

Council Members

R. Gary Allen
Charmaine Crabb

Travis L. Chambers
Glenn Davis

Byron Hickey
Bruce Huff

R. Walker Garrett
Toyia Tucker

John Anker
Joanne Cogle

Clerk of Council
Lindsey G. McLemore



Council Chambers
C. E. "Red" McDaniel City Services Center- Second Floor
3111 Citizens Way, Columbus, GA 31906

December 09, 2025
9:00 AM
Regular Meeting

MAYOR'S AGENDA

CALL TO ORDER: Mayor B.H. "Skip" Henderson, III, Presiding

INVOCATION: Offered by Reverend Adriane Burgess, St. Mary's Road United Methodist Church

PLEDGE OF ALLEGIANCE: Led by Mayor Skip Henderson

MINUTES

1. Approval of minutes for the November 18, 2025, Council Meeting and Executive Session.

PRESENTATIONS

2. Historic Westville Update – Presented by April Kirk, Executive Director, and Thornton Jordan, Board President

CITY ATTORNEY'S AGENDA

ORDINANCES

1. **1st Reading-** REZN-10-25-1930: An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district

located at **2047 Cusseta Road** (parcel # 041-003-003) from Residential Multifamily – 2 (RMF2) Zoning District to Neighborhood Commercial (NC) Zoning District. (Planning Department and PAC recommend approval.) (Councilor Cogle)

- 2. 1st Reading-** REZN-10-25-1931: An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **2361 South Lumpkin Road** (parcel # 059-053-001) from Neighborhood Commercial (NC) Zoning District to General Commercial (GC) Zoning District. (Planning Department and PAC recommend approval.) (Councilor Cogle)
- 3. 1st Reading-** REZN-10-25-1941: An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **4454 Warm Springs Road** (parcel # 083-028-031) from General Commercial (GC) Zoning District to Light Manufacturing/ Industrial (LMI) Zoning District. (Planning Department and PAC recommend approval.) (Councilor Crabb)
- 4. 1st Reading-** REZN-10-25-2079: An ordinance amending various provisions in the Unified Development Ordinance (UDO) for Columbus, Georgia pertaining to Single Family Detached structures; and for other purposes. (Planning Department and PAC recommend approval.) (Mayor Pro-Tem)
- 5. 1st Reading-** REZN-11-25-1962: An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **100-800 Havenbrook Court** (parcel #040-016-006/7/8/9/010/011/012/013) from Light Manufacturing/ Industrial (LMI) Zoning District to Residential Office (RO) Zoning District. (Planning Department and PAC recommend approval.) (Councilor Cogle)
- 6. 1st Reading-** REZN-07-25-1260: An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **8828 Veterans Parkway and 4885 Charleston Way** (parcel # 079-002-002A) from Planned Unit Development (PUD) Zoning District to Planned Unit Development (PUD) Zoning District with conditions. (Planning Department recommends approval with conditions. PAC recommends denial.) (Mayor Pro-Tem)
- 7. 1st Reading-** An ordinance amending the budgets for the Fiscal Year 2025 by appropriating amounts in each fund for various operational activities. (Final amendment) (Budget Review Committee)

RESOLUTIONS

- 8.** A Resolution concerning the Housing Authority of Columbus, Georgia's issuance of bonds to finance a project located in Columbus, Georgia. (Request of the Housing Authority of Columbus, Georgia)
- 9.** A Resolution authorizing a settlement in the matter Frederick Bailey. Georgia Department of Community Supervision, et al. 4:24-CV-00173 in the United States District Court for the Middle District of Georgia. (Mayor Pro-Tem)

PUBLIC AGENDA

1. Mr. Val McGowan, Re: Stronger Zoning Laws, Stormwater Runoff & Development
2. Ms. Ilana Kearns, representing GoatMatters.com, Re: Approval Request for an Urban Agriculture Project
3. Dr. Marvin Broadwater, Sr., Re: Appreciation for Veterans & Disabled Parking
4. Ms. Theresa El-Amin, representing Southern Anti-Racism Network, Re: Hiring from Within and Other Good HR Practices
5. Mr. Steven Kelly, Re: Pause in Search for City Manager
6. Mrs. Audrey Holston-Palmore, Re: Heir Property
7. Dr. Natalie Nicole, representing Role Model Academy, Re: Acknowledgement and Appreciation for the Open Records Request Fulfilled on November 24, 2025
8. Ms. Z Lawrence, representing Columbus Jazz Society and MEC, Re: Christmas Cantata, Jazz & Music Impacting the Quality of Life – Citywide Invitation
9. Mrs. Kaitlynn Etheridge, representing Columbus Collective Museums, Re: Request to Amend Parks & Recreation’s Special Event Fee for Park Rentals

CITY MANAGER'S AGENDA

1. GDOT Street Lighting Agreement - SR 520/US 280 @ Chattahoochee River Project

Approval is requested to enter into an Agreement Between the Georgia Department of Transportation (GDOT) and the Columbus Consolidated Government (City) for the purpose of the installation, operation, and maintenance of the lighting system that will be installed within the SR 520/US 280 @Chattahoochee River Project.

2. Flint Electric Membership Corporation Right of Way Easement for Fire Station 5

Approval is requested to execute a Right of Way Easement with Flint Electric Membership Corporation for Fire Station 5

3. Historic Westville, Inc. Lease Agreement

Approval is requested to execute a Lease Agreement with Historic Westville, Inc. for the operation of a living history museum.

4. Safe Streets for All (SS4A) Safety Action Plan

Approval is requested to approve the Safe Streets for All (SS4A) Safety Action Plan for Columbus.

5. Public Transportation Agency Safety Plan (PTASP) Annual Update

Approval is requested for the annual update to METRA's Public Transportation Agency Safety Plan (PTASP), and authorization is requested to approve, submit, and implement this Safety Plan through METRA and in compliance with federal requirements.

6. FY26 Local Government & Improvement Grant (LMIG)

Approval is requested to submit an application and accept if awarded, FY26 Local Government & Improvement Grant (LMIG) from the Georgia Department of Transportation (GDOT) for the proposed use of funds toward the Intersection Improvements along Buena Vista Rd.(Columbus Spiderweb Network Project) The FY 26 LMIG allocation for Columbus-Muscookee County from GDOT is \$2,772,003.15 with a local 10% match requirement.

7. 2025-2026 Victims of Crime Act (VOCA) Grant – DA's Victim Witness Assistance Program

Approval is requested to submit and, if approved, accept a grant for \$144,246 or as otherwise awarded from the Criminal Justice Coordinating Council of Georgia along with \$132,077 from the 5% Crime Victim Surcharge Fund allocated in the FY26 Budget to provide funding for Crime Victim Assistance in the Chattahoochee Judicial Circuit from October 1, 2025 to September 30, 2026. The grant no longer requires the use of volunteers, although the use of volunteers is crucial to operations. It is requested that the multi-governmental fund be amended by the amount awarded plus the local match.

8. PURCHASES

A. Design and Construction Services for Columbus Pickleball Facility – RFP No. 26-0006

B. Seven (7) 2025 Police Interceptors for the Columbus Police Department-Georgia Statewide Contract Cooperative Purchase

C. Three (3) 2025 Police Responders for the Columbus Police Department-Georgia Statewide Contract Cooperative Purchase

D. Alcohol Management Services for Columbus Civic Center Locations (Annual Contract) – RFP No. 24-0005

E. First-In Alerting Smart Station System for Fire & EMS – Sourcewell Cooperative Contract Purchase

F. Declaration of surplus and trade-in of Harley Davidson Motorcycles for the Columbus Police Department

- G. One (1) 2026 E350 Transit Van for the Columbus Fire Department – Georgia Statewide Contract Cooperative Purchase
- H. Bus Refurbishment Services for METRA – Washington State Bus Cooperative Contract Purchase
- I. Drones for the Police Department
- J. Weapons for the Police Department Via Used & Confiscated Firearms for Credit or Swap – RFB No. 26-0005
- K. Real and Personal Property Mail Processing for the Tax Commissioner’s Office (Annual Contract) - RFP No. 25-0017

9. UPDATES AND PRESENTATIONS

- A. Columbus Safe Streets for All Plan - Alex Henry, Project Manager, Benesch
- B. Accessory Dwelling Units (ADUs) and Tiny Homes Update - Will Johnson, Director, Planning
- C. Comprehensive Pay Update for Elected Officials - Angelica Alexander, Director, Finance

BID ADVERTISEMENT

DATE: December 9, 2025

TO: Mayor and Councilors

FROM: Finance Department

SUBJECT: Advertised Bids/RFPs/RFQs

December 10, 2025

1. Bus Shelters (Annual Contract) – RFP No. 26-0019

Scope of RFP

The Columbus Consolidated Government of Columbus, Georgia (the City) is seeking qualified vendors to provide bus shelters to METRA on an “as needed” basis. The contract term will be for three years.

2. Dragonfly Trail – Midtown Connector Phase I - RFB No. 26-0003

Scope of Bid

This project consists of constructing a connection from the existing trail at the intersection of Warren Road and Wynnton Road following Bradley Street and Warren Williams Road to Dinglewood Park. The trail also travels through Dinglewood Park to the intersection of 18th Avenue and 13th Street. The project is within the City of Columbus property and public right of way. The project length is approximately 4,956 LF and includes a 10’ wide concrete trail,

landscape improvements, stormwater improvements, and trail amenities. Additional work associated with the project includes minor demolition and clearing, erosion control, grading, and signage.

December 19, 2025

1. Aerial Ground Ladder and Apparatus Pumps Inspection & Testing Services (Annual Contract) - RFB No. 26-0010

Scope of RFP

Provide aerial and ground ladder inspection and testing services to the Columbus Consolidated Government Fire and EMS Department. This specification applies to all fire apparatus equipped with a fire pump and outlines the procedures for annual pump testing, including requirements for equipment, site selection, test procedures, and documentation.

The contract period shall be for two (2) years, with the option to renew for three (3) additional twelve-month periods.

2. 24ft Rolling Scaffolding for METRA- RFB 26-0014

Scope of RFP

METRA Transit System in Columbus, Georgia is seeking bids for one (1) Heavy-Duty 24' Rolling Maintenance Scaffolding in order to perform rooftop maintenance and access on large transit buses. The large transit buses are 30', 35' and 40' in length. The scaffolding must also be able to provide rooftop access to electric bus batteries for the purpose of maintenance and replacement.

3. Muscogee County Board of Elections & Registration Voting Equipment Delivery Services (Re-Bid) (Annual Contract) – RFP No. 26-0010

Scope of RFP

Muscogee County Board of Elections and Registration is seeking proposals from qualified moving firms to deliver voting equipment to voting sites before the scheduled election events, and to retrieve the same equipment after the election event. The election schedule consists of up to five election events in a presidential election cycle, up to four election events in a mid-term election cycle, and the possibility of special elections in odd-numbered years. Deliveries vary from county-wide (25 precincts) to district elections (as few as five) based on the type of election.

Note: The first election expected to be serviced under this contract, if awarded, will be May, 2026.

The contract term shall be for two (2) years with the option to renew for three (3) additional twelve-month periods.

CLERK OF COUNCIL'S AGENDA

ENCLOSURES - ACTION REQUESTED

- 1.** Resolution – A Resolution appointing Douglas M. Jefcoat to the Board of Tax Assessors. (*NOTE: Mr. Jefcoat was confirmed by Council on November 18, 2025.*)

- 2.** Resolution – A Resolution excusing the absence of Councilor Byron Hickey from the December 9, 2025, Regular Council Meeting.

3. Minutes of the following boards:

Animal Control Advisory Board 11-17-2025

Board of Tax Assessors #39-25

Board of Tax Assessors #40-25

Board of Water Commission 10-14-25

Conventions & Visitors Board 10-15-25

Planning Advisory Commission 11-05-25

Retirees' Health Benefits Committee 11-19-25

Uptown Facade 07-19-21

Uptown Facade 09-20-21

Uptown Facade 10-18-21

Uptown Facade 11-15-21

Uptown Facade 12-14-21

BOARD APPOINTMENTS - ACTION REQUESTED

4. VOTE TABULATION:

- A. BOARD OF WATER COMMISSIONERS:** At the November 18, 2025, Council Meeting two nominees were submitted for the seat of Wes Kelley (*Not Eligible*).

- **Councilor Anker nominated Brooks Yancey.**
- **Councilor Cogle nominated Ernie Smallman.**

(NOTE: Each member of Council will vote for one of the nominees submitted when their name is called. The nominee that receives the most votes will then be confirmed.)

5. COUNCIL APPOINTMENTS – READY FOR CONFIRMATION:

- A. PERSONNEL REVIEW BOARD:** Donna Tompkins was nominated to succeed Willie Butler (*Not Eligible*) as the Regular Member #1. (*Councilor Crabb's nominee*) Term Expires: December 31, 2028

6. COUNCIL DISTRICT SEAT APPOINTMENTS- ANY NOMINATIONS MAY BE CONFIRMED FOR THIS MEETING:

A. CIVIC CENTER ADVISORY BOARD:

Vacant

Term Expires: March 1, 2026

Open for Nominations
(District 9 – Anker)

The terms are three years. Meets quarterly.

