

**Town Center Area CID**  
**Work Session September 20, 2011**  
**8:30 AM**  
**245 TownPark Drive, Kennesaw, GA**

**Board Members:** Mason Zimmerman, Kerry O'Brien, Karl Vittery, Kelly Keappler, Ed Allen, Jeff Gramlich  
**Staff:** Lanie Shipp, Mary Lou Stephens, Robert Maddux, and Lynn Rainey  
**Guests/Consultants:** Michael Paris, Council for Quality Growth; Jim Croy and Samantha Loucks, Croy Engineering; Gary Smith and Mike Crawford, Jacobs

**Transportation Investment Act of 2010** - Michael Paris provided an update on the MAVEN initiatives and meetings that have already occurred in educating the public on the TIA, often referred to as a Transportation SPLOST or TSPLOST. However, this is not a local option sales tax, and the actual name of this program is a more positive statement of its purpose. There are projects in the Regional Roundtable's current constrained list which directly benefit the taxpayers of the TCACID. The TCACID's current investment \$200,000 to MAVEN, is specifically for education collateral.

**ATL Northside Strategy Study** – Mike Crawford presented a Power Point presentation to explain this study, jointly funded by North Fulton CID, Cumberland CID, Perimeter CID, Town Center Area CID and GDOT. The study is driven by the need to connect the activity centers served by the CIDs via transit to each other and to the MARTA heavy rail system. The study will consider connectivity to other proposed regional transit improvements included in the adopted Transit Planning Board Concept 3–Regional Transit Vision. The TCACID's current investment is \$44,000. Mike's response to questions, including the following information:

- Transit must be cost effective, time effective and time competitive.
- The model used assumes increased density.
- The Cobb Corridor requires a Midtown connection.
- Connection to the existing MARTA system is a primary objective
- Connection to the I-85 Corridor and Gwinnett County is important
- Alternative Analysis in the GA 400 Corridor is needed
- Understand the importance of connection to Arts Center and the need to serve neighborhoods in Northwest Atlanta

**Alternative Analysis Review** – Jim Croy provided a Power Point presentation to update the AA. This detailed analysis, focusing on the effects of alternative solutions to the Northwest corridor extending from Acworth to Arts Center Station, is a mandatory step required for federal funding. However, it is mainly being funded through a grant \$1.36 million grant from the Federal Transit Administration's Alternatives Analysis program and \$143,456 from an existing FTA grant to the Capital Projects Fund. Local partners (KSU, Acworth, Kennesaw, CCID, TCACID, CCDOT) have provided matching funds totaling \$375,864 of which the TCACID committed \$40,000. The costs, benefits and impacts of each alternative will provide a sound technical basis for project decision-making. Jim's responses to questions included the following information:

- The AA study began before the TIA program and will continue regardless of the outcome of that sales tax vote.
- There are no anticipated surprises since this corridor has been looked at for over ten years, indicating that some form of enhanced transit in this corridor is needed.
- It is important to look at transit impacts differently than other types of modes. One must look at how it impacts the area over all.

- Cobb County has the second largest transit system in the state, second only to MARTA.

**Finance Presentation** Jennine presented a Power Point presentation of the TCACID's financial picture with charts to illustrate the trend in revenues, the division of expenditures, the relationships between revenue, project expenditures and the administrative costs associated with them for each year, laundry list of completed projects starting with the total costs, and then breaking down the funding sources among the CID, CCDOT, and GDOT. The last slide summarized the aggregate investments and organized them by completed, active, and possible future projects. Since 1999 we have leveraged \$32 million into almost \$110 million and to just over \$149 million when including future projects.

Discussion of the presentation and the project cost summary chart through 2015 included the following points:

- There is a need for balance between leaving enough funds to cover unexpected, unpreventable costs while not providing a large contingency line item that might entice requests for funding from those undesignated "surplus" funds.
- The projections for revenue for 2011 have been lowered 5% only 3.5% for 2012 and 1% for 2013
- Expenses will outstrip revenues due to projects completion, with 2012 being the leanest year. By 2014, revenues should be on the increase again and planning will need to be in place.
- Whether or not the life of the TCACID is to be extended beyond 2015 is a decision that will require discussion and decision in the next year, as that will guide future commitments.
- Need to categorize areas (construction, QOL, Planning, etc.) for designating funds, trying to simultaneously manage and prioritize.
- How TCACID began to be involved in construction costs and an intention to resist it in the future.

