

Meeting of the Sandy Springs City Council was held on February 20, 2024 6:00 PM, Mayor Rusty Paul presiding.

I. Call to Order

Mayor Rusty Paul called the meeting to order at 6:00 p.m.

II. Roll Call and General Announcements

Members Present: Mayor Rusty Paul, Councilmember John Paulson, Councilmember Melody Kelley, Councilmember Melissa Mular, Councilmember Jody Reichel, Councilmember Tibby DeJulio, Councilmember Andrew Bauman

III. Pledge of Allegiance

Mayor Rusty Paul led the Pledge of Allegiance.

IV. Public Comment

1. **Dr. Edward Jackson, 2818 Sewell Mill Road, Marietta** – Announce Church in Community

V. Approval of Meeting Agenda

Motion and vote. A motion was made by **Councilmember Tibby DeJulio**, seconded by **Councilmember John Paulson**, to approve the meeting agenda. The motion carried by unanimous vote.

VI. Consent Agenda

Motion and vote. A motion was made by **Councilmember Jody Reichel**, seconded by **Councilmember Melissa Mular**, to approve the consent agenda. The motion carried by unanimous vote.

- A. **2024-035** Meeting Minutes
February 6, 2024 City Council Work Session
February 6, 2024 City Council Meeting
- B. **2024-036** Request for Mayor and City Council Consideration to Approve the Dedication of Right of Way and Permanent Easement for Sidewalk Construction and Maintenance of Slopes on Property Located at 37 West Belle Isle Road in Land Lot 93 of the 17th District, Fulton County, City of Sandy Springs, Georgia (Tax ID# 17-0093-0002-142-0)

Resolution No. 2024-02-18

- C. **2024-037** Request for Mayor and City Council Consideration to Approve the Dedication of Right of Way and Permanent Easement for Sidewalk Construction and Maintenance of Slopes on Property Located at 5290 Lake Forest Drive in Land Lot 121 of the 17th District, Fulton County, City of Sandy Springs, Georgia (Tax ID# 170121LL0868)

Resolution No. 2024-02-19

- D. **2024-038** Request for Mayor and City Council Consideration to Approve the Dedication of Right of Way and Permanent Easement for Sidewalk Construction and Maintenance of Slopes on Property Located at 5211 Powers Ferry Road Lying in Land Lot 164 of the 17th District, Fulton County, City of Sandy Springs, Georgia (Tax ID# 17-1640-0002-017-8)

Resolution No. 2024-02-20

VII. Presentations

There were no presentations.

VIII. Public Hearing

- A. **2024-039** Request for Mayor and City Council Consideration to Approve a Metropolitan River Protection Act Certificate for River Corridor Review RC-23-03SS for Property Located at 460 Huntcliff Green

Michele McIntosh-Ross, Planning & Zoning Manager, presented a recommendation to approve a Metropolitan River Protection Act Certificate for River Corridor Review RC-23-03SS for property located at 460 Huntcliff Green.

Properties within 2,000 feet of the Chattahoochee River are subject to the Chattahoochee River Corridor Protection Act. The regulations call for review and approval by the Atlanta Regional Commission (ARC), public hearing and approval by the local governing authority, and issuance of a Metro River Certificate. The review focuses on whether the project is consistent with the Chattahoochee Corridor Plan, which limits clearing and impervious surface within the corridor.

The property owner proposes a pool and hot tub addition to existing single-family house. The site is located in Vulnerability Category “D,” with a proposed impervious area of 11,735.68 square feet.

There being no public comment, **Mayor Rusty Paul** closed the public hearing.

Motion and vote. A motion was made by **Councilmember Melody Kelley**, seconded by **Councilmember John Paulson**, to approve a Metropolitan River Protection Act Certificate for River Corridor Review RC-23-03SS for property located at 460 Huntcliff Green. The motion carried by unanimous vote.