Women: 3

Senatorial District 15: 5

Senatorial District 29: 4

Vacancies: 3

7. APPOINTMENTS – CONFIRMED BY COUNCIL:

A. AIRPORT COMMISSION:

Art Guin

Eligible

Term Expires: December 31, 2025

Open for Nominations
(Commission’s Nominee/Confirmed by Council)

****The Airport Commission has renominated Art Guin.***

(NOTE: On November 18, 2025, Council chose to take no action on the renomination of Art Guin until after receiving an update from the Columbus Airport scheduled for the December 18, 2025, Council Meeting.)

The Commission submits one (1) nominee for consideration and confirmation. Ordinance No. 11-23 removes the two-term limit previously in place for board members.

Terms are five years. Meets monthly.

Women: 1

Senatorial District 15: 3

Senatorial District 29: 2

Vacancies: 0

8. COUNCIL APPOINTMENTS – ANY NOMINATIONS WOULD BE LISTED FOR THE NEXT MEETING:

A. BOARD OF HEALTH:

Yasmine Cathright

Not Eligible

Term Expires: December 31, 2025

Open for Nominations
(*Council's Appointment*)

The terms are five years. Meets monthly.

Women: 4

Senatorial District 15: 0

Senatorial District 29: 5

Vacancies: 1

B. HISTORIC & ARCHITECTURAL REVIEW BOARD:

Vacant

(Historic District Preservation Society Rep.)

Term Expires: January 31, 2028

Open for Nominations
(*Council's Appointment*)

**Councilor Cogle is nominating Chris Henson.*

The terms are three years. Meets monthly.

Women: 4

Senatorial District 15: 6

Senatorial District 29: 1

Vacancies: 2

C. PERSONNEL REVIEW BOARD:

Yolanda Sumbry Sewell

Not Eligible

(Regular Member 4)

Open for Nominations
(*Council's Appointment*)

Term Expires: December 31, 2025

Vacant

(Alternate Member 1)

Term expires: December 31, 2027

Open for Nominations
(Council's Appointment)

Vacant

(Alternate Member 2)

Term expires: December 31, 2027

Open for Nominations
(Council's Appointment)

Vacant

(Alternate Member 3)

Term expires: December 31, 2027

Open for Nominations
(Council's Appointment)

Delano Leftwich

Not Eligible

(Alternate Member 4)

Term expires: December 31, 2025

Open for Nominations
(Council's Appointment)

Vacant

(Alternate Member 5)

Term expires: December 31, 2025

Open for Nominations
(Council's Appointment)

The terms are three years. Meets monthly.

Women: 3

Senatorial District 15: 3

Senatorial District 29: 3

Vacancies: 4

D. UPTOWN FACADE BOARD:

Vacant

(Uptown Business Improvement District)

Term Expires: October 31, 2026

Open for Nominations
(Council's Appointment)

Vacant
(Uptown Business Improvement District)
Term Expires: October 31, 2027

Open for Nominations
(Council's Appointment)

Vacant
(Uptown Columbus)
Term Expires: October 31, 2026

Open for Nominations
(Council's Appointment)

Terms are five years. Meets monthly.

Women: 4
Senatorial District 15: 3
Senatorial District 29: 3
Vacancies: 3

The City of Columbus strives to provide accessibility to individuals with disabilities and who require certain accommodations in order to allow them to observe and/or participate in this meeting. If assistance is needed regarding the accessibility of the meeting or the facilities, individuals may contact the Mayor's Commission for Persons with Disabilities at 706-653-4492 promptly to allow the City Government to make reasonable accommodations for those persons.

File Attachments for Item:

1. Approval of minutes for the November 18, 2025, Council Meeting and Executive Session.

COUNCIL OF COLUMBUS, GEORGIA

CITY COUNCIL MEETING

MINUTES

Council Chambers
C. E. “Red” McDaniel City Services Center- Second Floor
2960 Macon Road, Columbus, GA 31906

November 18, 2025
5:30 AM
Regular Meeting

M A Y O R ’ S A G E N D A

PRESENT: Mayor B. H. “Skip” Henderson, III, Mayor Pro Tem R. Gary Allen and Councilors John Anker, Travis L. Chambers, Joanne Cogle, Charmaine Crabb, Glenn Davis, R. Walker Garrett, Byron Hickey and Bruce Huff. Deputy City Manager Pam Hodge, Deputy City Manager Lisa Goodwin, City Attorney Clifton Fay, Assistant City Attorney Lucy Sheftall, Clerk of Council Lindsey G. McLemore and Deputy Clerk of Council Tameka Colbert.

ABSENT: Councilor Toyia Tucker was absent.

The following documents have been included as a part of the electronic Agenda Packet: (1) MA#4: Report – Human Resources Operational Audit; (2) MA#4: Presentation – Operational Audit of the Human Resources Department; (3) CM#3(A): Presentation – Revenue Division Update

The following documents were distributed around the Council table: (1) MA#2 – CDAC Newsletter November 2025 Issue; (2) MA#4: Report – Human Resources Operational Audit; (3) MA#4: Presentation – Operational Audit of the Human Resources Department; (4) PA#5: Document – Topic: Affirms That Professionalism Is Not Discretionary Conduct But A Constitutional Duty; (5) PA#6: Photos – Submitted by Oakland Park Neighborhood Association; (6) CM#3(A): CCG Monthly Financial Snapshot (Unaudited) FY2026 – October 2025; (7) COC Add-On: Resignation of Niki Gedroic (Uptown Façade Board); (8) COC Add-On: Resignation of Jack Rosenhammer (Civic Center Advisory Board)

CALL TO ORDER: Mayor B. H. “Skip” Henderson, III, Presiding

INVOCATION: Offered by Mayor Pro Tem R. Gary Allen

PLEDGE OF ALLEGIANCE: Led by Mayor Skip Henderson

MINUTES:

1. Approval of minutes for November 4, 2025, Council Meeting and Executive Session. Mayor Pro Tem Allen made a motion to approve the minutes, seconded by Councilor Garrett and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting.

PROCLAMATIONS:

2. **Proclamation:** National Family Engagement and Family Literacy Month

Receiving: Denise Cambridge

Councilor Bruce Huff read the proclamation into the record proclaiming November 2025, as *National Family Engagement and Family Literacy Month*, highlighting the essential role of families in supporting children's academic success, well-being, and healthy development.

PRESENTATIONS:

3. Drone First Responder Program

Presented by: Columbus Police Department

Chief of Police Stoney Mathis thanked the Mayor and Council for the opportunity to speak. He described the upcoming presentation as a “no-brainer” and emphasized that the proposal being brought forward comes at no cost. He then yielded the floor to Assistant Chief Deaton to continue the presentation.

Assistant Chief Lance Deaton presented an overview of the proposed Drone First Responder (DFR) program, explaining that the department has spent the last two years evaluating multiple vendors and technologies. He emphasized that drones could reduce unnecessary officer dispatching on low-priority calls, decrease risks associated with vehicle pursuits, and support fire, EMS, and emergency management operations. He noted that the vendor is offering a one-year, no-cost trial of six drones. He stressed that all drone data would remain under city control.

Chief of Police Stoney Mathis added that the police department has already made significant technology investments, including upgrades to the 911 Center and support for the Real-Time Crime Center. He explained that accepting the free trial would allow the department to fully evaluate the new technology while seeking grants or other funding to sustain it long-term. He requested Council's approval to proceed with the no-cost trial.

Chief of Fire & EMS Sal Scarpa came forward and expressed support for the drone first responder initiative. He thanked Chief Mathis and Assistant Chief Deaton for including the fire department in the project and urged Council to give the proposal consideration.

Councilor Hickey made a motion to proceed with implementing the one-year free trial of the DFR Program, which was seconded by Councilor Huff. Discussion continued to the motion on the table.

City Attorney Clifton Fay advised that the drone program agreement will need to be listed on the City Manager's agenda when revisited for Council's consideration. He noted that a draft contract has been reviewed but still requires additions, including a termination-for-convenience clause and possibly other minor adjustments. He stated that these revisions should be completed before approval.

In response to a question by Councilor Cogle, **CPD Sergeant Richard McLaughlin** provided clarification stating the "data" referenced in the drone program refers specifically to the video footage captured during drone flights. He explained that the footage is stored only for a designated retention period and is automatically deleted if not needed for an investigation. He also advised that there is a built-in transparency feature.

Following discussion about the drone program, Councilor Hickey withdrew his motion and stated he would bring it back at the first meeting in December.

REFERRAL(S):

FOR THE CITY ATTORNEY:

- A request was made for a through review of the contract before it is presented to Council for consideration. (*Councilor Cogle*)

FOR THE COLUMBUS POLICE DEPARTMENT:

- A request was made for a summary of the ongoing cost associated with implementation of this program beyond the testing period. (*Councilor Cogle*)

4. Operational Audit Report for Human Resources

Presented by: Donna McGinnis, Internal Auditor/Compliance Officer

Internal Auditor/Compliance Officer Donna McGinnis reported that the audit of the Human Resources Department, authorized in July 2023, has been completed. She explained the audit reflects the substantial workload and strict deadlines managed by HR, adding the report includes three recommendations intended to improve internal processes and enhance overall service delivery.

Forensic Auditor Benjamin Meadow shared information on the audit process to include meetings with leadership, document reviews, staff interviews, data verification, and observations across all major HR and Risk Management functions from 2021–2025. He said fieldwork examined insurance and workers’ compensation processes, benefits enrollment, employee relations, payroll accuracy, compensation workflows, training participation, and recruiting practices.

Forensic Auditor Grant Conway reported that HR’s budgets, risk-management practices, benefits administration, and training programs are all functioning effectively, with high employee participation and strong AED usage across city facilities. He noted that HR processes large volumes of compensation and payroll transactions each year and that recent updates to the job-posting policy and new recruitment tools have helped reduce vacancies. He added that most departments are currently using the basic recruitment plan provided by HR.

Forensic Auditor Jonathan Smith stated the audit resulted in three recommendations aimed at improving safety, increasing operational efficiency, and strengthening the city’s ability to recruit and retain skilled employees. He emphasized that these changes would support both HR and other key departments across the government.

Human Resources Director Reather Hollowell thanked the Internal Auditor and acknowledged the value of the audit in helping HR identify opportunities for improvement. She explained that her team has already begun implementing the three recommendations. She closed by recognizing her team members in attendance and expressing pride in their dedication and service.

In response to Councilor Chambers’ question about AED units, **Risk Management Compliance Officer Lauren Vance** explained that the city does have certified staff trained to operate them. She advised that each department has at least two to four certified employees, and that CPR, AED, and Narcan training is provided through Public Works by instructor Johnny Floyd.

Councilor Travis Chambers stated for the record, the City must address compensation for hard-to-fill positions, noting that without competitive pay the City will continue to experience a revolving door of employees. He emphasized that employee turnover increases training costs and disrupts operations, and investing in proper compensation will improve retention and ensure that employees are able to effectively perform their jobs.

REFERRAL(S):

FOR THE HUMAN RESOURCES DIRECTOR:

- A request was made for the pay plan to be reevaluated, not a full assessment, every 3-4 years.
(Councilor Cogle)

FOR THE MAYOR:

- A request was made for a current vacancy list to be included in next year's budget packets so Council can review departmental vacancies alongside their budget requests. (*Councilor Crabb*)

UPDATE – CITY MANAGER SEARCH:

Mayor B. H. “Skip” Henderson provided a brief update on the search for a new City Manager, explaining that the process is being paused. He stated that although the City worked to keep the search collaborative and transparent by involving Council and community members, challenges emerged for several reasons to include some that have been discussed during this session regarding pay. It was explained the current pay scale makes it challenging for CCG to compete with other municipalities when recruiting for these upper-level positions.

Mayor Henderson stated the recruiting firm recommended reinitiating the search in 3-6 months. He expressed his confidence with the current structure, with two Deputy City Managers overseeing operations, remaining stable and effective. He stated that the recruitment effort will be revisited in three to six months.

Councilor Byron Hickey requested to go into Executive Session to discuss this further, with Mayor Henderson responding Council could go into Executive Session later in the meeting.

CITY ATTORNEY’S AGENDA**ORDINANCES**

1. **Ordinance (25-063)** - An Ordinance approving a policy concerning the governance and use of Artificial Intelligence (AI) Technologies as Addendum 6 to the Acceptable and Supportable use of Technology Policy Number 210-1000-004. (Mayor Pro-Tem and Councilor Tucker) Mayor Pro Tem Allen made a motion to adopt the ordinance, seconded by Councilor Garrett and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting.

RESOLUTIONS

2. **Resolution (384-25)** - A Resolution appointing Ms. Altovise D. Filmore as an additional Recorder Pro-Tem. (Mayor Pro-Tem). Mayor Pro Tem Allen made a motion to approve the resolution, seconded by Councilor Garrett and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting.

3. **Resolution (385-25)** - A Resolution amending and restating the Columbus Consolidated Government 457(b) Deferred Compensation Plan to be consistent with current provisions of federal law. (Mayor Pro-Tem) Councilor Crabb made a motion to approve the resolution, seconded by Councilor Hickey and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting.

