2010	ARRA - Urban (>200K) (ARC)	$0,000	$0,000	$0,000	$0,000	$0,000
				$0,000	$0,000	$0,000	$0,000	$0,000

FA-339

SR 85 RESURFACING

M004029

FROM NORTH OF SR 74 TO NORTH OF SR 92

Programmed

Jurisdiction: Fayette County

Sponsor: GDOT

Service Type: **Roadway Maintenance / Operations**

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Existing	Planned	Length (mi.)	Network Year	Open Year
N/A	N/A	3	2020	2012

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST	AUTH	2010	ARRA - Statewide Flexible (GDOT)	$0,000	$0,000	$0,000	$0,000	$0,000
				$0,000	$0,000	$0,000	$0,000	$0,000

FA-AR-179

0004483

Programmed

SR 54 WEST BICYCLE AND PEDESTRIAN BRIDGE AND GATEWAY

Jurisdiction: Fayette County

Sponsor: City of Peachtree City

Service Type: **Multi-Use Bike / Ped Facility**

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Network Year: 2020

Open Year: 2012

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2003	STP-Urban Setaside for LCI Projects	$0,000	$0,000	$0,000	$0,000	**$0,000**
ROW	AUTH	2006	STP-Urban Setaside for LCI Projects	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST		2011	STP-Urban Setaside for LCI Projects	$518,400	$0,000	$129,600	$0,000	**$648,000**
				$518,400	**$0,000**	**$129,600**	**$0,000**	**$648,000**

FA-AR-180

0006271

Programmed

SR 54/CSX R/R BICYCLE AND PEDESTRIAN PATH

Jurisdiction: Fayette County

Sponsor: City of Peachtree City

Service Type: **Multi-Use Bike / Ped Facility**

Existing	Planned	Length (mi.)
N/A	N/A	0.3

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Network Year: 2020

Open Year: 2011

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2003	STP-Urban Setaside for LCI Projects	$0,000	$0,000	$0,000	$0,000	**$0,000**
ROW	AUTH	2005	STP-Urban Setaside for LCI Projects	$0,000	$0,000	$0,000	$0,000	**$0,000**
CST	AUTH	2010	STP-Urban Setaside for LCI Projects	$0,000	$0,000	$0,000	$0,000	**$0,000**
				$0,000	**$0,000**	**$0,000**	**$0,000**	**$0,000**

FA-AR-BP024

0006816

Programmed

SR 74 (JOEL COWAN PARKWAY) MULTI-USE PATH CONNECTIONS

Jurisdiction: Fayette County

Sponsor: City of Peachtree City

Service Type: **Bicycle/Pedestrian Facility**

Existing	Planned	Length (mi.)
N/A	N/A	1.2

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Network Year: 2020

Open Year: 2012

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
CST		2011	STP - Urban (>200K) (ARC)	$200,000	$0,000	$222,572	$0,000	**$422,572**
				$200,000	**$0,000**	**$222,572**	**$0,000**	**$422,572**

FA-AR-BP050A | **FAYETTEVILLE BICYCLE/PEDESTRIAN IMPROVEMENTS FOR SCHOOL ACCESS - PHASE 1**

0006726

Programmed

Jurisdiction: Fayette County

Sponsor: City of Fayetteville

Service Type: **Pedestrian Facility**

Existing	Planned	Length (mi.)
N/A	N/A	2.6

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Network Year: 2020

Open Year: 2011

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	$0,000
CST	AUTH	2010	ARRA - Urban (>200K) (ARC)	$0,000	$0,000	$0,000	$0,000	$0,000
				$0,000	$0,000	$0,000	$0,000	$0,000

FA-AR-BP050B | **FAYETTEVILLE BICYCLE/PEDESTRIAN IMPROVEMENTS FOR SCHOOL ACCESS - PHASE 2**

0007564

Programmed

Jurisdiction: Fayette County

Sponsor: City of Fayetteville

Service Type: **Pedestrian Facility**

Existing	Planned	Length (mi.)
N/A	N/A	4.2

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Network Year: 2020

Open Year: 2013

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2008	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	$0,000
ROW		2011	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$50,000	$0,000	$50,000
CST		2012	SAFETEA-LU Earmark	$449,951	$0,000	$112,488	$0,000	$562,439
				$449,951	$0,000	$162,488	$0,000	$612,439