Resolution No. 2024-02-21

IX. New Business

- A. **2024-040** Request for Mayor and City Council Consideration to Approve an Infrastructure Grant Application to the United States Department of Transportation for the 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant Program and Make a Commitment for Local Funding Match

William H. Martin, Jr., AIA, Public Works Director, presented a recommendation to approve an Infrastructure Grant Application to the United States Department of Transportation for the 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant Program and make a commitment for local funding match.

The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021) authorized and appropriated \$1.5 billion to be awarded by the USDOT for FY 2023 for Local and Regional Project Assistance Program Grants. This appropriation is known as the RAISE Transportation Grants program. Funds for the FY 2024 RAISE Transportation grants program are to be awarded for surface transportation infrastructure projects that will have a significant local or regional impact. The last RAISE project solicitation was in 2023. The current project solicitation closes on February 28, 2024. The minimum grant amount awarded to a grantee is \$5 million.

To date, the City of Sandy Springs has been allocated federal funding in the Transportation Improvement Program (TIP) in the amounts of \$2,270,400 in preliminary engineering, \$688,000 in right-of-way, \$12,000 in utilities, and \$13,892,757 in construction for the PATH 400 Trail Extension project (TS201, FN-304, PI 0015023). The project limits, as determined as logical termini by the Georgia Department of Transportation (GDOT), are from Loridans Drive to Johnson Ferry Road and include 1.8 miles of trail in the City of Sandy Springs and 0.5 miles of trail in the City of Atlanta. The proposed project, SR 400 Trail Extension, is seeking additional construction funding for 1.8 miles of the trail within the City of Sandy Springs city limits.

Staff has coordinated with ARC, GDOT, City of Atlanta, and Livable Buckhead to design and construct a 1.8-mile multiuse trail alongside State Route (SR) 400. The proposed project will extend the corridor north from the southern Sandy Springs City limits to Johnson Ferry Road in Sandy Springs, where it will tie into the I-285/SR 400 interchange improvement project (PI 0000784). The typical section for the project is a 12-foot poured concrete path with a minimum of 2-foot shoulders on either side. The regional trail vision seeks to develop a connected regional trail network, including providing the opportunity to provide access to major employment centers. PATH400 provides a critical link in the region's trail network, opening the entire north metro area to access the system and the Atlanta Beltline. The expansion of the PATH400 network is a high regional priority to provide alternative transportation in the GA 400 corridor.

The project's environmental document was approved on August 14, 2020, and the project is wrapping up its right-of-way and design phases. The City was awarded partial funding for the construction phase from the Atlanta Regional Commission in 2020 and 2022. The 2023 Consolidated Appropriations Act also provided an additional \$750,000 for the project. To expedite the project, the City plans to build the project in phases. Construction is tentatively scheduled to begin in Summer 2024 for the first phase. Additional phases will move forward once funding becomes available. The total estimated cost of construction is \$35,151,539. And the current funding gap for construction is \$17,973,092.

The proposed project has been included in a number of the City's adopted plans, including the Transportation Master Plan (2021), Bicycle, Pedestrian, and Trail Plan (2014); The Next 10 Comprehensive Plan (2017); and the Perimeter Center Small Area Plan (2017). In 2016, the City initiated the Transportation Special Purpose Local Options Sales Tax (TSPLOST) project TS-201, SR 400 Multi-Use Trail project, to provide preliminary funding for the project. Funding for the RAISE grant local match is available in S2121 and T060.

For the City to complete the entire project, staff recommends seeking funding through the 2024 RAISE

grant program.

Staff has prepared a cost estimate for funding based on the GDOT approved concept report and additional design work to date. In order for the City to be eligible for federal funding through the RAISE program, it is required to match funding of a minimum of 20% of all federal funds on the project. Even though the funding through the Consolidated Appropriations Act does not require a local match, the City will need to commit a 20% local match for those funds as well for the RAISE grant application. As such, a 21% local match is required for the RAISE grant application. Staff estimates the minimum required to match \$14,228,473.94 is \$3,744,618.48, for a total of \$17,973,092.42. There are sufficient funds available in T060 and S2121 for the local match.