PUBLIC AGENDA

1. Ms. Theresa El-Amin, representing Southern Anti-Racism Network, Re: Homeless Must Be Heard on Solutions.
2. Mr. Nicholas Yancey, Re: RedSpeed Georgia, LLC and Potential Liability. ***Not Present***
3. Mr. Val McGowan, Re: PSA Request, Training of Personnel Dealing with the Public & HR Appraisals. ***Not Present***
4. Mr. Jason Patterson, Re: Easement of Right-of-Way.
5. Dr. Natalie Nicole, representing Role Model Academy of Arts, Re: The Charter affirms that professionalism is not discretionary conduct but a constitutional duty.
6. Ms. Juanita Talor, representing Oakland Park Neighborhood Association, Re: Appreciation for the Participation of Public Safety. Opposition to the Rezoning of 2361 South Lumpkin Road.
7. Ms. Denise Cambridge, representing Columbus Family Connection and Literacy Alliance, Re: Informational Awareness Highlighting National Family Engagement and National Family Literacy Month. ***Spoke During the Mayor's Agenda While Receiving Proclamation***
8. Mr. Mark Lawrence, representing IMA, Re: Doing What We Do in Good Faith.
9. Mr. Danny Arencibia, Re: Clarification of Official Zoning Procedures for Columbus, Georgia. ***Not Present***

CITY MANAGER'S AGENDA

1. Annual Unused Sick Leave Payment

Resolution (386-25) - A resolution authorizing payment to employees for unused sick leave in accordance with 16B-15-6(2) of the Columbus Code of Ordinances. Mayor Pro Tem Allen made a motion to approve the resolution, seconded by Councilor Davis and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting.

2. Georgia Trauma Commission – Georgia Trauma Care Network Grant

Resolution (387-25) A resolution to accept a grant of \$10,662.66, or as otherwise awarded, from the Georgia Trauma Commission - Georgia Trauma Care Network Commission Grant, with no local match requirement and to amend the multi-governmental fund by the amount awarded. Funds will be utilized for the purchase of trauma equipment to aid the citizens of Columbus and surrounding counties. Councilor Davis made a motion to approve the resolution, seconded by Councilor Crabb and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting.

3. UPDATES AND PRESENTATIONS

A. Finance Update - Angelica Alexander, Director. Finance

Finance Director Angelica Alexander came forward to provide both a Revenue Division update and the monthly finance report. She reported that business license processing is up 13% from last year and that 2025 renewals are current. She noted acknowledged improvements in online tax and license payment systems and ongoing recruitment efforts within the department. The monthly financial snapshot showed overall revenue growth, particularly in property tax-supported funds, and that most expenditures are on target for this point in the fiscal year.

BID ADVERTISEMENT

DATE: November 18, 2025
TO: Mayor and Councilors
FROM: Finance Department
SUBJECT: Advertised Bids/RFPs/RFQs

November 19, 2025

1. **Dragonfly Trail – Midtown Connector Phase I - RFB No. 26-0003**

Scope of Bid

This project consists of constructing a connection from the existing trail at the intersection of Warren Road and Wynnton Road following Bradley Street and Warren Williams Road to Dinglewood Park. The trail also travels through Dinglewood Park to the intersection of 18th Avenue and 13th Street. The project is within the City of Columbus property and public right of way. The project length is

approximately 4,956 LF and includes a 10' wide concrete trail, landscape improvements, stormwater improvements, and trail amenities. Additional work associated with the project includes minor demolition and clearing, erosion control, grading, and signage.

2. Construction Manager as General Contractor Services for Public Safety Building – RFP No. 26-0016

Scope of RFP

Columbus Consolidated Government (the City) is requesting proposals from qualified contractors to engage for Construction Manager as General Contractor (GC) services to construct renovations to the existing Public Safety Building located at 510 10th Street. The renovations will consist of mechanical, electrical, plumbing system upgrades, interior alterations, interior finish upgrades, and exterior shell maintenance and replacement. The estimated construction budget for this project is \$4,500,000.

The selected vendor will be responsible for providing preconstruction services to assist the City and the design team with review and selection of the final scope of work to accommodate the funds available. Following finalization of the scope of work, the vendor will serve as the GC to construct the improvements.

November 21, 2025

1. Course Instructors for the HR Department/The Learning Center (Annual Contact) – RFP No. 26-0015

Scope of RFP

The Department of HR/The Learning Center is seeking multiple contractors to provide instructors in various training modules to employees interested in growing and developing their skills within the Columbus Consolidated Government. Training will be conducted on an 'as needed' basis.

December 10, 2025

1. Bus Shelters (Annual Contact) – RFP No. 26-0019

Scope of RFB

The Columbus Consolidated Government of Columbus, Georgia (the City) is seeking qualified vendors to provide bus shelters to METRA on an "as needed" basis. The contract term will be for three years.

CLERK OF COUNCIL'S AGENDA

ENCLOSURES - INFORMATION ONLY

1. Memo: Status of Minutes and Meeting Compliance for Boards, Commissions & Authorities

2. Animal Control Advisory Board: 2025 Meetings Summary

ENCLOSURES - ACTION REQUESTED

3. Resignation – Email correspondence from Toney Johnson, resigning as the Historic District Preservation Society Representative on the Historic & Architectural Review Board (BHAR). Mayor Pro Tem Allen made a motion to receive the resignation, seconded by Councilor Cogle and carried unanimously by nine members present, with Councilor Tucker being absent from the meeting.
4. **Resolution (388-25)** – A Resolution excusing the absence of Councilor Toyia Tucker from the November 18, 2025, Regular Council Meeting. Mayor Pro Tem Allen made a motion to approve the resolution, seconded by Councilor Cogle and carried unanimously by nine members present, with Councilor Tucker being absent from the meeting.

5. **Minutes of the following boards:**

457 Deferred Compensation Board 08-07-25

Board of Tax Assessors #38-25

Board of Zoning Appeals 08-06-25

Board of Zoning Appeals 10-01-25

Columbus Golf Authority 09-23-25

Columbus Sports & Entertainment Authority 10-20-25

Columbus Sports & Entertainment Authority 11-10-25

Hospital Authority 07-29-25

Hospital Authority 08-28-25

Hospital Authority 09-30-25

Keep Columbus Beautiful Commission 02-05-25

Keep Columbus Beautiful Commission 04-16-25

Land Bank Authority 02-12-25

Land Bank Authority 03-12-25

Land Bank Authority 05-14-25

Planning Advisory Commission 10-01-25

Mayor Pro Tem Allen made a motion to receive the minutes of various boards, seconded by Councilor Garrett and carried unanimously by nine members present, with Councilor Tucker being absent from the meeting.

ADD-ON ITEMS:

Resignation – Email correspondence from Niki Gedroic, resigning as one of the Uptown Business Improvement District Representatives on the Uptown Façade Board. Councilor Crabb made a motion to receive the resignation, seconded by Councilor Anker and carried unanimously by nine members present, with Councilor Tucker being absent from the meeting.

Resignation – Letter correspondence from Jack Rosenhammer, resigning as the District 9 Representative on the Civic Center Advisory Board. Councilor Crabb made a motion to receive the resignation, seconded by Councilor Anker and carried unanimously by nine members present, with Councilor Tucker being absent from the meeting.

BOARD APPOINTMENTS - ACTION REQUESTED

6. MAYOR'S APPOINTMENTS – ANY NOMINATIONS MAY BE CONFIRMED FOR THIS MEETING:

A. BUILDING AUTHORITY OF COLUMBUS:

A nominee for a vacant seat with a term expiring on March 24, 2025, on the Building Authority of Columbus, (*Mayor's Appointment*). There were none.

B. PENSION FUND, EMPLOYEES' BOARD OF TRUSTEES:

A nominee for a vacant seat with a term that expires on June 30, 2026, as a representative of the Business Community on the Pension Fund, Employees' Board of Trustees (*Mayor's Appointment*). There were none.

7. COUNCIL APPOINTMENTS – READY FOR CONFIRMATION:

A. ANIMAL CONTROL ADVISORY BOARD: Elizabeth Kirven Boyce was renominated to serve another term. (*Councilor Crabb's nominee*) Term expires: October 15, 2027. Councilor

Crabb made a motion for confirmation, seconded by Mayor Pro Tem Allen and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting.

B. ANIMAL CONTROL ADVISORY BOARD: Matthew Franklin Gilbert was renominated to serve another term. *(Councilor Crabb's nominee)* Term expires: October 15, 2027. Councilor Crabb made a motion for confirmation, seconded by Mayor Pro Tem Allen and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting.

C. BOARD OF TAX ASSESSORS: Douglas M. Jefcoat was renominated to serve another term. *(Councilor Crabb's nominee)* Term Expires: December 31, 2031. Councilor Crabb made a motion for confirmation, seconded by Mayor Pro Tem Allen and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting.

8. APPOINTMENTS – CONFIRMED BY COUNCIL:

A. AIRPORT COMMISSION:

A nominee for the seat of Art Guin *(Eligible to serve another term)* for a term that expires on December 31, 2025, on the Airport Commission *(Commission's Nominee/Confirmed by Council)*.

Mayor Pro Tem Allen made a motion to confirm the reappointment of Art Guin, which was seconded by Councilor Hickey. Discussion continued to the motion on the table.

City Attorney Clifton Fay provided clarification on the appointment process stating under the 1968 Constitutional Amendment that created the Airport Commission, requiring the commission to submit one nominee for Council's confirmation and Council may vote the nominee up or down.

Mayor Pro Tem Allen withdrew his original motion to confirm the appointment of Art Guin after Councilor Anker expressed concern with moving forward with an appointment before having the opportunity to hear an update from the Columbus Airport.

Deputy City Manager Pam Hodge stated the Columbus Airport will provide the update mentioned by Councilor Anker at the Council Meeting scheduled for December 18, 2025.

9. COUNCIL DISTRICT SEAT APPOINTMENTS- ANY NOMINATIONS MAY BE CONFIRMED FOR THIS MEETING:

A. COMMUNITY DEVELOPMENT ADVISORY COUNCIL:

A nominee for the vacant seat of the District 2 Representative for a term expiring on March 27, 2026, on the Community Development Advisory Council (*District 2 – Davis*). Clerk of Council McLemore announced that Councilor Davis is nominating Paul Wildes. Councilor Huff made a motion for confirmation, seconded by Councilor Davis and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting.

A nominee for the vacant seat of the District 8 Representative for a term expiring on March 27, 2026, on the Community Development Advisory Council (*District 8 – Garrett*). There were none. Clerk of Council McLemore explained that the nominee confirmed at the last meeting for the District 8 Representative does not reside in District 8 and is therefore ineligible to serve.

B. PUBLIC SAFETY ADVISORY COMMISSION:

A nominee for the seat of Paul T. Berry, III (*Not interested in serving another term*) with a term that expired on October 31, 2025, on the Public Safety Advisory Commission (*District 5 – Crabb*). There were none.

A nominee for the seat of Scott Taft (*Not Eligible*) with a term that expired on October 31, 2025, on the Public Safety Advisory Commission (*District 9 – Anker*). There were none.

C. YOUTH ADVISORY COUNCIL:

A nominee for the District 9 Representative on the Youth Advisory Council (*District 9 – Anker*). There were none.

10. COUNCIL APPOINTMENTS – ANY NOMINATIONS WOULD BE LISTED FOR THE NEXT MEETING:

A. ANIMAL CONTROL ADVISORY BOARD:

A nominee for the vacant seat of the Georgia Veterinary Technician with a term that expired on October 15, 2025, on the Animal Control Advisory Board (*Council's Appointment*). There were none.

A nominee for the vacant seat of the Animal Rescue Shelter Representative with a term expiring on October 15, 2026, on the Animal Control Advisory Board (*Council's Appointment*). There were none.

B. BOARD OF HEALTH:

A nominee for the seat of Yasmine Cathright (*Not Eligible*) with the term expiring on December 31, 2025, on the Board of Health (*Council's Appointment*). There were none.

C. BOARD OF WATER COMMISSIONERS:

A nominee for the seat of Wes Kelley (*Eligible to serve another term*) with a term that expired on December 31, 2025, on the Board of Water Commissioners (*Council's Appointment*). Clerk of Council McLemore announced that Councilor Anker is nominating Brooks Yancey and Councilor Cogle is nominating Ernie Smallman. She stated that these nominations will be brought back for vote tabulation on December 9, 2025.

D. LIBERTY THEATRE & CULTURAL ARTS CENTER ADVISORY BOARD:

A nominee for a vacant seat for a term that expired on August 14, 2025, on the Personnel Review Board (*Council's Appointment*). There were none.

A nominee for a vacant seat for a term that expires on August 14, 2026, on the Personnel Review Board (*Council's Appointment*). There were none.

E. NEW HORIZONS BEHAVIORAL HEALTH – MENTAL HEALTH, ADDICTIVE DISEASES AND DEVELOPMENTAL DISABILITIES- COMMUNITY SERVICE BOARD:

A nominee for the seat of Judge David Ranieri (*Does not desire reappointment*) for a term that expired on June 30, 2025, on the New Horizons Behavioral Health – Mental Health, Addictive Diseases and Developmental Disabilities – Community Service Board (*Council's Appointment*). There were none.

F. PERSONNEL REVIEW BOARD:

A nominee for the seat of Willie Butler (*Not Eligible*) for a term that expires on December 31, 2025, on the Personnel Review Board (*Council's Appointment*). Councilor Crabb nominated Donna Thompkins.