FN-003A | **SR 120 (KIMBALL BRIDGE/ABBOTTS BRIDGE ROAD)**

721000-

Long Range

FROM STATE BRIDGE ROAD / OLD MILTON PARKWAY IN FULTON COUNTY TO PEACHTREE INDUSTRIAL BOULEVARD IN GWINNETT COUNTY

Jurisdiction: Fulton (North)

Sponsor: GDOT

Service Type: **General Purpose Roadway Capacity**

Existing	Planned	Length (mi.)
2	4	5.9

Analysis: In the Region's Air Quality Conformity Analysis

Network Year: 2020

Open Year: 2020

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2014-2020	General Federal Aid - 2014-2030	$4,032,000	$1,008,000	$0,000	$0,000	$5,040,000
ROW		LR 2014-2020	General Federal Aid - 2014-2030	$12,260,000	$3,065,000	$0,000	$0,000	$15,325,000
CST		LR 2014-2020	General Federal Aid - 2014-2030	$27,624,960	$6,906,240	$0,000	$0,000	$34,531,200
				$43,916,960	$10,979,240	$0,000	$0,000	$54,896,200

Attachment 2

Detailed Implementation Plan

Fayette County Transportation Plan Update, 2003

Map ID	Project	Type of Improvement	Planning Status	Engineering Year	Engineering Costs	Right-of-Way Year	Right-of-Way Costs	Recommended Construction Year	Relative Priority *	Construction Costs	2003 Dollars: Estimated Total Project Costs	2003 Dollars: Estimated Fed/State Share	2003 Dollars: Estimated Local Share	Recommended Implementation Period	Future Dollars*: Estimated Total Project Costs	Future Dollars*: Estimated Fed/State Share	Future Dollars*: Estimated Local Share	Responsible Party*	Primary Funding Source
R-20	SR 85 S. widening, Bernhard Road to SR 74	Roadway Capacity	RTP year 2012					2012	low		$6,859,000	$ 6,859,000	$ -	2011 - 2015	$9,762,000	$9,762,000	$0	GDOT	Federal Hwy.
R-21	SR 92 S. traffic and safety improvements, south of McBride Road	Roadway Operations	RTP year 2025					2025	low		$20,056,000	$ 20,056,000	$ -	2021 - 2025	$47,531,000	$47,531,000	$0	GDOT	Federal Hwy.
R-22	Hampton Road re-alignment	Roadway Operations	Fayette CTP recommendation					2016	medium		$2,500,000	$ 1,250,000	$ 1,250,000	2011 - 2015	$4,162,000	$2,081,000	$2,081,000	Fayette County	Local
R-23	Goza Road re-alignment at Bernhard Road	Roadway Operations	Fayette CTP recommendation		$150,000		$550,000	2015	low	$550,000	$1,250,000		$ 1,250,000	2011 - 2015	$2,001,000	$0	$2,001,000	Fayette County	Local
R-24	SR 74 S. widening to 4 lanes Part Done/Rest Under Const.	Roadway Capacity	RTP year 2010			2004	$5,079,000	2010	high	$36,313,000	$41,392,000	$ 41,392,000	$ -	2006 - 2010	$54,469,000	$54,469,000	$0	GDOT	Federal Hwy. (STP)
R-25	TDK Boulevard Extension	Roadway Capacity	RTP year 2020, Fayette CTP recommendation year 2005					2005	high		$3,800,000		$ 3,800,000	2003 - 2005	$4,110,000	$0	$4,110,000	P'tree City	Local
R-26	Crosstown Drive widening	Roadway Capacity	RTP year 2020					2020	low		$3,851,000		$ 3,851,000	2016 - 2020	$7,501,000	$0	$7,501,000	Peachtree City	Local
R-27	SR 54 W. widening to 4 lanes Complete	Roadway Capacity	RTP year 2005	Auth		Auth		2005	high	$6,344,000	$6,344,000	$ 6,344,000		2003 - 2005	$6,862,000	$6,862,000	$0	GDOT	Federal Hwy. (STP)