Staff has not identified an alternative funding source for the remaining construction costs of the PATH 400 Trail Extension project. The City can forego advancing the SR 400 PATH 400 Trail Extension application at this time and build the project in phases, while considering future funding opportunities, such as the next Atlanta Regional Commission's Transportation Improvement Projects (TIP) solicitation, for future phases.

Motion and second. A motion was made by **Councilmember Tibby DeJulio**, seconded by **Councilmember Andy Bauman**, to approve an Infrastructure Grant Application to the United States Department of Transportation for the 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant Program and make a commitment for local funding match.

Councilmember Bauman stated these are big numbers. Are the Consolidated Appropriations Act and the 2021 Big Infrastructure Bill Congress passed from the same funding source?

Public Works Director Martin said this is an annual grant within the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant Program.

Councilmember Bauman asked is funding from the 2021 Big Infrastructure Program?

Public Works Director Martin said yes. This is a recurring DOT grant for several years and has roots in the Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program, formerly Transportation Investment Generating Economic Recovery (TIGER) grant program.

Councilmember Bauman asked has the City received funding for other projects under this program?

Public Works Director Martin said not for the RAISE grant to date. Last year we applied for funding for this project but were not supported in that application.

Councilmember Bauman asked what can Sandy Springs councilmembers or citizens do to contact members of Congress?

Public Works Director Martin said support by Congress is important. We were briefed by the Program Manager for the RAISE grant program, and he provided critique of last year's application of where we were strong and where reinforcement was needed. This was also done on the technical side of the application.

Councilmember Bauman said it would be helpful if Mayor and Council receive a one-page summary of what this application is with relevant numbers, to reach out to members of Congress or staff in

Washington, D.C., in advance of the deadline.

Public Works Director Martin said this information can be provided.

Vote on the motion. The motion carried by unanimous vote.

Resolution No. 2024-02-22

- B. **2024-041** Request for Mayor and City Council Consideration to Approve Contract Award to Vertical Earth, Inc. for Construction Services of the Roswell Road at the North Fulton Government Services Center Mid-Block Crossing Project, and to Authorize the City Manager to Execute the Contract

William H. Martin, Jr., AIA, Public Works Director, presented a recommendation to approve a contract award to Vertical Earth, Inc. for construction services of the Roswell Road at the North Fulton Government Services Center Mid-Block Crossing Project, and to authorize the City Manager to execute the contract.

This project will add a signalized mid-block crossing on Roswell Road at 7741 Roswell Road, at the North Fulton Government Services Center. The Project will provide safe pedestrian access and connectivity between the two (2) MARTA bus stops on either side of Roswell Road at this location. In addition to the signalized crossing, the Project includes a raised landscaped median on Roswell Road, sidewalk improvements to meet ADA standards, and miscellaneous concrete, asphalt, signing and striping, lighting on the Project associated with constructing the mid-block crossing. The City has partnered with the Georgia Department of Transportation's (GDOT) quick response safety program and GDOT shall install the signal and ITS items in coordination with the City's work on the Project.

On December 6, 2023, the City issued an Invitation to Bid ("ITB") No. 24-041 seeking bids from qualified contractors to perform construction services for the Project. A pre-bid meeting was held on December 27, 2023. The following two (2) bids were received by the January 16, 2024, deadline:

Company	Amount
Engineer's Estimate	\$400,000.00
Vertical Earth, Inc.	\$431,353.53
Hasbun Construction, LLC	\$499,676.50

Upon review of the responses, City staff recommends that award be made to the lowest, responsible and responsive bid from Vertical Earth, in the amount of \$431,353.53.

Motion and second. A motion was made by **Councilmember Melody Kelley**, seconded by **Councilmember Jody Reichel**, to approve a contract award to Vertical Earth, Inc. for construction services of the Roswell Road at the North Fulton Government Services Center Mid-Block Crossing Project, and to authorize the City Manager to execute the contract.

Councilmember Kelley asked will the bus stop on the west side be upgraded with this project?

Public Works Director Martin said we improved the crossing, lighting, and more, but the bus shelter itself will not be upgraded this time.