A nominee for the seat of Yolanda Sumbry Sewell (*Not Eligible*) for a term that expires on December 31, 2025, on the Personnel Review Board (*Council's Appointment*). There were none.

A nominee for a vacant seat (*Alternate Member 1*) for a term that expires on December 31, 2027, on the Personnel Review Board (*Council's Appointment*). There were none.

A nominee for a vacant seat (*Alternate Member 2*) for a term that expires on December 31, 2027, on the Personnel Review Board (*Council's Appointment*). There were none.

A nominee for a vacant seat (*Alternate Member 3*) for a term that expires on December 31, 2027, on the Personnel Review Board (*Council's Appointment*). There were none.

A nominee for the seat of Delano Leftwich (*Not Eligible – Alternate Member 4*) for a term that expires on December 31, 2025, on the Personnel Review Board (*Council's Appointment*). There were none.

A nominee for a vacant seat (*Alternate Member 5*) for a term that expires on December 31, 2025, on the Personnel Review Board (*Council's Appointment*). There were none.

G. UPTOWN FAÇADE BOARD:

A nominee for the vacant seat of the Uptown Business Improvement District Representative with a term expiring on October 31, 2026, on the Uptown Façade Board (*Council's Appointment*). There were none.

A nominee for the vacant seat of the Uptown Columbus Representative with a term expiring on October 31, 2026, on the Uptown Façade Board (*Council's Appointment*). There were none.

PUBLIC AGENDA (continued):

4. Dr. Natalie Nicole, representing Role Model Academy of Arts, Re: The Charter affirms that professionalism is not discretionary conduct but a constitutional duty.
1. Ms. Theresa El-Amin, representing Southern Anti-Racism Network, Re: Homeless Must Be Heard on Solutions.

EXECUTIVE SESSION:

Mayor Henderson entertained a motion to go into Executive Session to litigation as requested by City Attorney Fay and personnel as requested by Councilor Hickey. Mayor Pro Tem Allen made a motion

to go into Executive Session, seconded by Councilor Hickey and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting and the time being 8:48 p.m.

The Regular Meeting was reconvened at 9:37 p.m., at which time Mayor Henderson announced that the Council did meet in Executive Session to discuss litigation and personnel; however, there were no votes taken.

With there being no further business to discuss, Mayor Henderson entertained a motion for adjournment. Motion by Mayor Pro Tem Allen to adjourn the November 18, 2025, Regular Council Meeting, seconded by Councilor Hickey and carried unanimously by the nine members present, with Councilor Tucker being absent from the meeting and the time being 9:37 p.m.

Lindsey G. McLemore
Clerk of Council
Council of Columbus, Georgia

File Attachments for Item:

1. 1st Reading- REZN-10-25-1930: An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **2047 Cusseta Road** (parcel # 041-003-003) from Residential Multifamily – 2 (RMF2) Zoning District to Neighborhood Commercial (NC) Zoning District. (Planning Department and PAC recommend approval.) (Councilor Cogle)

AN ORDINANCE

NO. _____

An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **2047 Cusseta Road** (parcel # 041-003-003) from Residential Multifamily – 2 (RMF2) Zoning District to Neighborhood Commercial (NC) Zoning District.

THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY ORDAINS AS FOLLOWS:

Section 1.

The Zoning Atlas on file with the Planning Department is hereby amended by changing the property described below from Residential Multifamily – 2 (RMF2) Zoning District to Neighborhood Commercial (NC) Zoning District.

“All that tract or parcel of land situate, lying and being **in** the State of Georgia, County of Muscogee, and City of Columbus, and comprising all of Lots numbered five (5) and Six (6) and Part of Lot numbered Four (4), all in Block "A" of the Subdivision known as RE-SURVEY OF EASTVIEW, a map or plat of said Re-Survey of Eastview being recorded in Deed Book 134, at Page

135 in the Office of the Clerk of Superior Court of Muscogee County, Georgia.

BEGINNING on the Northeastern side of Cusseta Road at an iron stake placed 206 feet (measured along said side of Cusseta Road) Southeast of the intersection of the Northeastern side of Cusseta Road with the Eastern side of 20th Avenue (formerly known as Brown Street); and running thence North 58 degrees 57 minutes East 139.20 feet to an iron stake; thence South 34 degrees 03 minutes East, along the line dividing said Lots 4, 5, and 6 from Lots numbered 17, 16, and 15 in said Block "A", 68.61 feet to an iron stake; thence South 48 degrees 39 minutes West 145.1 feet to an iron stake placed on the Northeastern side of Cusseta Road; thence North 31 degrees 00 minutes West, along the Northeastern side of Cusseta Road, 94.5 feet to the point of beginning.

Situated upon said property is commercial building numbered 2047 Cusseta Road, according to the present system of numbering buildings in Columbus, Georgia. A plat thereof is recorded in said Clerk's Office in Plat Book 24, at Page 116.

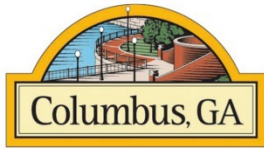
Being the identical property conveyed to Kwik Stop Grocery, Inc. by Sara Catherine Beasley Morton (formerly Sara Catherine Beasley) by Warranty Deed dated July 1, 1975, and recorded in said Clerk's Office in Deed Book 1553, at Page 449.”

Introduced at a regular meeting of the Council of Columbus, Georgia held on the 9th day of December 2025; introduced a second time at a regular meeting of said Council held on the ____ day of _____ 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G Mclemore
Clerk of Council

B. H. "Skip" Henderson, III
Mayor



CONSOLIDATED GOVERNMENT
What progress has preserved.
 PLANNING DEPARTMENT

COUNCIL STAFF REPORT

REZN-10-25-1930

| | |
|--|--|
| Applicant: | Jonathan Hunt |
| Owner: | Sawan Shah |
| Location: | 2047 Cusseta Road |
| Parcel: | 041-003-003 |
| Acreage: | 0.26 Acres |
| Current Zoning Classification: | Residential Multifamily – 2 |
| Proposed Zoning Classification: | Neighborhood Commercial |
| Current Use of Property: | Vacant |
| Proposed Use of Property: | Laundromat with Retail |
| Council District: | District 7 (Cogle) |
| PAC Recommendation: | Approval based on the Staff Report |
| Planning Department Recommendation: | Approval based on property's historic use as commercial |
| Fort Benning's Recommendation: | N/A |
| DRI Recommendation: | N/A |
| General Land Use: | Inconsistent Planning Area C |
| Current Land Use Designation: | Single Family Residential |
| Future Land Use Designation: | Single Family Residential |

| | | | | | | | | | |
|--|---|--------------|------------------------------------|--------------|------------------------------------|-------------|------------------------------------|-------------|------------------------------------|
| Compatible with Existing Land-Uses: | No | | | | | | | | |
| Environmental Impacts: | The property does not lie within the floodway and floodplain area. The developer will need an approved drainage plan prior to issuance of a Site Development permit, if a permit is required. | | | | | | | | |
| City Services: | Property is served by all city services. | | | | | | | | |
| Traffic Engineering: | This site shall meet the Codes and regulations of the Columbus Consolidated Government for commercial usage. | | | | | | | | |
| Traffic Impact | The proposed rezoning from RMF2 to NC for a retail laundromat at 2047 Cusseta Road will generate minimal additional traffic (76 daily trips), representing no measurable impact on the existing road network or level of service. Current LOS A conditions will persist, with ample capacity for projected growth. | | | | | | | | |
| Surrounding Zoning: | <table> <tr> <td>North</td><td>Residential Multifamily – 2 (RMF2)</td></tr> <tr> <td>South</td><td>Residential Multifamily – 2 (RMF2)</td></tr> <tr> <td>East</td><td>Residential Multifamily – 2 (RMF2)</td></tr> <tr> <td>West</td><td>Residential Multifamily – 2 (RMF2)</td></tr> </table> | North | Residential Multifamily – 2 (RMF2) | South | Residential Multifamily – 2 (RMF2) | East | Residential Multifamily – 2 (RMF2) | West | Residential Multifamily – 2 (RMF2) |
| North | Residential Multifamily – 2 (RMF2) | | | | | | | | |
| South | Residential Multifamily – 2 (RMF2) | | | | | | | | |
| East | Residential Multifamily – 2 (RMF2) | | | | | | | | |
| West | Residential Multifamily – 2 (RMF2) | | | | | | | | |
| Reasonableness of Request: | The request is compatible with existing land uses. | | | | | | | | |
| School Impact: | N/A | | | | | | | | |
| Buffer Requirement: | <p>The site shall include a Category C buffer along all property lines bordered by the RMF2 zoning district. The 3 options under Category C are:</p> <ol style="list-style-type: none"> 1) 20 feet with a certain amount of canopy trees, under story trees, and shrubs / ornamental grasses per 100 linear feet. 2) 10 feet with a certain amount of shrubs / ornamental grasses per 100 linear feet and a wood fence or masonry wall. 3) 30 feet undisturbed natural buffer. | | | | | | | | |
| Attitude of Property Owners: | Thirty (33) property owners within 300 feet of the subject properties were notified of the rezoning request. The Planning Department received no calls | | | | | | | | |

and/or emails regarding the rezoning. Petition of support received.

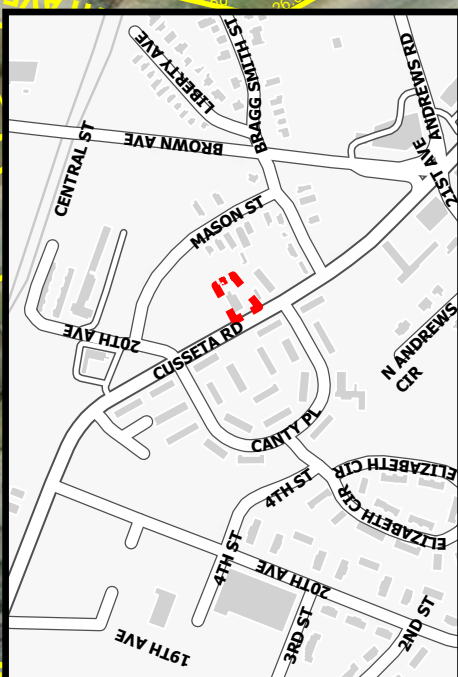
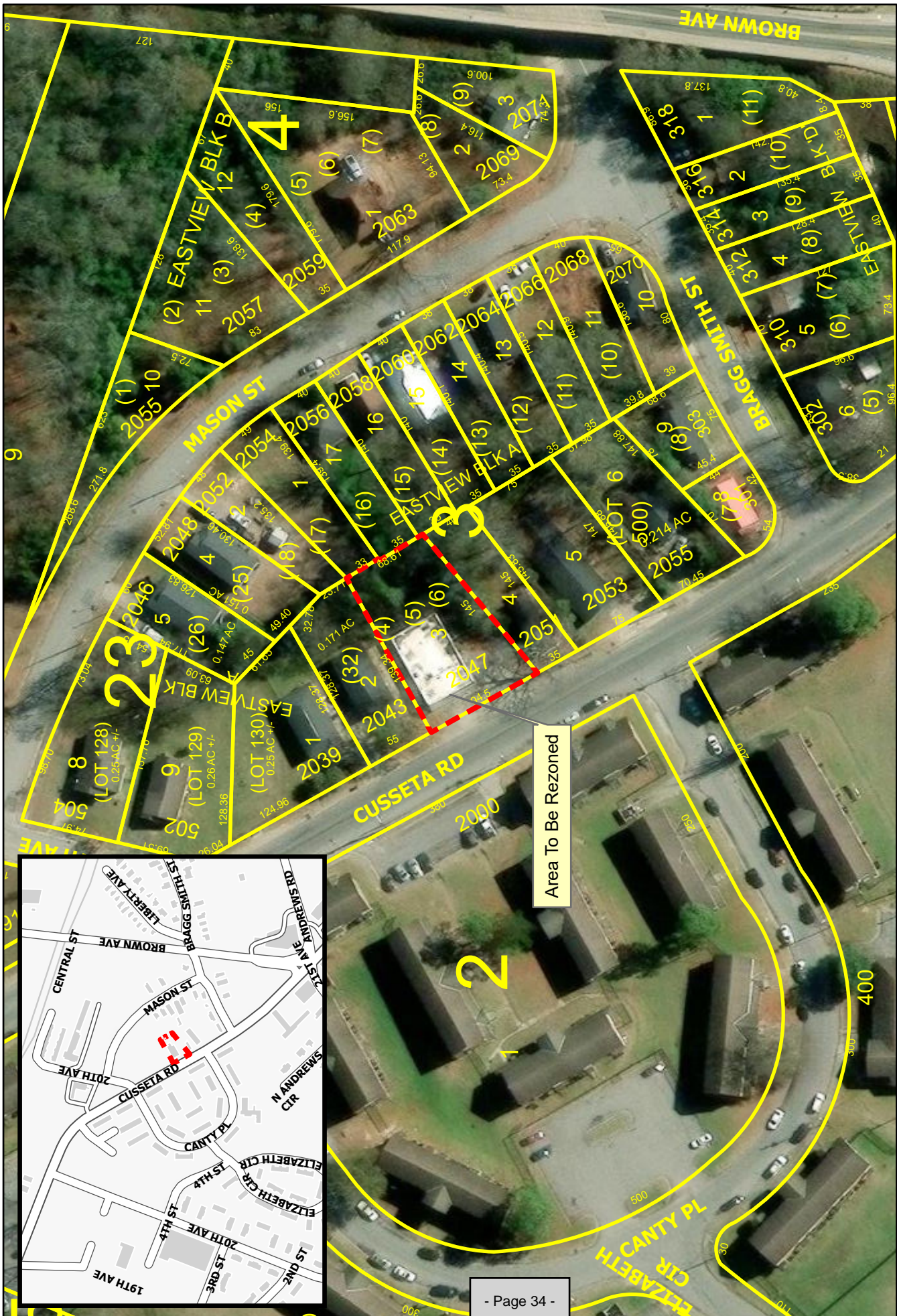
Approval **63** Responses
Opposition **0** Responses

Additional Information:

Existing building with history of commercial use

Attachments:

Aerial Land Use Map
 Location Map
 Zoning Map
 Existing Land Use Map
 Future Land Use Map
 Flood Map
 Traffic Impact



Area To Be Rezoned

Item #1.