R-28	W. Fayetteville Bypass	Roadway Capacity	Fayette CTP recommendation					2020	high		$12,500,000	$ 4,125,000	$ 8,375,000	2006 - 2010	$16,449,000	$5,428,000	$11,021,000	Fayette County	Local
S-1	Fayetteville Greenway	Pedestrian and Bicycle	Fayetteville LCI recommendation	2006	$43,000			2007	low	$430,000	$473,000		$ 473,000	2006 - 2010	$553,000	$0	$553,000	City of Fayetteville	Local
S-2	SR 85 Streetscape enhancements	Pedestrian and Street	Fayetteville LCI recommendation	2004	$224,000			2007	medium	$2,240,000	$2,464,000	$ 1,971,200	$ 492,800	2006 - 2010	$2,883,000	$2,306,000	$577,000	City of Fayetteville	Federal (through LCI)
S-3	Lafayette Avenue streetscape improvements	Pedestrian and Street	Fayetteville LCI recommendation	2007	$160,000			2005	low	$1,600,000	$1,760,000	$ 1,408,000	$ 352,000	2003 - 2005	$1,904,000	$1,523,000	$381,000	City of Fayetteville	Federal (CMAQ) & Private
S-4	Lanier Street streetscape improvements	Pedestrian and Street	Fayetteville LCI recommendation	2008	$310,000			2009	low	$3,100,000	$3,410,000		$ 3,410,000	2006 - 2010	$4,315,000	$0	$4,315,000	City of Fayetteville	Federal (CMAQ)
S-5	Peachtree City path bridge over SR 54 west of SR 74 Gateway	Multi-Use Facility	P'tree City LCI recommendation					2005	low		$2,500,000	$ 2,000,000	$ 500,000	2003 - 2005	$2,704,000	$2,163,000	$541,000	P'tree City	Federal (through LCI)
S-6	Peachtree City path bridge over SR 74 north of SR 54	Multi-Use Facility	Fayette CTP recommendation					2008	low		$2,500,000		$ 2,500,000	2006 - 2010	$3,042,000	$0	$3,042,000	P'tree City	Local
S-7	Redwine Multi-Use Trail, Phase 1	Multi-Use Facility	RTP year 2010					2004	medium	$300,000	$300,000	$ 240,000	$ 60,000	2003 - 2005	$312,000	$250,000	$62,000	Fayette County	Federal Hwy. (STP)
T-1	Dial-A-Ride reimbursement, years 2003-2005	Transit	RTP years 2003-2005					2003	high		$53,063	$ 53,063		2003 - 2005	$53,000	$53,000	$0	Fayette County	Federal Transit (5310)
T-2	Dial-A-Ride reimbursement, years 2006-2010	Transit	Fayette CTP recommendation					2006	high		$88,500	$ 88,500		2006 - 2010	$100,000	$100,000	$0	Fayette County	Federal Transit (5310)
T-3	Dial-A-Ride reimbursement, years 2011-2015	Transit	Fayette CTP recommendation					2011	high		$88,500	$ 88,500		2011 - 2015	$121,000	$121,000	$0	Fayette County	Federal Transit (5310)
T-4	Dial-A-Ride reimbursement, years 2016-2020	Transit	Fayette CTP recommendation					2015	high		$88,500	$ 88,500		2011 - 2015	$142,000	$142,000	$0	Fayette County	Federal Transit (5310)
T-5	Dial-A-Ride reimbursement, years 2021-2025	Transit	Fayette CTP recommendation					2020	high		$88,500	$ 88,500		2016 - 2020	$172,000	$172,000	$0	Fayette County	Federal Transit (5310)
T-6	COMMUTER RAIL - ATLANTA TO SENOIA - (for illustrative purposes only, NOT included in costs)	Transit	RTP year 2025															GDOT	Federal / State