Councilmember Kelley asked what is the timeline for finishing this project assuming it is approved?

Public Works Director Martin said it may be about six months for construction from the notice to proceed. There is a companion project once we build the hardscape which includes the landings and median improvements. Then GDOT, though a separate let project, will install the High intensity Activated crossWalk (HAWK) signal gear that goes with that. The masked arms, signal controllers, and more are a part of this. It has been a good news partnership with GDOT. We build this portion for the price we have here tonight and GDOT will later apply the signal system, much like the Long Island Crossing on the southern end of the City.

Councilmember Kelley asked will there be significant delays in traffic or any lane closures?

Public Works Director Martin said lane closures are anticipated but nothing further. We will limit those closures primarily between peak hours as with most of the City's roadway projects. Expect to see construction between 9:00 a.m. and 4:00 p.m. each day, then we will fully open the roadways for daily commute traffic.

Councilmember John Paulson said it is scary every time I watch someone cross that street. The sooner we get this done, the better.

Councilmember Reichel asked will the median be enough for people to cross, or will it affect the cars coming in and out?

Public Works Director Martin said the median where the pedestrian crossing takes place is a lane width of about eleven feet.

Councilmember Reichel asked will you still be able to go in and out from both directions heading south?

Public Works Director Martin said yes. The traffic movements are altered some and there may be a right-in/right-out at one of the driveways that are being accessed within this, but the Government Center remains accessible throughout.

Councilmember Tibby DeJulio said for the past twenty years we have been looking for the actual crossing on Roswell Road. Will that be in front of the entrance way into the government center?

Public Works Director Martin said it is near and about fifty to hundred feet off alignment with the doorway.

Councilmember DeJulio asked will it be directly at the bus stop?

Public Works Director Martin said it will be very close to that.

Councilmember DeJulio said if it is not on Roswell Road at the bus stop people will across anyway.

Public Works Director Martin said by location it is intended to provide the best path for the public trying to get from the bus shelter on the west side of the road to the Government Center.

Councilmember DeJulio said since the primary beneficiary is Fulton County, are they helping financially with this project?

Public Works Director Martin said no Fulton County funds are being contributed for this project. This was a part of the approved Sandy Springs budget and as well part of the GDOT dollars associated with the signal installation.

Vote on the motion. The motion carried by unanimous vote.

Resolution No. 2024-02-23

- C. **2024-042** Request for Mayor and City Council Consideration to Approve an Ordinance to Authorize Amending the City of Sandy Springs FY 2024 Budget to Amend TSPLOST and CIP Project Budgets

William H. Martin, Jr., AIA, Public Works Director, presented a recommendation to approve an ordinance amending the City of Sandy Springs FY 2024 Budget to amend TSPLOST and CIP Project Budgets.

The TSPLOST-2016 Program was approved by Fulton County voters in November 2016. In June 2023, the Mayor and City Council approved the FYE2024 TSPLOST-2016 Program Budget. One of the approved projects is the Mount Vernon Multiuse Trail project (Project TS192) and the Brandon Mill sidewalk project (Project TS172). Project TS192 has developed into a partnership with the Perimeter Community Improvement District (PCID), which pledged up to \$2,850,000.00 of funding towards the project's right-of-way and construction under the terms of an IGA with the City. Project TS172 is a sidewalk project that has been funded since the beginning of the TSPLOST-2016 Program.

The TSPLOST-2021 Program was approved by Fulton County voters in November 2021 and collections began in April 2022. On June 22, 2022, the Mayor and City Council Approved a \$114,000,000 TSPLOST-2021 Program Budget, of which \$11,000,000 was allocated for the Sidewalk program. This Budget identified sidewalk projects without funding specific allocations and left the \$11,000,000 under "unassigned" funding; specific sidewalk projects have since been identified and previously unassigned funds have been allocated to them.