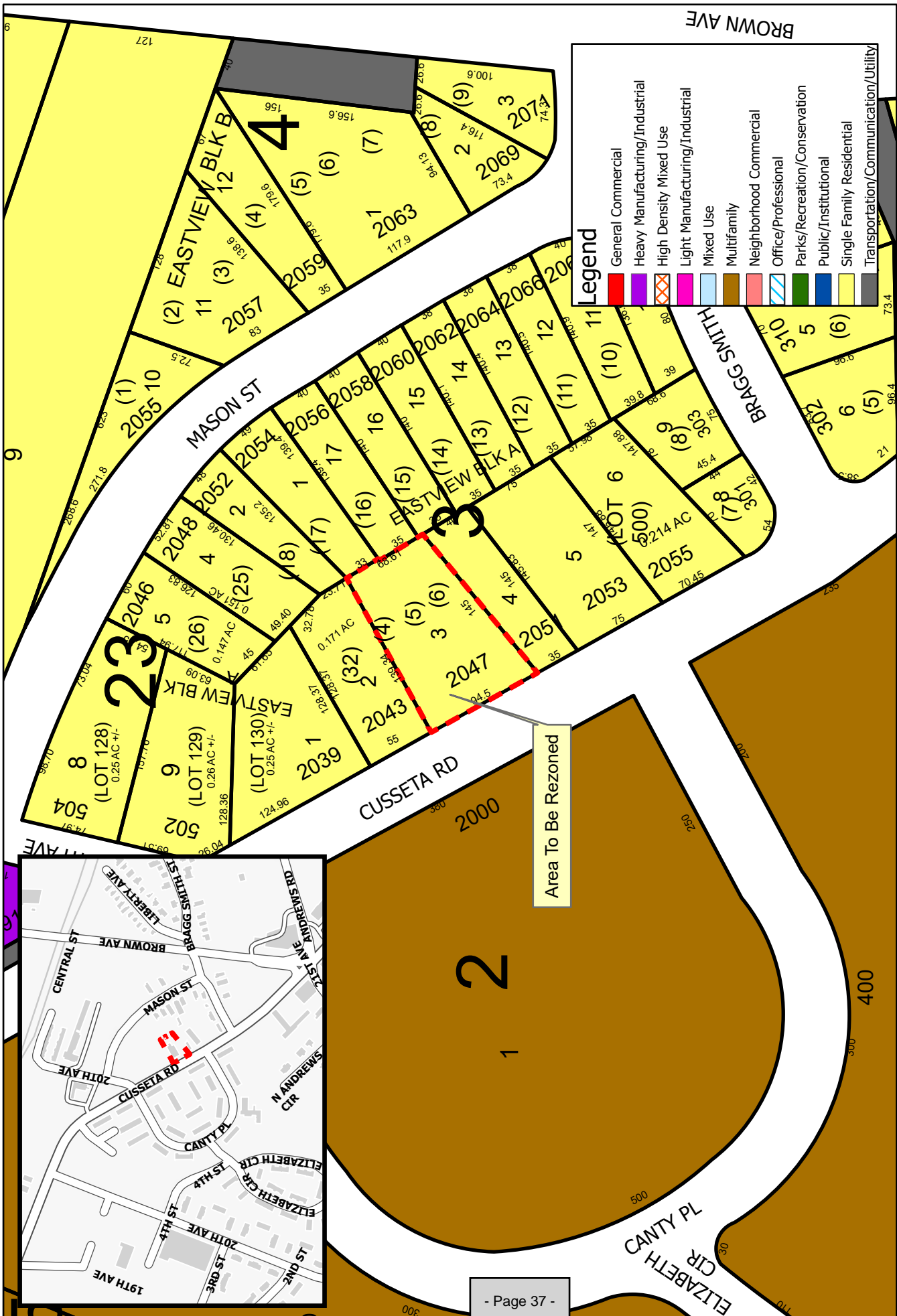
0 25 50 100 US Feet

Data Source: IT/GIS
Author:

Aerial Map For for REZN 1- 25 1930
Map 041 Block 003 Lot 003
Planning Department-Planning Division
Prepared By Planning GIS Tech

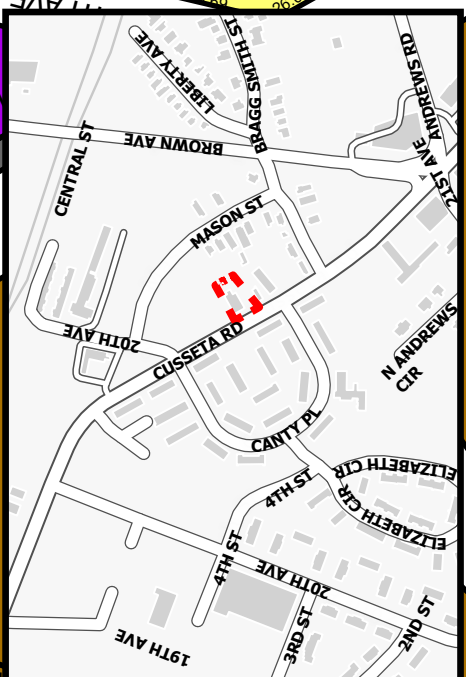
This material is made available as a public service.
Maps and data are to be used for reference purposes only.
The data contained is subject to constant change.
Map information is believed to be correct but is not guaranteed.

Date: 10/8/2025



Legend

| | | | | | | | | | | | |
|--------------------|--------------------------------|------------------------|--------------------------------|-----------|-------------|-------------------------|---------------------|-------------------------------|----------------------|---------------------------|--------------------------------------|
| General Commercial | Heavy Manufacturing/Industrial | High Density Mixed Use | Light Manufacturing/Industrial | Mixed Use | Multifamily | Neighborhood Commercial | Office/Professional | Parks/Recreation/Conservation | Public/Institutional | Single Family Residential | Transportation/Communication/Utility |
|--------------------|--------------------------------|------------------------|--------------------------------|-----------|-------------|-------------------------|---------------------|-------------------------------|----------------------|---------------------------|--------------------------------------|



Item #1.

Future Land Use Map for REZN 10-25-1930

Map 041 Block 003 Lot 003

Planning Department-Planning Division

Prepared By Planning GIS Tech

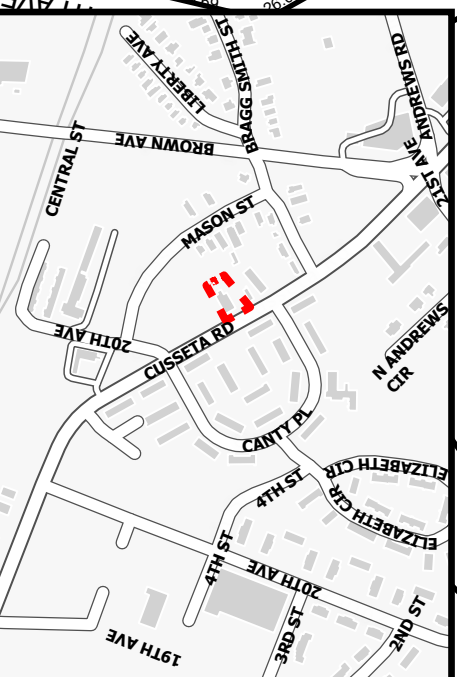
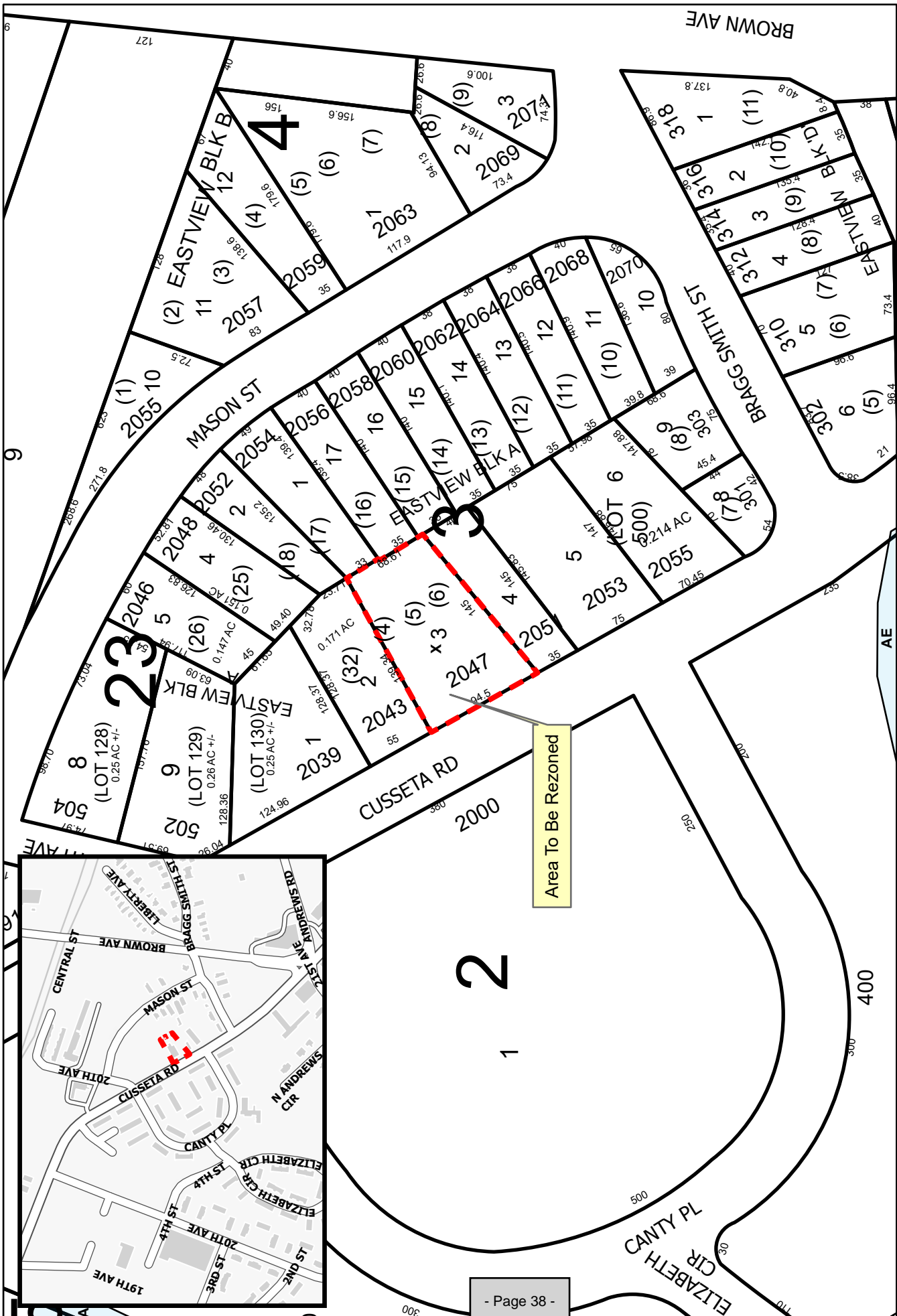
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Date: 10/8/2025

0 25 50 100 US Feet

Data Source: IT/GIS

Author:



Item #1.

0 25 50 100 US Feet

Data Source: IT/GIS
Author:

Flood Hazard Map for REZN 1- 25 1930
Map 041 Block 003 Lot 003
Planning Department-Planning Division
Prepared By Planning GIS Tech

This material is made available as a public service.
Maps and data are to be used for reference purposes only.
The data contained is subject to constant change.
Map information is believed to be correct but is not guaranteed.

Date: 10/8/2025

ITE Traffic Impact Report: Rezoning from RMF2 to NC at 2047 Cusseta Road, Columbus, GA

Project Overview

- **Address:** 2047 Cusseta Road, Columbus, Georgia 31903
- **Current Zone:** RMF2 (Residential Multi-Family 2) – A zoning district permitting medium-density multi-family residential uses, such as apartments or townhomes, with allowances for limited non-residential uses like places of worship or day care.
- **Current Use:** Vacant (no existing development or traffic generation).
- **Proposed Zone:** NC (Neighborhood Commercial) – A low-intensity commercial district designed for day-to-day retail, services, and personal care uses that serve nearby residential areas with minimal external impacts.
- **Proposed Use:** Retail / Laundromat.
- **Acreage:** 0.26 acres (approximately 11,326 square feet).