* Relative Priority suggests priorities within each 5-year planning period and do not allow comparison between projects with different time periods.

* Responsible Party denotes entity which is primarily (not necessarily solely) responsible for advancing the project.

Detailed Implementation Plan
Fayette County Transportation Plan Update, 2003

Map ID	Project	Type of Improvement	Planning Status	Engineering Year	Engineering Costs	Right-of-Way Year	Right-of-Way Costs	Recommended Construction Year	Relative Priority *	Construction Costs	2003 Dollars: Estimated Total Project Costs	2003 Dollars: Estimated Fed/State Share	2003 Dollars: Estimated Local Share	Recommended Implementation Period	Future Dollars*: Estimated Total Project Costs	Future Dollars*: Estimated Fed/State Share	Future Dollars*: Estimated Local Share	Responsible Party*	Primary Funding Source
I-20	SR 92 at Hilo Road and Kingswood Drive	Roadway Operations	Fayette CTP recommendation		$65,000			2006	high	$350,000	$415,000	$ 332,000	$ 83,000	2006 - 2010	$466,000	$373,000	$93,000	GDOT	Federal Hwy. (STP)
R-1	Tyrone-Palmetto Road from SR 74 to County line, 2-4 lanes	Roadway Capacity	RTP year 2025					2025	low	$14,490,000	$14,490,000	$ 4,781,700	$ 9,708,300	2021 - 2025	$34,340,000	$11,332,000	$23,008,000	Fayette County/ Town of Tyrone	Local
R-2	Jenkins Road extension from Senola Road to Palmetto Road	Roadway Capacity	Fayette CTP recommendation					2015	high		$3,200,000		$ 3,200,000	2011 - 2015	$5,123,000	$0	$5,123,000	Town of Tyrone	Local
R-3	SR 74 Corridor Plan	Exempt	Fayette CTP recommendation		$450,000			2004	high		$450,000	$ 360,000	$ 90,000	2003 - 2005	$468,000	$374,000	$94,000	GDOT	Federal Hwy. (STP)
R-4	Northside Parkway (Incl. Sandy Creek/Jenkins, Lees Mill)	Roadway Operations	Fayette CTP recommendation					2010	medium		$1,750,000	$ 1,050,000	$ 700,000	2006 - 2010	$2,303,000	$1,382,000	$921,000	Fayette County	Federal Hwy. (STP)
R-5	W. Fayetteville Bypass, from SR 92 to Sandy Creek Rd	Roadway Capacity	RTP year 2020					2015	high		$5,023,000	$ 1,657,590	$ 3,365,410	2011 - 2015	$8,042,000	$2,654,000	$5,388,000	Fayette County	Local
R-6	Kenwood Road operational improvements	Roadway Operations	Fayette CTP recommendation					2010	medium		$2,500,000		$ 2,500,000	2006 - 2010	$3,290,000	$0	$3,290,000	Fayette County	Local
R-7	SR 314 widening, 2-4 lanes	Roadway Capacity	RTP year 2015					2015	low		$15,925,000	$ 15,925,000		2011 - 2015	$25,496,000	$25,496,000	$0	GDOT	Federal Hwy.
R-8	East Fayetteville Bypass from SR 279 to S. Jeff Davis, Phase 1 -to include engineering and right-of-way only	Roadway Capacity	Fayette CTP recommendation	2006	$4,500,000	2009	$10,000,000	2008	high		$14,500,000		$ 14,500,000	2006 - 2010	$17,641,000	$0	$17,641,000	Fayette County	Local
R-8	East Fayetteville Bypass from SR 279 to S. Jeff Davis, Phase 2 -to include construction	Roadway Capacity	RTP year 2020					2012	medium	$35,000,000	$35,000,000	$ 17,500,000	$ 17,500,000	2011 - 2015	$49,816,000	$24,908,000	$24,908,000	Fayette County	Local
R-9	SR 54 east widening, 2-4 lanes	Roadway Capacity	RTP year 2010	Auth				2008	high	$11,080,000	$11,080,000	$ 11,080,000	$ -	2006 - 2010	$13,481,000	$13,481,000	$0	GDOT	Federal Hwy. (STP)
R-10	McDonough Road (SR 920) widening, 2-4 lanes	Roadway Capacity	RTP year 2010					2010	medium		$11,024,000	$ 11,024,000		2006 - 2010	$14,507,000	$14,507,000	$0	GDOT	Federal Hwy. (STP)
R-11	SR 92 (West Forest Avenue) re-alignment and extension	Roadway Capacity	Fayetteville LCI and Fayette CTP recommendation	2008	$107,800			2009	high	$539,000	$646,800		$ 646,800	2006 - 2010	$818,000	$0	$818,000	City of Fayetteville	Local
R-12	Hood Avenue connector	Roadway Operations	Fayetteville LCI and Fayette CTP recommendation	2008	$128,000			2009	high	$640,000	$768,000		$ 768,000	2006 - 2010	$972,000	$0	$972,000	City of Fayetteville	Local
R-13	SR 85/Glynn Street landscaped median	Roadway Operations	Fayetteville LCI and Fayette CTP recommendation	2004	$96,000			2006	medium	$960,000	$1,056,000		$ 1,056,000	2006 - 2010	$1,188,000	$0	$1,188,000	City of Fayetteville	Local
R-14	Lafayette Avenue Extension east of SR 85	Roadway Capacity	Fayetteville LCI recommendation	2005	$60,500			2007	low	$302,500	$363,000		$ 363,000	2006 - 2010	$425,000	$0	$425,000	City of Fayetteville	Local (Impact Fees)
R-15	Georgia Avenue Extension	Roadway Capacity	Fayetteville LCI recommendation	2009	$115,500			2010	low	$577,500	$693,000	$ 554,400	$ 138,600	2006 - 2010	$912,000	$730,000	$182,000	City of Fayetteville	Federal (through LCI)
R-16	Jimmy Mayfield widening from Jeff Davis to SR 92	Roadway Capacity	Fayette CTP recommendation					2010	high		$2,800,000		$ 2,800,000	2006 - 2010	$3,685,000	$0	$3,685,000	City of Fayetteville	Local
R-17	SR 92/Jeff Davis connector	Roadway Capacity	Fayette CTP recommendation					2007	medium		$2,000,000		$ 2,000,000	2006 - 2010	$2,340,000	$0	$2,340,000	City of Fayetteville	Local
R-18	SR 92 S. widening, Jimmy Mayfield to McBride Road	Roadway Capacity	RTP year 2025					2025	medium		$5,816,000	$ 5,816,000	$ -	2021 - 2025	$13,783,000	$13,783,000	$0	GDOT	Federal Hwy.
R-19	SR 85 S. widening, SR 92 to Bernhard Road	Roadway Capacity	RTP year 2012					2012	medium		$7,979,000	$ 7,979,000	$ -	2011 - 2015	$11,357,000	$11,357,000	$0	GDOT	Federal Hwy.