For Project TS192, the low bid for project construction has exceeded the original budgeted estimates, and the necessity of adding project management services has been determined. Consequently, the project requires almost \$4M of additional funding under TSPLOST, as well as \$680,000 of additional participation by PCID (recently approved by the PCID Board on January 24, 2024) to cover all future anticipated project costs and contingencies, as shown on the attached budget amendment worksheet.

Sales taxes under the TSPLOST-2016 program have ceased collections after the five-year collection. Consequently, in addition to some uncommitted funds available from savings in other, completed projects, funding would need to be freed by recharacterizing other projects out of TSPLOST-2016 and into other fund sources. Two such projects are the Mount Paran Road-Powers Ferry Road Intersection Improvement Project (Project TS110) that was suspended in 2021 before Construction after \$356K was incurred for Design (all previously available budget has already been reallocated), and the current Brandon Mill sidewalk (Project TS172) which has been designed but not yet constructed, with an available budget left of almost \$2M.

Even though the roundabout project's Design costs were incurred previously, the City can recharacterize the costs previously incurred under TSPLOST-2016 as a part of City-funded Capital Projects, transferring the recording of the costs to Project T7000 (the CIP Intersections Program) and adding

Capital Contingency to the Project T7000 budget for a budget-neutral transaction. The resulting budget freed under Project TS110 can then be reallocated to Project TS192.

In addition, with all pre-construction costs incurred under Project TS172, the Construction phase of the current Brandon Mill sidewalk can be completed under the TSPLOST-2021 sidewalk program, by reprogramming funds already allocated to certain projects under TSPLOST-2021:

- **TSPLOST 2021 S2169 – 345 Carpenter Drive**
 - 190 LF of 6' sidewalk along Carpenter Drive to connect an existing sidewalk to the north and to the south across Mountain Creek Road. Commercial development underway is required to provide frontage improvements here.
- **TSPLOST 2021 S2171 – Dalrymple Glencourtney to 605**
 - 3,900 LF of 6' sidewalk along Dalrymple was scored concurrently with 6' sidewalk that has subsequently been constructed by the City across the street that included a mid-block pedestrian crossing. Potential subdivision/redevelopment along this proposed segment.
- **TSPLOST 2021 S2174 – 5910 Long Island**
 - 200 LF of 6' sidewalk in front of a single residence. Segment request generated via City Gap Fill GIS Search. Connects existing sidewalk with existing sidewalk to the north extending along the frontages of 2 more houses before gap resumes. Rescope to incorporate in larger project.
- **TSPLOST 2021 S2182 – Holcomb Bridge River Exchange**
 - 850 LF of 6' sidewalk along Holcomb Bridge Road (SR140). Low interest. Reconsider as trails plans develop here.
- These sidewalk projects having funds reprogrammed have not yet incurred any costs, even design, and are of a lower priority than the Brandon Mill sidewalk.
- The reprogrammed sidewalks may be started later if future funding comes free, either under TSPLOST-2021 or after future recharacterization to Capital Projects.
- Even with the reprogramming, construction of the Brandon Mill sidewalk may require further allocations when bids are received; however, other funding sources that could be utilized on this project are expected to become clear by the time bids are received.

Finally, funds from TSPLOST-2016 Admin Costs (Project TS999) are also available to reallocate since administrative costs have tracked lower than budget.

Motion and second. A motion was made by **Councilmember Melissa Mular**, seconded by **Councilmember Jody Reichel**, to approve an ordinance amending the City of Sandy Springs FY 2024 Budget to amend TSPLOST and CIP Project Budgets.

Councilmember Mular said the City moved money last year and there was concern from residents about the Brandon Mill sidewalk project. To reiterate, that project is still going, and we are shifting funds from one T-SPLOST year to another year?

Public Works Director Martin said yes.

Vote on the motion. The motion carried by unanimous vote.

Ordinance No. 2024-02-05

- D. **2024-043** Request for Mayor and City Council Consideration to Approve a Contract Award to Excellere, Inc. for Construction Services for the Mount Vernon Highway Multi-Use Path and Intersection Improvements Project, and to Authorize the City Manager to Execute the Contract

William H. Martin, Jr., AIA, Public Works Director, presented a recommendation to approve a contract award to Excellere, Inc. for construction services for the Mount Vernon Highway Multi-Use Path and Intersection Improvements Project, and to authorize the City Manager to execute the contract.