This report evaluates the traffic implications of rezoning the site using methodologies from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. Assumptions include a proposed laundromat building size of 2,000 square feet (a typical size for a small neighborhood facility on this parcel), based on industry standards. All analyses focus on daily traffic volumes for simplicity, with peak-hour considerations noted where relevant.

Road Characteristics

Cusseta Road (State Route 520) is a key east-west corridor in southern Columbus, providing access to Fort Moore (formerly Fort Benning) and connecting to Interstate 185. The segment near 2047 Cusseta Road is classified as a minor arterial, supporting regional travel with commercial and residential frontage.

| Characteristic | Details |
|-------------------------------|---|
| Street Classification | Minor Arterial (State Route 520 / South Georgia Parkway) |
| Number of Lanes | 4 lanes total (2 lanes in each direction, undivided) |
| Existing Traffic Count | Approximately 10,000 Average Daily Traffic (ADT), based on regional GDOT data for similar SR 520 segments in Muscogee County. |

Characteristic Details

Existing Level of Service (LOS)

LOS A (very free flow; volume-to-capacity ratio < 0.30). Daily capacity for a 4-lane minor arterial is estimated at 40,000 vehicles, yielding a v/c ratio of 0.25.

Trip Generation

Trip generation estimates use ITE Land Use Codes: 220 for Multifamily Housing (Low-Rise) under current zoning and 820 for Laundromat under proposed zoning. Current trips are zero due to vacancy. For the proposed laundromat, rates are applied to 2,000 square feet of gross floor area (GFA).

| Zoning / Use | ITE Code | Independent Variable | Daily Trip Rate (per unit) | Total Daily Trips | Notes |
|----------------------------|----------|----------------------|----------------------------|-------------------|--|
| Current (RMF2 / Vacant) | 220 | Dwelling Units | 6.65 per dwelling unit | 0 | Site is undeveloped; assumes 0 units. If fully developed (e.g., 4-6 units on 0.26 acres), ~27-40 trips possible, but not applicable here. |
| Proposed (NC / Laundromat) | 820 | 1,000 sq ft GFA | 37.91 per 1,000 sq ft GFA | 76 | Based on 2,000 sq ft; includes ~50% pass-by trips typical for service-oriented retail (net new ~38 trips). PM peak-hour: ~7 trips (3.40 rate). |

Comparison

- **Net Increase:** +76 daily trips (100% from proposed use).
- The proposed laundromat would generate low-volume, short-duration trips (e.g., drop-off/pick-up patterns), with minimal concentration during peak hours. This represents a negligible increase (<1%) relative to existing ADT on Cusseta Road.

Traffic Impact Analysis

Total Projected Traffic

- **Existing ADT on Cusseta Road:** 10,000 vehicles/day.
- **Projected ADT with Development:** 10,076 vehicles/day (+0.76% increase).

- The additional 76 trips would distribute across the network, with ~40% entering/exiting directly onto Cusseta Road (32 trips) and the remainder via local connectors.

Projected Level of Service

- **Methodology:** LOS calculated using volume-to-capacity (v/c) ratios per Highway Capacity Manual principles, adapted for daily volumes (daily capacity = 10,000 vehicles per lane for minor arterials).
- **Projected LOS:** Remains LOS A ($v/c = 0.25$). The incremental volume is insignificant and does not degrade operations at intersections or mid-block segments.
- **Peak-Hour Sensitivity:** During PM peak (4-6 PM), ~7 added trips yield <0.5% volume increase, maintaining LOS B or better at nearby signals (e.g., Cusseta Road / I-185 ramps).

Road Network

- **Primary Corridor:** Cusseta Road functions as a minor arterial with connections to I-185 (southbound access ~0.5 miles west) and local streets like Farr Road and Old Cusseta Road. Ongoing GDOT improvements (e.g., I-185 interchange expansion, 56% complete as of 2025) will enhance capacity.
- **Nearby Intersections:** Key nodes include Cusseta Road / I-185 ramps (high-volume) and Cusseta Road / Fort Benning Road (moderate). No queuing or delay issues anticipated from project trips.
- **Network Capacity:** Regional modeling from the Columbus-Phenix City Transportation Study (2045 MTP) indicates adequate future capacity through 2050, even with growth.

Access

- **Site Access:** Single full-access driveway proposed on Cusseta Road, with right-in/right-out auxiliary lane if volumes warrant (not required here due to low trips). Internal circulation for 10-15 parking spaces.
- **Pedestrian/Bicycle:** Sidewalks exist along Cusseta Road; proposed development to include ADA-compliant ramps. Multi-use trail improvements planned under regional TIP (2024-2027).
- **Safety:** Sight distance adequate (>500 ft); no crash history hotspots per GDOT data.

Community Context

- **Surrounding Area:** The site is in a mixed residential-commercial corridor near Fort Moore, serving military families and local residents. Adjacent uses include single-family homes (RMF zones) and small retail. The NC rezoning aligns with neighborhood-scale services, reducing travel distances for laundry needs.
- **Equity Considerations:** Low-income areas (per census tracts) benefit from accessible retail without inducing cut-through traffic. No disproportionate impacts on transit (METRA routes nearby) or vulnerable users.

Conclusions and Recommendations

The proposed rezoning from RMF2 to NC for a retail laundromat at 2047 Cusseta Road will generate minimal additional traffic (76 daily trips), representing no measurable impact on the existing road network or level of service. Current LOS A conditions will persist, with ample capacity for projected growth.

Recommendations:

1. Approve the rezoning with standard conditions (e.g., driveway spacing per GDOT standards).
2. Require a site plan review to confirm access design and stormwater management.
3. Monitor post-development volumes if expansion beyond 2,000 sq ft occurs.
4. Encourage pedestrian-friendly features (e.g., crosswalks) to integrate with community paths.

This analysis confirms the project's compatibility with local transportation goals under the 2045 Metropolitan Transportation Plan. For detailed modeling or updates, contact Columbus Planning Department.

Report prepared October 8, 2025. Data sourced from ITE Trip Generation Manual (11th Ed.), GDOT traffic resources, and Columbus Consolidated Government planning documents.

File Attachments for Item:

2. 1st Reading- REZN-10-25-1931: An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **2361 South Lumpkin Road** (parcel # 059-053-001) from Neighborhood Commercial (NC) Zoning District to General Commercial (GC) Zoning District. (Planning Department and PAC recommend approval.) (Councilor Cogle)

AN ORDINANCE**NO. _____**

An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **2361 South Lumpkin Road** (parcel # 059-053-001) from Neighborhood Commercial (NC) Zoning District to General Commercial (GC) Zoning District.

**THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY ORDAINS AS
FOLLOWS:**

Section 1.

The Zoning Atlas on file with the Planning Department is hereby amended by changing the property described below from Neighborhood Commercial (NC) Zoning District to General Commercial (GC) Zoning District.

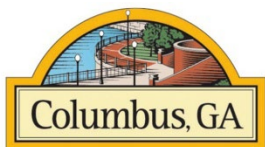
“All that lot, tract or parcel of land situate and being in Land Lot 30 of the 7th District of Muscogee County, Georgia, being known and designated as ALL OF LOT SIXTEEN, BLOCK “F”, CARTER ACRES SUBDIVISION, as shown on a map or plat of said subdivision recorded in Plat Book 7, Pages 284 A, B, C & D in the office of the Clerk of the Superior Court of Muscogee County, Georgia, to Which reference is made for a more particular description of said property.”

Introduced at a regular meeting of the Council of Columbus, Georgia held on the 9th day of December 2025; introduced a second time at a regular meeting of said Council held on the ____ day of _____ 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G Mclemore
Clerk of Council

B. H. “Skip” Henderson, III
Mayor



CONSOLIDATED GOVERNMENT
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PLANNING DEPARTMENT

COUNCIL STAFF REPORT

REZN-10-25-1931

| | |
|--|--|
| Applicant: | Hardrick Porchia |
| Owner: | Hardrick Porchia |
| Location: | 2361 South Lumpkin Road |
| Parcel: | 059-053-001 |
| Acreage: | 0.31 Acres |
| Current Zoning Classification: | Neighborhood Commercial |
| Proposed Zoning Classification: | General Commercial |
| Current Use of Property: | Vacant Lot |
| Proposed Use of Property: | Auto Repair |
| Council District: | District 7 (Cogle) |
| PAC Recommendation: | Approval based on the Staff Report and compatibility with existing land uses. |
| Planning Department Recommendation: | Approval based on compatibility with existing land uses. |
| Fort Benning's Recommendation: | N/A |
| DRI Recommendation: | N/A |
| General Land Use: | Consistent Planning Area C |
| Current Land Use Designation: | Vacant |

| | | | | | | | | | |
|--|---|--------------|-----------------------------|--------------|--------------------|-------------|--------------------|-------------|-----------------------------|
| Future Land Use Designation: | Neighborhood Commercial | | | | | | | | |
| Compatible with Existing Land-Uses: | Yes | | | | | | | | |
| Environmental Impacts: | The property does not lie within the floodway and floodplain area. The developer will need an approved drainage plan prior to issuance of a Site Development permit, if a permit is required. | | | | | | | | |
| City Services: | Property is served by all city services. | | | | | | | | |
| Traffic Engineering: | <p>This site shall meet the Codes and regulations of the Columbus Consolidated Government for commercial usage.</p> <p>Access will be permitted only from Wise Street.</p> | | | | | | | | |
| Traffic Impact: | The rezoning to GC for a major auto/truck repair facility at 2361 South Lumpkin Road will generate minimal additional traffic (81 daily trips), with no adverse impacts on the existing LOS C or road capacity. The Urban Minor Arterial classification and 4-lane configuration provide ample reserve for the projected 0.7% volume increase. | | | | | | | | |
| Surrounding Zoning: | <table> <tr> <td>North</td><td>Single Family Residential 3</td></tr> <tr> <td>South</td><td>General Commercial</td></tr> <tr> <td>East</td><td>General Commercial</td></tr> <tr> <td>West</td><td>Single Family Residential 3</td></tr> </table> | North | Single Family Residential 3 | South | General Commercial | East | General Commercial | West | Single Family Residential 3 |
| North | Single Family Residential 3 | | | | | | | | |
| South | General Commercial | | | | | | | | |
| East | General Commercial | | | | | | | | |
| West | Single Family Residential 3 | | | | | | | | |
| Reasonableness of Request: | The request is compatible with existing land uses. | | | | | | | | |
| School Impact: | N/A | | | | | | | | |
| Buffer Requirement: | <p>The site shall include a Category C buffer along all property lines bordered by the SFR3 zoning district. The 3 options under Category C are:</p> <ol style="list-style-type: none"> 1) 20 feet with a certain amount of canopy trees, under story trees, and shrubs / ornamental grasses per 100 linear feet. 2) 10 feet with a certain amount of shrubs / ornamental grasses per 100 linear feet and a wood fence or masonry wall. 3) 30 feet undisturbed natural buffer. | | | | | | | | |

Attitude of Property Owners:

Forty (40) property owners within 300 feet of the subject properties were notified of the rezoning request. The Planning Department received no calls and/or emails regarding the rezoning.

Approval
Opposition**0** Responses**5** Responses**Additional Information:**

Victory Drive Overlay

Attachments:

Aerial Land Use Map
Location Map
Zoning Map
Existing Land Use Map
Future Land Use Map
Flood Map
Traffic Report



Aerial Map for REZN 1-25 1931
Map 059 053 001
Planning Department-Planning Division
Prepared By Planning GIS Tech

Item #2.