Detailed Implementation Plan
Fayette County Transportation Plan Update, 2003

											2003 Dollars				Future Dollars*				
Map ID	Project	Type of Improvement	Planning Status	Engineering Year	Engineering Costs	Right-of-Way Year	Right-of-Way Costs	Recommended Construction Year	Relative Priority *	Construction Costs	Estimated Total Project Costs	Estimated Fed/State Share	Estimated Local Share	Recommended Implementation Period	Estimated Total Project Costs	Estimated Fed/State Share	Estimated Local Share	Responsible Party*	Primary Funding Source
B-1	Coastline Road bridge improvement	Bridge Upgrade	Fayette CTP recommendation					2008	high		$500,000	$ 250,000	$ 250,000	2006 - 2010	$608,000	$304,000	$304,000	Fayette County	Local
B-2	Westbridge Road bridge improvement	Bridge Upgrade	Fayette CTP recommendation					2008	high		$800,000	$ 400,000	$ 400,000	2006 - 2010	$974,000	$487,000	$487,000	Fayette County	Local
B-3	Kenwood Road bridge improvement	Bridge Upgrade	Fayette CTP recommendation					2006	high		$1,000,000	$ 500,000	$ 500,000	2006 - 2010	$1,124,000	$562,000	$562,000	Fayette County	Federal Hwy.
B-4	SR 85 at Morning Creek bridge improvement	Bridge Upgrade	RTP year 2007	AUTH		2004	$10,000	2005	medium	$1,144,000	$1,154,000	$ 1,154,000		2003 - 2005	$1,248,000	$1,248,000	$0	GDOT	Federal Hwy.
B-5	Inman Road bridge improvement	Bridge Upgrade	Fayette CTP recommendation					2007	high		$500,000	$ 250,000	$ 250,000	2006 - 2010	$584,000	$292,000	$292,000	Fayette County	Federal Hwy.
B-6	McIntosh Road bridge improvement	Bridge Upgrade	Fayette CTP recommendation					2008	high		$2,500,000	$ 1,250,000	$ 1,250,000	2006 - 2010	$3,042,000	$1,521,000	$1,521,000	Fayette County	Local
B-7	SR 85 at Whitewater Creek bridge widening	Bridge Capacity	RTP year 2010					2010	medium		$170,000	$ 170,000		2006 - 2010	$224,000	$224,000	$0	GDOT	Federal Hwy.
B-8	SR 74 bridge at Flat Creek (costs included in SR 74 widening) Under Const.	Bridge Capacity	RTP year 2010					2010	high					2006 - 2010	$0	$0	$0	GDOT	Federal Hwy.
B-9	SR 54 bridge at SCL RR, associated with widening of SR 54 Complete	Bridge Capacity	TIP 2004	Auth		Auth		2003	high	$1,769,000	$1,769,000	$ 1,769,000		2003 - 2005	$1,769,000	$1,769,000	$0	GDOT	Federal Hwy.
B-10	SR 54 bridge at Line Creek, widening of bridge associated with SR 54 widening Complete	Bridge Capacity	TIP 2003	Auth		Auth		2003	high	$1,948,000	$1,948,000	$ 1,948,000		2003 - 2005	$1,948,000	$1,948,000	$0	GDOT	Federal Hwy.
I-1	SR 314 at SR 279 signal modification	Roadway Operations	Fayette CTP recommendation					2005	medium		$10,000	$ 2,000	$ 8,000	2003 - 2005	$11,000	$2,000	$9,000	Fayette County	Federal Hwy. (STP)
I-2	Sandy Creek Road at Sams Drive and Eastin Road intersection alignment	Roadway Operations	Fayette CTP recommendation					2012	low		$250,000		$ 250,000	2011 - 2015	$356,000	$0	$356,000	Fayette County	Local
I-3	SR 92 at Gingercake Road traffic signal	Roadway Operations	Fayette CTP recommendation					2008	medium		$85,000	$ 50,000	$ 35,000	2006 - 2010	$104,000	$61,000	$43,000	Fayette County	Federal Hwy. (STP)
I-4	SR 85/Jeff Davis/SR 314	Roadway Operations	RTP year 2015					2015	high		$250,000	$ 200,000	$ 50,000	2011 - 2015	$400,000	$320,000	$80,000	GDOT	Federal Hwy.