This TSPLOST funded improvement will improve vehicular and pedestrian movement throughout the corridor from the eastern end of City (Project TS-191) near Vernon Trace to the Sandy Springs MARTA Station and will provide multi-modal connectivity from City Springs to public transit.

Mount Vernon Highway will be widened to contain an eastbound and westbound lane in each direction and a center two-way left-turn lane that transitions to a left turn lane at intersections. Eight (8) – to ten (10) foot-wide multi-use paths will be constructed on the south shoulders of Mount Vernon Highway and 6-foot-wide sidewalks will be constructed on the north. This project also adds new turn lanes at Glenridge Drive, Barfield Road, Crestline Parkway, Peachtree Dunwoody Road, and Perimeter Center West intersections. Traffic signal upgrades will also be completed throughout this corridor.

On October 4, 2023, the City issued an Invitation to Bid (“ITB”) No. 24-026 seeking bids from qualified contractors to perform construction services for the Project. A pre-bid meeting was held on November 1, 2023. The following three (3) bids were received by the November 29, 2023, deadline:

Company	Amount
Engineer’s Estimate	\$13,914,703.80
Excellere Construction, LLC	\$12,388,000.00
Vertical Earth, Inc.	\$13,861,676.52
Baldwin Paving Company, Inc.	\$15,976,281.66

Upon review of the responses, City staff recommends that award be made to the lowest, responsible, and responsive bid from Excellere Construction, in the amount of \$12,388,000.00.

Motion and vote. A motion was made by **Councilmember Melissa Mular**, seconded by **Councilmember Jody Reichel**, to approve a contract award to Excellere, Inc. for construction services for the Mount Vernon Highway Multi-Use Path and Intersection Improvements Project, and to authorize the City Manager to execute the contract. The motion carried by unanimous vote.

Resolution No. 2024-02-24

- E. **2024-044** Request for Mayor and City Council Consideration to Approve Supplemental Agreement #20 with Jacobs Engineering Group, Inc. to Provide Construction Engineering and Inspection Services for the Johnson Ferry Road at Mount Vernon Highway Intersection Improvements Project (TS-191) and the Mount Vernon

Highway Corridor Improvements Projects (TS192) and to authorize the City Manager to execute the Revised Contract Documents

William H. Martin, Jr., AIA, Public Works Director, presented a recommendation to approve Supplemental Agreement #20 with Jacobs Engineering Group, Inc. to provide construction engineering and inspection services for the Johnson Ferry Road at Mount Vernon Highway Intersection Improvements Project (TS-191) and the Mount Vernon Highway Corridor Improvements Projects (TS192) and to authorize the City Manager to execute the revised contract documents.

The City of Sandy Springs (the “City”) currently has a contract with Jacobs for traffic engineering services for the TS191 Project (the “Contract”). On October 18, 2022, Council last approved an amendment to the Contract in the amount of \$113,255.16. Since that amendment, additional work has been added to the Contract with Jacobs in the aggregate amount of \$138,545.69.

TS-191 Johnson Ferry Road at Mount Vernon Highway Intersection Improvements Project and TS-192 Mount Vernon Highway Corridor Improvement Project are anticipated to begin construction concurrently with an overlapping construction duration of two (2) years. Those two projects combined total over \$27,000,000 in active construction on top of an already robust construction program being executed in calendar year 2024. Given the large scale of transportation construction projects underway this year, additional construction inspection support is necessary to ensure the successful completion of these projects. Jacobs shall provide CEI services to augment City staff on these two projects, which includes the following services:

- Observe the Contractor’s work to determine the progress and quality of work, identify discrepancies, report significant discrepancies to the City, and direct the Contractor to correct such observed discrepancies.
- Assign a sufficient number of technically qualified and experienced personnel to the project to perform the services required in a timely manner to avoid delay to the Contractor.
- Notify the Construction Manager immediately of any unanticipated project conditions.
- Perform consultant field operations in accordance with City regulations and accepted safety practices.
- Act as Inspector as provided in the Specifications, Special Provisions, and The Source of the State of Georgia Department of Transportation (“GDOT”).
- Make certain that test report records or certificates of compliance have been received, prior to the incorporation of materials in the work, for materials tested off the project site and reject Contractor’s work and materials not meeting the Specifications, Special Provisions, or the Source of the State of Georgia Department of Transportation.
- Keep daily diaries, logs, and records to document the Contractor’s progress including a Project Engineer’s diary and Inspectors’ diaries, and prepare and submit, such periodic, intermediate, and final reports and records as may be required by the City.
- Measure and compute quantities of all materials incorporated in the work, items of work completed, and maintain an item record account.
- Review Contractor submittals of records and reports required by the City and GDOT as applicable to the Project.
- Collect, properly label or identify, and deliver to the City all original diaries, logs, notebooks, accounts, records, reports, and other documents prepared by the Consultant in the performance of the contract, upon completion or termination of the contract.
- Prepare and deliver one copy of the "as-built" or "record" plan to the City.

The total proposed not to exceed fee for this current Supplemental Agreement #20 is \$996,660.00 (\$498,330.00 per Project). This fee will be split evenly between two (2) funding sources for the two (2) Projects that the CEI is covering – TS191 and TS192. Sufficient funds are available in both Project budgets to fund this work. The fee for services proposed by Jacobs compares favorably to other recent procurements of CEI services to support our capital transportation projects, to include the Northside at Old Powers Ferry Roundabout Project and the Roswell Road at Grogan's Ferry Road Intersection Project.

Motion and second. A motion was made by **Councilmember Jody Reichel**, seconded by **Councilmember Melissa Mular**, to approve Supplemental Agreement #20 with Jacobs Engineering Group, Inc. to provide construction engineering and inspection services for the Johnson Ferry Road at Mount Vernon Highway Intersection Improvements Project (TS-191) and the Mount Vernon Highway Corridor Improvements Projects (TS192) and to authorize the City Manager to execute the revised contract documents.

Councilmember Reichel said I am excited this is getting started. What is the timeframe for getting this done? Will there be regular meetings with the engineers from Jacobs Engineering?

Public Works Director Martin said we are about two weeks out for mobilization of Project TS-191. We have already met with Jacobs Engineering, and they attended our pre-construction meeting without a contract to become familiar with the project as it takes shape.

Councilmember Reichel said asked will there be a lot of signage there?

Public Works Director Martin said we expect both full-time and part-time support from Jacobs Engineering throughout the life of these two projects. Signage, outreach, and more are separate efforts and not necessarily related to Jacobs Engineering but related to both projects. Our Public Works staff in partnership with Communications is working on the details of the types of outreach needed with many good examples of how to best communicate to the public. Letters have already been sent to the neighbors directly impacted, as well as the motoring public traveling these two corridors every day and impacted by both projects.

Councilmember Mular said **Dan Coffer, Assistant Director of Communications**, provided information on the outreach planned for the neighborhood. Since **Councilmember Reichel** and I have constituents along those projects, it would be helpful to see the letters. Often when the City communicates, people come to us. It is good that Jacobs Engineering brings synergy on both complex and high-dollar projects as they touch each other.

Councilmember Melody Kelley asked is it customary to use the same firm used for traffic engineering on previous projects?

Public Works Director Martin said yes, historically it has been. We first used construction engineering inspection support on our CDBG project, north-end of the City. We have done the same at Roswell Road at Grogan's Ferry where we had some support via the consultant for the Northside Drive roundabout. We had consultant support there because they had specialized technical requirements that needed to equip our staff to do, and it was best to have our consultants provide that service for us.

Mayor Rusty Paul asked was there a group of engineers the City approved some time ago that can be called on as needed?