**Noonday Trail Creek Trail Maintenance** – Robert led off the discussion on this and agreed that probably the trail looks good for all of the weather that has occurred. Lanie and Mary Lou have walked it also and provided some photos from this week and all agreed it didn't look bad for a nature trail. The TCACID is not responsible for the maintenance of the trail but CDOT doesn't have the funds available for commercial grade maintenance. The financial picture is much different for all than it was when this project began the planning stage 10 years. Lynn pointed out that no change needs to be made in the planning for the next phases, as far as responsibility, as the TCACID has no liability for maintenance after trails such as this are built. Since the county has insufficient funds to properly maintain medians and road right of way, the TCACID options are to do nothing, to help with a *Friends of the Trail*, or find another solution.

**Park Proposal** – Lanie presented information that has been brought forward for consideration, to analyze the area for trailheads, parking, stream restoration and more. It was left for future discussion.

**McCollum Airport** – Kelly and Lanie explained the rationale behind seeing a modification in the state law that affects whether or not the CID can contribute any assistance to McCollum Airport, the 3<sup>rd</sup> busiest in the state, behind only Hartsfield-Jackson and Peachtree-DeKalb. Rather than try to change the CID law, which would involved a constitutional amendment, the BOD should request that the General Assembly amend OCGA 6-3-20<sup>1</sup> to add CIDs to the list of counties, municipalities, and political subdivisions (insert "and CIDs") as those entities authorized to construct, etc. airports.

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<sup>1</sup> § 6-3-20. Acquisition, construction, maintenance, and control of airports and landing fields by local governments authorized

(a) Counties, municipalities, and other political subdivisions are authorized,

- Karl, who sits on the Aviation Advisory board, gave strong support to this since the FBOs pay CID taxes and Kelly added the strong economic impact (\$112.4 million plus 842 jobs) the airport has on the area.
- Lanie added that the FBOs are currently pursuing funding International Customs.
- Kerry indicated general support for this idea before having to excuse himself from the meeting.
- When the last phase of hanger construction is completed, McCollum will have over 100,000 sq ft of hanger space.
- Several ways were discuss about how to carry this legislation forward. Hiring Mark Sanders to assist with this was discussed as a possibility. **The consensus of the BOD was to move forward to seek the passage of an amendment to the Georgia law to allow CIDs to provide improvements to airport facilities.** Lynn Rainey will draft a Resolution for consideration at our next BOD meeting.

Board members had received the latest version of the CFA via email. **A motion by Karl Vittery that the most current version provided by Lynn Rainey be agreed to and be forwarded to the Board of Commissioners was passed unanimously.**

**Lanie reminded the BOD of next week's Regular meeting.**

**The meeting was adjourned 11:20 A.M.**

APPROVED BY THE BOARD this \_\_\_\_ day of \_\_\_\_\_, 2011.

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Lanie Shipp, Executive Director

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separately or jointly, to acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate, and police airports and landing fields for the use of aircraft, either within or without the geographical limits of such counties, municipalities, and other political subdivisions, and may use for such purpose or purposes any available property that is owned or controlled by such counties, municipalities, or other political subdivisions.

(b) All counties in the State of Georgia which are located on the boundary line between the State of Georgia and any other state, as well as all municipalities and other political subdivisions which are located in such boundary counties, are authorized, separately, jointly with each other, or jointly with any county, municipality, or political subdivision of any such border state, to acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate, and police airports and landing fields for the use of aircraft, either within or without the geographical limits of such border counties and the municipalities and other political subdivisions therein contained in the State of Georgia or within the geographical limits of any county, municipality, or political subdivision of any such border state other than the State of Georgia.