I-5	SR 54 at McDonough Road intersection improvements	Roadway Operations	Fayette CTP recommendation					2005	medium		$30,000	$ 15,000	$ 15,000	2003 - 2005	$32,000	$16,000	$16,000	GDOT	Federal Hwy.
I-6 and I-7	Implement traffic signals at Lafayette Avenue/SR 85 and at Lafayette/SR 54 (Lanier Ave)	Roadway Operations	Fayetteville LCI and Fayette CTP recommendation	2003	$40,000			2003	high	$200,000	$240,000		$ 240,000	2003 - 2005	$240,000	$0	$240,000	City of Fayetteville	Private
I-8	Turn lane modifications and signage on Stonewall Avenue at Glynn Street/Ga. Hwy 85, and signage at Stonewall/Lafayette	Roadway Operations	Fayetteville LCI and Fayette CTP recommendation	2003	$22,000			2004	medium	$110,000	$132,000		$ 132,000	2003 - 2005	$137,000	$0	$137,000	City of Fayetteville	Local
I-9	SR 54 at Gingercake Road intersection	Roadway Operations	Fayette CTP recommendation					2005	medium		$10,000	$ 2,000	$ 8,000	2003 - 2005	$11,000	$2,000	$9,000	City of Fayetteville	Federal Hwy. (STP)
I-10	S. Jeff Davis Road at Countyline Road intersection upgrade	Roadway Operations	Fayette CTP recommendation					2008	low		$250,000		$ 250,000	2006 - 2010	$304,000	$0	$304,000	Fayette County	Local
I-11	SR 92/Harp Road/Seay Road intersection improvements	Roadway Operations	Fayette CTP recommendation					2009	low		$225,000	$ 180,000	$ 45,000	2006 - 2010	$285,000	$228,000	$57,000	GDOT	Federal Hwy. (STP)
I-12	Antioch Road at McBride Road intersection improvement	Roadway Operations	Fayette CTP recommendation					2008	low		$75,000		$ 75,000	2006 - 2010	$91,000	$0	$91,000	Fayette County	Local
I-13	Goza Road at Antioch Road	Roadway Operations	Fayette CTP recommendation					2015	low		$350,000	$ 350,000		2011 - 2015	$560,000	$560,000	$0	Fayette County	Federal Hwy. (STP)
I-14	SR 85 Connector at Brooks-Woolsey Road	Roadway Operations	RTP year 2015					2010	low		$150,000		$ 150,000	2006 - 2010	$197,000	$0	$197,000	Fayette County	Federal Hwy. (STP)
I-15	SR 74 at Dividend traffic signal (Complete)	Roadway Operations	Fayette CTP recommendation					2003	high		$45,000		$ 45,000	2003 - 2005	$45,000	$0	$45,000	P'tree City and GDOT	Local
I-16	Peachtree Pkwy at Crosstown Road	Roadway Operations	RTP year 2025					2005	medium		$150,000		$ 150,000	2003 - 2005	$162,000	$0	$162,000	Peachtree City	Federal Hwy. (STP)
I-17	SR 74 at Crosstown Road interim intersection improvement (Complete)	Roadway Operations	Fayette CTP recommendation					2005	high		$10,000	$ 2,000	$ 8,000	2003 - 2005	$11,000	$2,000	$9,000	P'tree City	Local
I-18	Huddleston Drive at Dividend Drive intersection re-alignment (Dropped)	Roadway Operations	RTP year 2005					2005	low		$250,000	$ 125,000	$ 125,000	2003 - 2005	$270,000	$135,000	$135,000	P'tree City	Local
I-19	SR 54 at SR 74 intersection grade separation	Roadway Operations	Fayette CTP recommendation					2022	high		$3,500,000	$ 2,800,000	$ 700,000	2021 - 2025	$7,374,000	$5,899,000	$1,475,000	GDOT	Federal Hwy. (STP)

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: **Mayor and Council**

FROM: **City Manager**

DATE: **October 29, 2010**

SUBJECT: **Appoint Interim City Manager**

Recommendation:

Appoint Interim City Manager with an effective date of January 1, 2011.