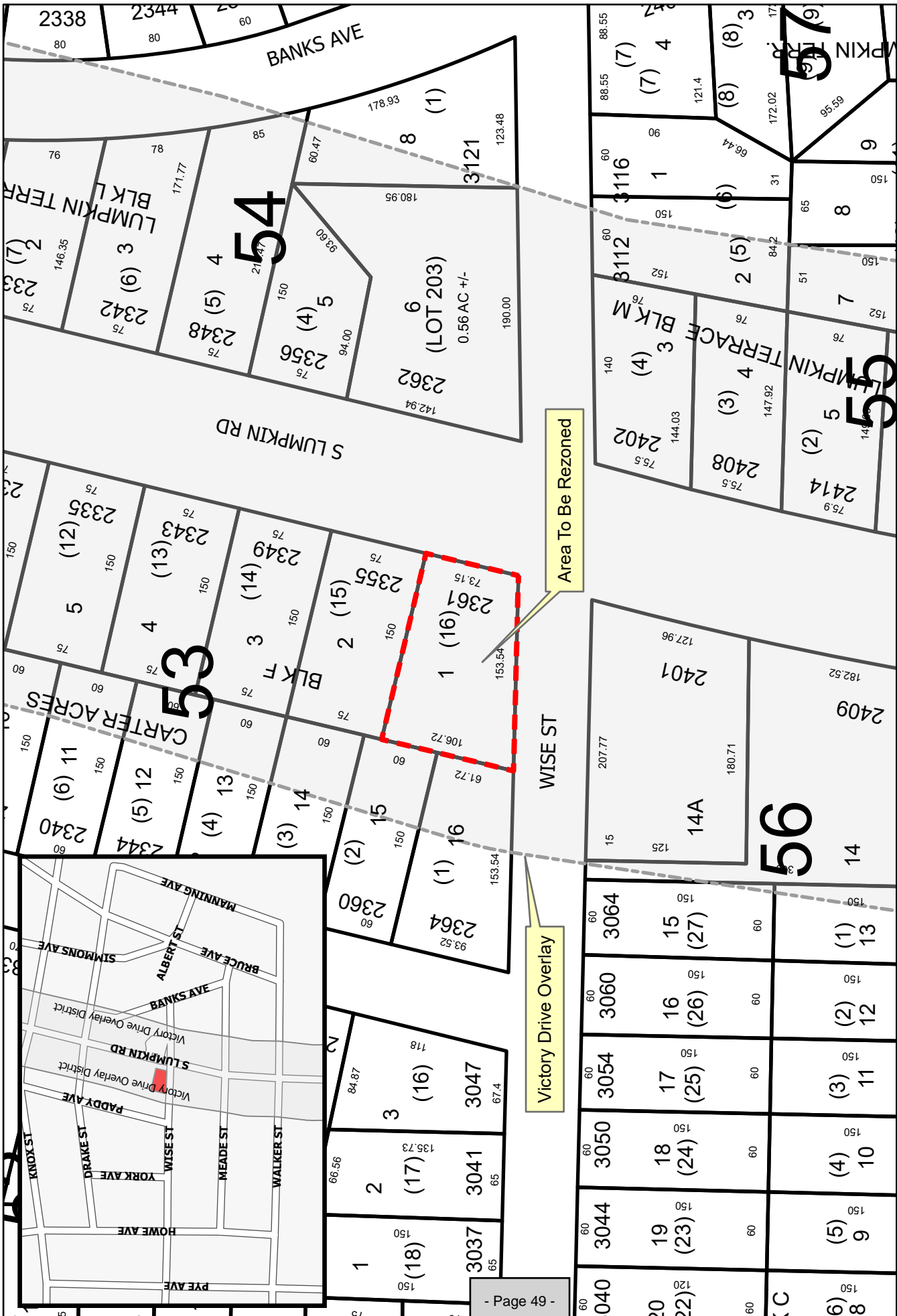
Columbus Planning

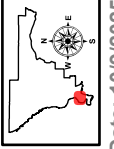
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Data Source: IT/GIS
 Author:

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Date: 10/9/2025






Date: 10/9/2025

This material is made available as a public service. Maps and data are to be used for reference purposes only. The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.


Location Map for REZN 1- 25 1931
Map 059 053 001
Planning Department-Planning Division
Prepared By Planning GIS Tech

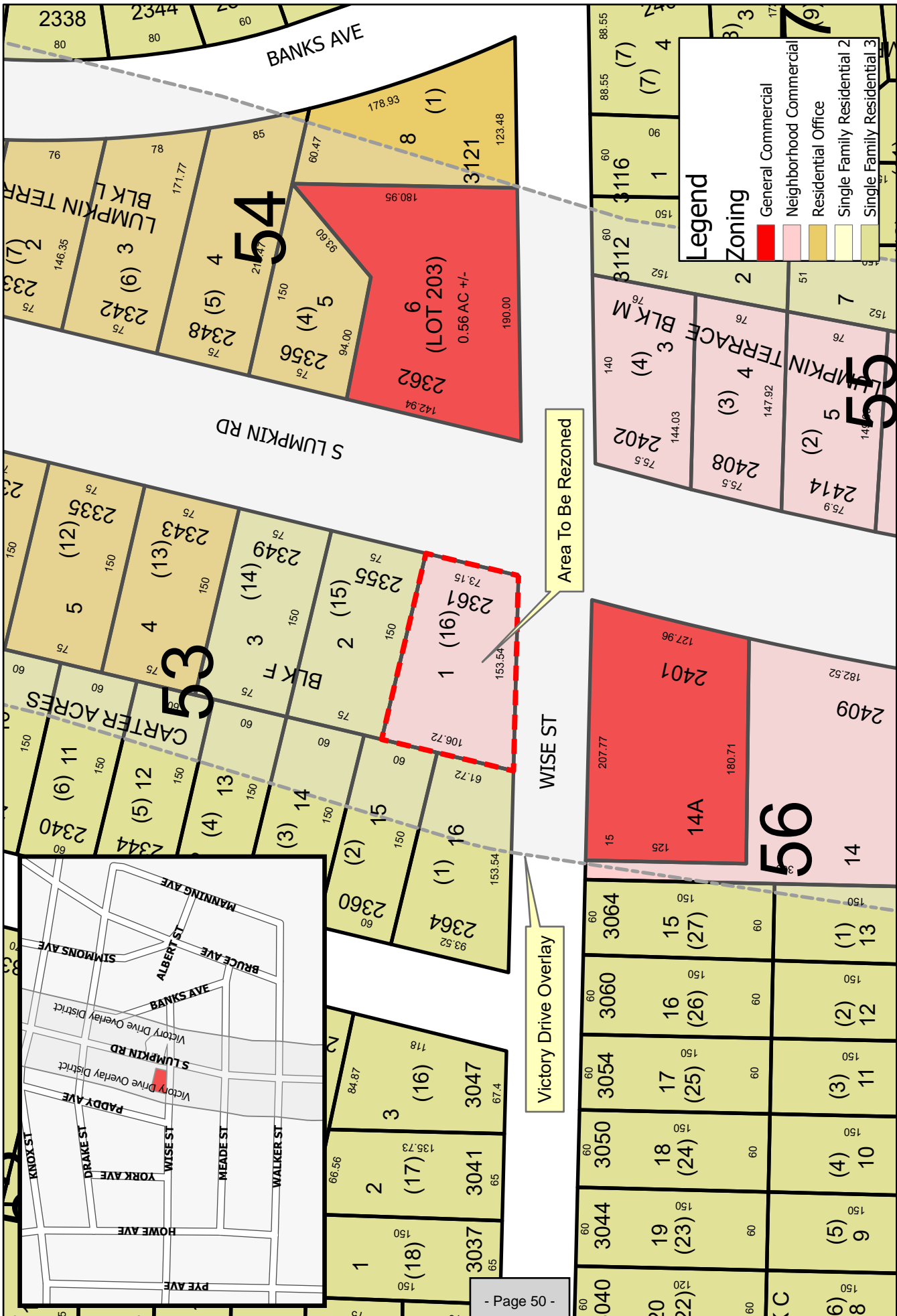
0 25 50 100 US Feet



Data Source: IT/GIS
Author:

Item #2.





Item #2.

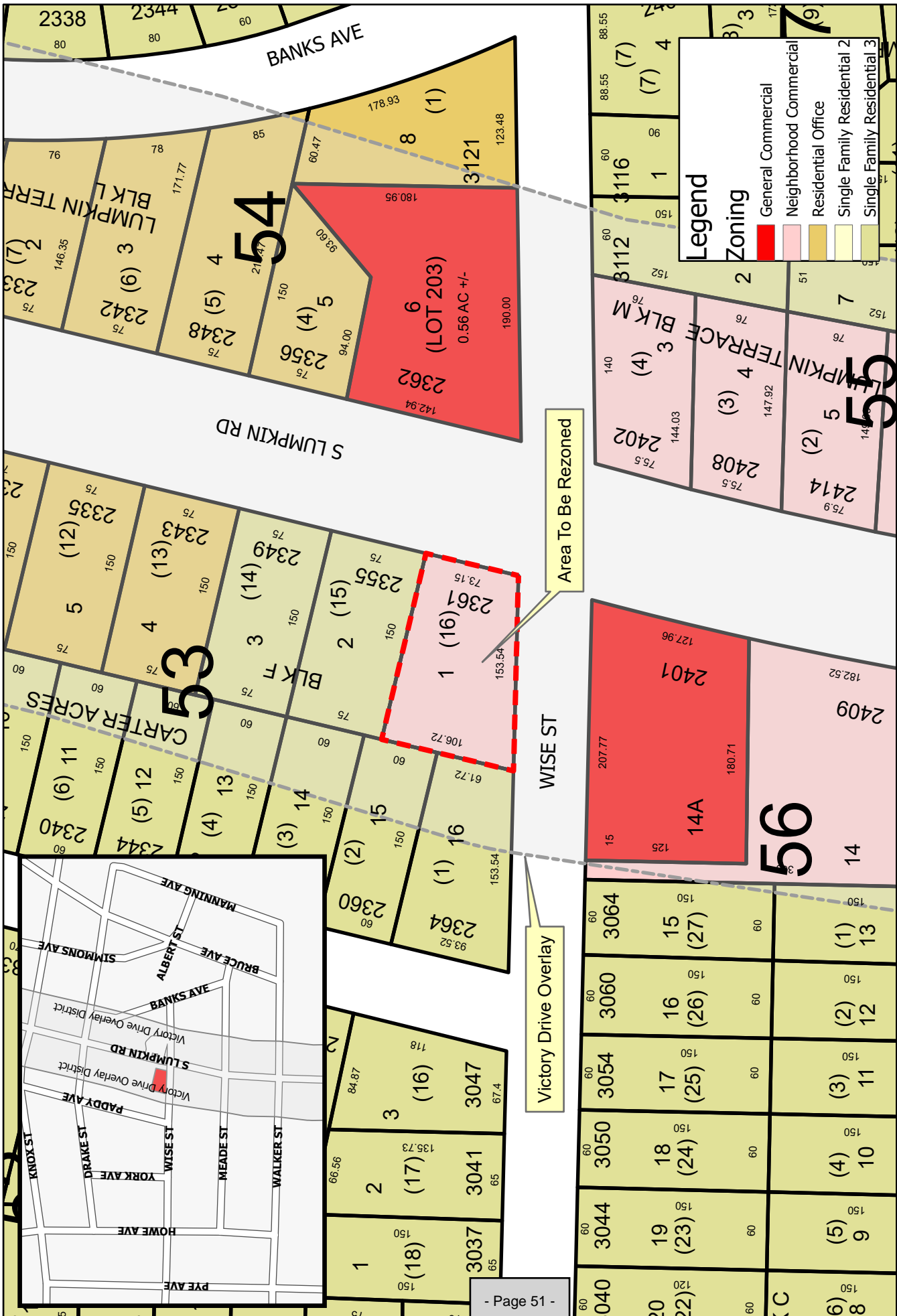
0 25 50 100 US Feet

Zoning Map for REZN 1- 25 1931
 Map 059 053 001
 Planning Department-Planning Division
 Prepared By Planning GIS Tech

Data Source: IT/GIS
 Author:

This material is made available as a public service.
 Maps and data are to be used for reference purposes only.
 The data contained is subject to constant change.
 Map information is believed to be correct but is not guaranteed.

Date: 10/9/2025



ITE Traffic Impact Report: Rezoning at 2361 South Lumpkin Road, Columbus, Georgia

Project Overview

The proposed rezoning involves a 0.31-acre vacant parcel located at 2361 South Lumpkin Road, Columbus, Georgia 31903. The site is currently zoned Neighborhood Commercial (NC), which supports limited retail and service uses oriented toward local neighborhoods. The proposed rezoning to General Commercial (GC) would allow for broader commercial activities, including the development of a major auto/truck repair facility. This change aligns with the site's potential to serve regional traffic along a key corridor while introducing a use that generates moderate vehicle trips.

| Attribute | Details |
|---------------|---|
| Address | 2361 South Lumpkin Road, Columbus, GA 31903 |
| Current Zone | NC (Neighborhood Commercial) |
| Current Use | Vacant |
| Proposed Zone | GC (General Commercial) |
| Proposed Use | Auto/Truck Repair, Major |
| Acreage | 0.31 acres |

Road Characteristics

South Lumpkin Road is a key urban corridor in Columbus, providing connectivity between residential neighborhoods, commercial districts, and major routes like Victory Drive. Based on Georgia Department of Transportation (GDOT) functional classifications and local planning documents, the road is designated as an Urban Minor Arterial, facilitating moderate- to high-volume traffic with connections to principal arterials.

| Characteristic | Details |
|------------------------|---|
| Street Classification | Urban Minor Arterial (GDOT Functional Class) |
| Number of Lanes | 4 travel lanes (2 in each direction) + 1 center turn lane |
| Existing Traffic Count | Approximately 12,000 AADT (Annual Average Daily Traffic, estimated from regional corridor data near Victory Drive intersection) |

| Characteristic | Details |
|----------------|---------|
|----------------|---------|

| | |
|---------------------------|---|
| Existing Level of Service | LOS C (stable flow with moderate delays; volume-to-capacity ratio ~0.55, per Highway Capacity Manual methodologies) |
|---------------------------|---|

Trip Generation

Trip generation estimates follow the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The current vacant use generates zero trips. For the proposed major auto/truck repair facility, ITE Land Use Code 842 (Automobile Repair Services) is applied, with rates based on gross floor area (GFA). A typical building size of 2,500 square feet (approximately 20-25% site coverage, allowing for parking and service bays) is assumed for this 0.31-acre site, consistent with industry standards for small-scale repair shops.