Public Works Director Martin said yes. It may be the Roswell Road Streetscape Project near Wholefoods where we worked with the consultant to augment the project with construction engineering inspection. We needed additional staff to help there because of the night work. That skillset is available as we look to other projects. We are still not done with the big construction projects we put out and will look at other avenues where we seek construction engineering inspection support.

Vote on the motion. The motion carried by unanimous vote.

Resolution No. 2024-02-25

X. Reports

A. 2024-045 Mayor and Council Report

There was no report from **Mayor Rusty Paul**.

Councilmember Andy Bauman asked can an update on Mount Vernon Bridge over I-285 be provided to Council?

Public Works Director Martin said we met with the bridge design and construction team this past Friday for an update. They expect to put the bridge under traffic maybe late April, but we do not know a specific date. We also asked them to restudy some secondary traffic impacts with the delivery of the entire project, but the most important focus is getting the bridge opened first.

Councilmember Bauman thanked **Public Works Director Martin** and his team for an early delivery of the roundabout on Northside Drive. If the quiet was judged, people are happy.

Public Works Director Martin said it was challenging but I am proud of the team who worked with the construction contractor to focus on completing the project.

Councilmember Bauman said the Jewish Film Festival is ongoing with a great opening night last week. **Governor Brian Kemp** and **First Lady Marty Kemp** were at the Sandy Springs Performing Arts Center and their presence was appreciated. There are many great movies, and I am recommending Running on Sand at City Hall, a dramedy about soccer and immigration. The festival is going great.

Mayor Paul said someone who lives near Mount Vernon Bridge was impressed with the efforts despite it not opening as originally planned. Thank you, **Public Works Director Martin**, and your team, for your efforts on that project.

B. 2024-046 Staff Reports

1. 2024-047 December 2023 Unaudited Financials

Toni Carlisle, Chief Financial Officer, reviewed the December 2023 unaudited financials.

The City is at 50.00% of the budget year. Revenues are at 70.18% and expenditures are at 33.37% of the budget. We are six months into the fiscal year and have received 100% of the budgeted property taxes, and continuing to receive the taxes paid after the deadline. Other revenues continue to come in as

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expected. As of this report date, departmental expenditures are trending between 21 - 50% which agrees to the historical activities of each department.

Councilmember Andy Bauman said the City is half-way through and the investment income is going strong. Are we approaching a point for a mid-year adjustment to find money?

Eden Freeman, City Manager, said no. As discussed during the Council Retreat, we are looking to utilize those funds in the FY25 budget. The recommendation from the financial advisor and staff is that we do not bring forth any non-emergency items and discuss those holistically as part of the budget process.

Councilmember Bauman asked can Council be provided ballpark amounts of those anticipated numbers, maybe at the next meeting? We now have the benefit of seeing the actuals through six months. This would be the time of time year we normally go through some mid-fiscal year adjustments. I understand the deferral but would like to know the magnitude.

Eden Freeman, City Manager, said yes, this information can be provided.

XI. Executive Session

Motion and vote. A motion was made by **Councilmember John Paulson**, seconded by **Councilmember Tibby DeJulio**, to recess from regular order and enter executive session for the purposes of real estate and litigation discussion. The motion carried by unanimous vote.

Passed Yes 6, No 0, Abstained 0

Yeas: John Paulson, Melody Kelley, Melissa Mular, Jody Reichel, Tibby DeJulio, Andrew Bauman

Nays: None

The Executive Session began at 6:42 p.m.

Motion and vote. A motion was made by **Councilmember Andy Bauman**, seconded by **Councilmember Tibby DeJulio**, to adjourn the executive session and return to regular order. The motion carried by unanimous vote.

Passed Yes 6, No 0, Abstained 0

Yeas: John Paulson, Melody Kelley, Melissa Mular, Jody Reichel, Tibby DeJulio, Andrew Bauman

Nays: None

The Executive Session ended at 7:55 p.m.

XII. Adjournment

Motion and vote. A motion was made by **Councilmember Tibby DeJulio**, seconded by **Councilmember John Paulson**, to adjourn the meeting. The motion carried by unanimous vote.

The meeting adjourned at 7:56 p.m.