Discussion:

My last day of employment is December 31, 2010. The recruitment process for a new City Manager has been initiated; however, my replacement most likely will not be in place by January 1, 2011. This will enable me to brief the interim City Manager on current issues.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: **Mayor & Council Members**

VIA: **City Manager**
Financial Services Director P.S.
Administrative Services Director
Public Services Director

FROM: **Human Resources Administrator**

DATE: **October 27, 2010**

SUBJECT: **Consider Position Reclassification – Cart Path Supervisor**
November 4, 2010, City Council Meeting

Recommendation:

Staff recommends that Council approve the reclassification of the following position:

Current Position/Grade	**Proposed Position/Grade**
Cart Path Supervisor Grade 276 Min $35,533.41 / Max $57,220.31	Cart Path Supervisor Grade 277 Min $37,333.88 / Max $60,119.66

Discussion:

With changes in personnel in many areas of the City over the past year, HR is in the process of working with Directors on job descriptions and work performed by current personnel. The appointment of a new Director in Public Services in June 2010 provided a fresh set of eyes to examine and evaluate operations and as a result an error in the factoring of the Cart Path Supervisor was discovered.

There are two positions in Public Services with the same basic job functions but different assignment areas; Streets Supervisor and Cart Path Supervisor. The Streets Supervisor was classified by The Mercer Group as a Grade 277 while the Cart Path Supervisor was classified as a Grade 276. Confused by why there was a difference we researched the supporting documents for both titles and discovered that two factors for the Cart Path Supervisor were not originally reported accurately that resulted in the lower grading of the Cart Path Supervisor.

The organizational chart for Public Services would not change as a result of this change in grade.

Budget Impact:

The approved FY11 budget reflects the current Grade 276 step 21 $47,858.35, the proposed reclassification to the appropriate Grade of 277 would move to a step 18 $48,086.80. The salary difference due to the reclassification can be covered by the savings of the vacant Fleet Manager position without any additional budgetary impact.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: **Mayor and Council Members**

VIA: **City Manager**
Financial Services Director P.S.
Community Development Director David
Public Services Director

FROM: **Planner/Economic Development Coordinator**

DATE: **October 27, 2010**

SUBJECT: **Authorization to submit Transportation Enhancement grant application**
November 4, 2010 City Council agenda

Recommendation:
Staff recommends that City Council authorize the submittal of a grant application for funding consideration as a part of the Transportation Enhancement (TE) grant program.

Discussion:
The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established the Transportation Enhancement (TE) program. It was further refined under the Transportation Equity Act for the 21st Century (TEA-21) in 1998. The program was established as a means to enrich the traveling experience of motorists, bicyclists, and pedestrians through enhancements to our transportation system. Federal funding for TE projects is allotted to provide aesthetic and functional improvements to historical, natural, and scenic areas. The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) states that each project should meet one of the eligible categories and be related to surface transportation.

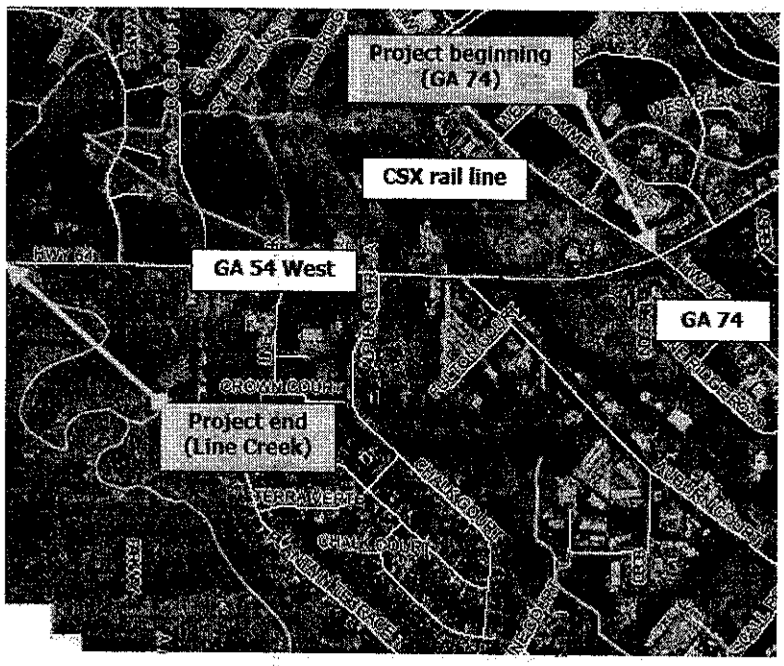
Through the years, the City has applied for and received approximately $520,000 in transportation enhancement funding for the final two phases of the SR 54 East landscape enhancement project - Phase 3 ($70,000) and Phase 4 ($160,000), the Flat Creek multi-use bridge ($60,000) and the SR 54 West/ CSX railroad multi-use bridge ($200,000). All of these projects are now complete.

TE projects are funded with Federal funds and require a minimum of 20% matching funds from the Project Sponsor. The program is administered by the Georgia Department of Transportation (GDOT) and requires a minimum two (2) year approval process before any construction can begin.

City Staff is reviewing the submittal requirements for the pending TE application cycle, which are due on December 15. Staff is proposing that the city submit an application for consideration requesting funding for SR 54 W landscape enhancements, which would begin at the SR 54/ 74 intersection and extend west to the city limits. Funding would be utilized for installation of plant material, soil amendments and mulch within the medians and right-of-way of SR 54 W to enhance the roadway.

The following map identifies the project limits:

SR 54 West landscape enhancements



Total project cost:	$210,000
Grant request:	$168,000 (Federal funding)
City match (20%):	$ 42,000 (city funded)
Two year maintenance agreement:	$ 50,000 (city funded)

Budget impact:

As a part of our grant application, the city is required to provide documentation indicating they would provide the required 20% local match. In addition, the city would be required to fund the 2-year maintenance of the new plant material, which would then be turned over to the city's Public Works Department for maintenance.

The local match would be utilized to fund a consultant to prepare the landscape plan and to handle all submittal requirements associated with the grant application.

Additionally, funding would need to be established in future Public Works budgets for maintenance of this area after the initial two (2) year maintenance agreement with the landscape contractor ends. After the two year maintenance agreement expires, there would be an annual increase in landscape maintenance costs of approximately $16,500.

Should the city be awarded funding, we would be requesting funding for planning and engineering in FY 11 and funding for construction in FY 13.

City Council of Peachtree City
REVISED AGENDA
November 4, 2010
7:00 p.m.

I. Call to Order

II. Pledge of Allegiance

III. Announcements, Awards, Special Recognition
Proclamation for Retired Educators Day

IV. Citizen Comment

V. Agenda Changes

VI. Minutes
September 7, 2010, City Council/Planning Commission Workshop Minutes
October 21, 2010, Regular Meeting Minutes

VII. Monthly Reports

VIII. Consent Agenda
1. Consider Acceptance of Donation from Southern Regional Medical Center
Request to accept four modems to be installed in electro cardiogram devices in four Fire Department ambulances

IX. Old Agenda Items

X. New Agenda Items
11-10-01 Consider Request to FCBOC for Funding 2003 RTP Projects
Request to authorize Mayor to send formal request to Board of Commissioners to request funding for transportation projects
11-10-02 Consider Appointment of Interim City Manager
Request to appoint interim city manager to serve until replacement has been hired
11-10-03 Consider Reclassification of Cart Path Supervisor
Request to correct an error in pay grade for cart path supervisor position
11-10-04 Consider Authorization to Submit TE Grant Application
Request to submit grant application for SR 54 West landscape enhancement project
11-10-05 Discuss and Consider RTR Mayoral Representative
Various Council Members would like to request the Mayors of Fayette County to reconvene and select a new RTR Mayoral Representative

XI. Council/Staff Topics
Hot Topics Update

XII. Executive Session

This agenda is subject to change at any time up to 24 hours prior to the scheduled meeting.

CITY OF PEACHTREE CITY

INTEROFFICE MEMORANDUM

TO: **Mayor and Council**

FROM: **City Manager**

DATE: **November 2, 2010**

SUBJECT: **Regional Transportation Roundtable (RTR) Mayoral Representative**
City Council Agenda, November 4, 2010

Discussion:

Various Council Members have indicated a desire for the Mayors of Fayette County to reconvene for the purpose of selecting a new RTR Mayoral Representative.