Current Zoning (Vacant Land)

- Daily Trips: 0
- PM Peak Hour Trips: 0

Proposed Zoning (Auto/Truck Repair, Major)

- ITE Code: 842
- Units: Per 1,000 sq ft GFA
- Daily Total Trips: 32.49 trips / 1,000 sq ft → 81 trips (for 2,500 sq ft)
- PM Peak Hour Total Trips: 5.94 trips / 1,000 sq ft → 15 trips (8 inbound, 7 outbound)

| Time Period | Current Trips | Proposed Trips | Net New Trips |
|-------------|---------------|----------------|---------------|
|-------------|---------------|----------------|---------------|

| | | | |
|-------------|---|----|-----|
| Daily Total | 0 | 81 | +81 |
|-------------|---|----|-----|

| | | | |
|--------------|---|----|-----|
| PM Peak Hour | 0 | 15 | +15 |
|--------------|---|----|-----|

The net increase represents minimal additional demand, equivalent to less than 0.7% of existing daily volumes on the corridor.

Traffic Impact Analysis

Total Projected Traffic

Adding the net new trips to existing volumes results in negligible impacts:

- Projected Daily AADT: 12,081 vehicles (increase of 0.7%)

- Projected PM Peak Hour Volume: ~1,200 vehicles per direction (increase of ~0.6%)

These projections assume standard internal capture and pass-by reductions (10-15% for auto-related services), further minimizing external impacts.

Projected Level of Service

Using Highway Capacity Manual (HCM 6th Edition) methodologies for multilane highways, the existing LOS C is maintained post-development. The added volume increases the v/c ratio to ~0.56 (still LOS C), with average delays under 20 seconds per vehicle. No capacity deficiencies are anticipated.

| Scenario | v/c Ratio | LOS | Average Delay (sec/veh) |
|----------------------------|------------------|------------|--------------------------------|
| Existing | 0.55 | C | 15 |
| Projected (w/ Development) | 0.56 | C | 16 |

Road Network

South Lumpkin Road connects to Victory Drive (a principal arterial) approximately 0.5 miles north, with downstream access to I-185. The network is robust, with no identified bottlenecks within 1 mile. Upstream, the road serves mixed commercial and residential areas without immediate congestion hotspots.

Access

Site access is proposed via a single full-movement driveway on South Lumpkin Road, spaced at least 100 feet from the nearest intersection (Hamilton Road, ~0.2 miles south) to minimize conflict points. Right-in/right-out auxiliary lanes may be warranted if peak turning volumes exceed 50 vehicles/hour, but current projections (3-4 turning movements in PM peak) do not trigger this. Curb cuts should comply with GDOT driveway standards (AASHTO Green Book).

Community Context

The site is situated in a transitional commercial corridor south of Victory Drive, adjacent to light industrial and retail uses (e.g., fast food, small businesses). Nearby residential areas (within 0.3 miles) are buffered by existing commercial frontages. The proposed use introduces noise and truck activity compatible with the GC district but may require screening (e.g., berms or fencing) to mitigate impacts on adjacent single-family zones. No significant pedestrian or bicycle conflicts are noted, though the ongoing South Lumpkin Road streetscape project (5-lane enhancement with shared-use paths) will improve multimodal safety.

Conclusions and Recommendations

The rezoning to GC for a major auto/truck repair facility at 2361 South Lumpkin Road will generate minimal additional traffic (81 daily trips), with no adverse impacts on the existing LOS C or road capacity. The Urban Minor Arterial classification and 4-lane configuration provide ample reserve for the projected 0.7% volume increase.

Recommendations:

1. Implement a single full-movement driveway with adequate sight distance and turning radii for trucks (minimum 50-foot radius).
2. Provide on-site stacking for 4-6 vehicles to prevent spillover onto South Lumpkin Road.
3. Coordinate with the South Lumpkin Road Corridor Improvements project for enhanced access and pedestrian amenities.

File Attachments for Item:

3. 1st Reading- REZN-10-25-1941: An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **4454 Warm Springs Road** (parcel # 083-028-031) from General Commercial (GC) Zoning District to Light Manufacturing/ Industrial (LMI) Zoning District. (Planning Department and PAC recommend approval.) (Councilor Crabb)

AN ORDINANCE**NO. _____**

An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **4454 Warm Springs Road** (parcel # 083-028-031) from General Commercial (GC) Zoning District to Light Manufacturing/ Industrial (LMI) Zoning District.

THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY ORDAINS AS FOLLOWS:

Section 1.

The Zoning Atlas on file with the Planning Department is hereby amended by changing the property described below from General Commercial (GC) Zoning District to Light Manufacturing/ Industrial (LMI) Zoning District.

“All that lot, tract or parcel of land situate, lying and being in Land Lots 6 and 15, 8th Land District, Columbus, Muscogee County, Georgia, and being known and designated as **ALL OF LOT 101 (ONE HUNDRED ONE)**, as said lot is shown upon a map or plat thereof dated December 6, 1996, entitled **"REPLAT OF PART OF LAND LOTS 6 & 15, 8th DISTRICT, COLUMBUS, MUSCOGEE COUNTY, GEORGIA"** prepared by Moon, Meeks, Mason & Vinson, Inc., recorded in **Plat Book 132, Page 85** of the records in the Office of the Clerk of Superior Court, Muscogee County, Georgia, to which map or plat reference is hereby made for a more particular location and description of said lot.

The lot, tract or parcel described hereinabove is commonly known as **4454 Warm Springs Road**, according to the present system of numbering property in Columbus, Muscogee County, Georgia.
Tax Map Number: 083-028-031

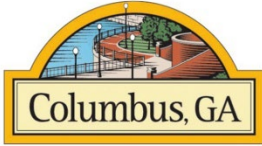
This conveyance is hereby made subject to any and all zoning ordinances, restrictions, easements and restrictive covenants of record or in actual existence upon the above-described property.”

Introduced at a regular meeting of the Council of Columbus, Georgia held on the 9th day of December 2025; introduced a second time at a regular meeting of said Council held on the ____ day of _____ 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G Mclemore
Clerk of Council

B. H. “Skip” Henderson, III
Mayor



CONSOLIDATED GOVERNMENT
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 PLANNING DEPARTMENT

COUNCIL STAFF REPORT

REZN-10-25-1941

| | |
|--|--|
| Applicant: | Harlan Price |
| Owner: | 4454 Warm Springs Road, LLC |
| Location: | 4454 Warm Springs Road |
| Parcel: | 083-028-031 |
| Acreage: | 3.85 Acres |
| Current Zoning Classification: | General Commercial |
| Proposed Zoning Classification: | Light Manufacturing/ Industrial |
| Current Use of Property: | Commercial |
| Proposed Use of Property: | Warehouse Space and Light Manufacturing |
| Council District: | District 5 |
| PAC Recommendation: | Approval based on the Staff Report and compatibility with existing land uses. |
| Planning Department Recommendation: | Approval based on compatibility with existing land uses. |
| Fort Benning's Recommendation: | N/A |
| DRI Recommendation: | N/A |
| General Land Use: | Consistent Planning Area E |
| Current Land Use Designation: | General Commercial |

| | |
|--|--|
| Future Land Use Designation: | Light Manufacturing/ Industrial |
| Compatible with Existing Land-Uses: | Yes |
| Environmental Impacts: | The property does not lie within the floodway and floodplain area. The developer will need an approved drainage plan prior to issuance of a Site Development permit, if a permit is required. |
| City Services: | Property is served by all city services. |
| Traffic Engineering: | This site shall meet the Codes and regulations of the Columbus Consolidated Government for industrial usage. |
| Traffic Impact: | The proposed rezoning to LMI for Distribution & Warehousing at 4454 Warm Springs Road poses negligible traffic impacts on the existing minor arterial network. Trip generation increases are modest, preserving LOS B/C operations and aligning with Columbus Consolidated Government's 2045 Metropolitan Transportation Plan priorities for industrial corridor efficiency. |
| Surrounding Zoning: | <div> <div> North South East West </div> <div> General Commercial Residential Multifamily – 2 (RMF2) Residential Multifamily – 2 (RMF2) Residential Office </div> </div> |
| Reasonableness of Request: | The request is compatible with existing land uses. |
| School Impact: | N/A |
| Buffer Requirement: | <p>The site shall include a Category C buffer along all property lines bordered by the RMF2 zoning district. The 3 options under Category C are:</p> <ol style="list-style-type: none"> 1) 5 feet with a certain amount of canopy trees, under story trees, and shrubs / ornamental grasses per 100 linear feet. 2) 10 feet with a certain amount of shrubs / ornamental grasses per 100 linear feet and a wood fence or masonry wall. 3) 20 feet undisturbed natural buffer. |

Attitude of Property Owners:

Ten (10) property owners within 300 feet of the subject properties were notified of the rezoning request. The Planning Department received no calls and/or emails regarding the rezoning.

Approval

0 Responses

Opposition

0 Responses

Additional Information:

Existing building


Attachments:

Aerial Land Use Map
Location Map
Zoning Map
Existing Land Use Map
Future Land Use Map
Flood Map
Traffic Impact



Area To Be Rezoned

Victory Drive Overlay

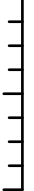


Item #3.

Aerial Map for REZN 1- 25 1931
Map 059 053 001

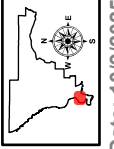
Planning Department-Planning Division
Prepared By Planning GIS Tech

0 25 50 100 US Feet

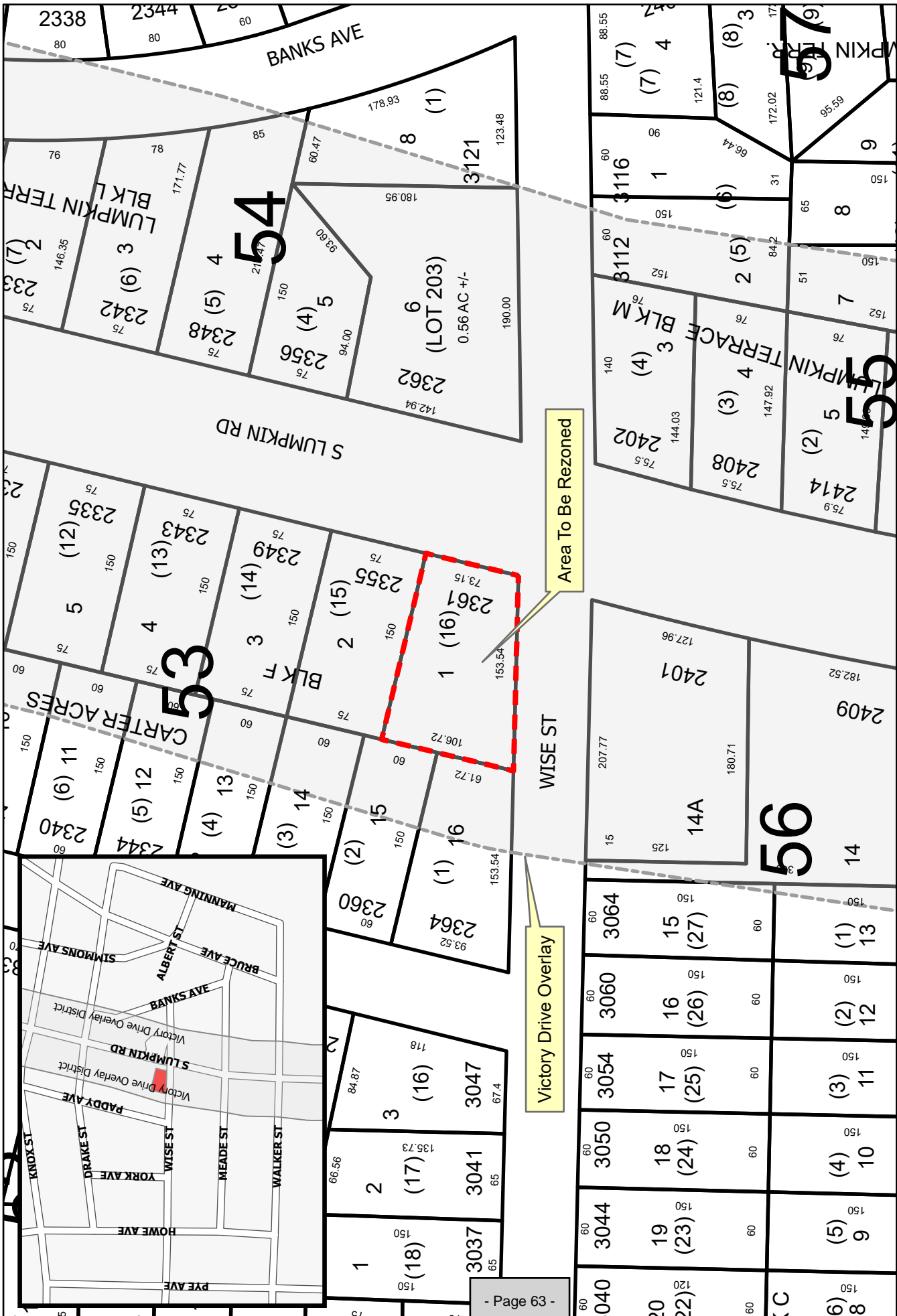


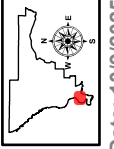
Data Source: IT/GIS
Author:

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Date: 10/9/2025



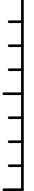


Item #3.

Location Map for REZN 1- 25 1931
Map 059 053 001

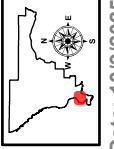
Planning Department-Planning Division
Prepared By Planning GIS Tech

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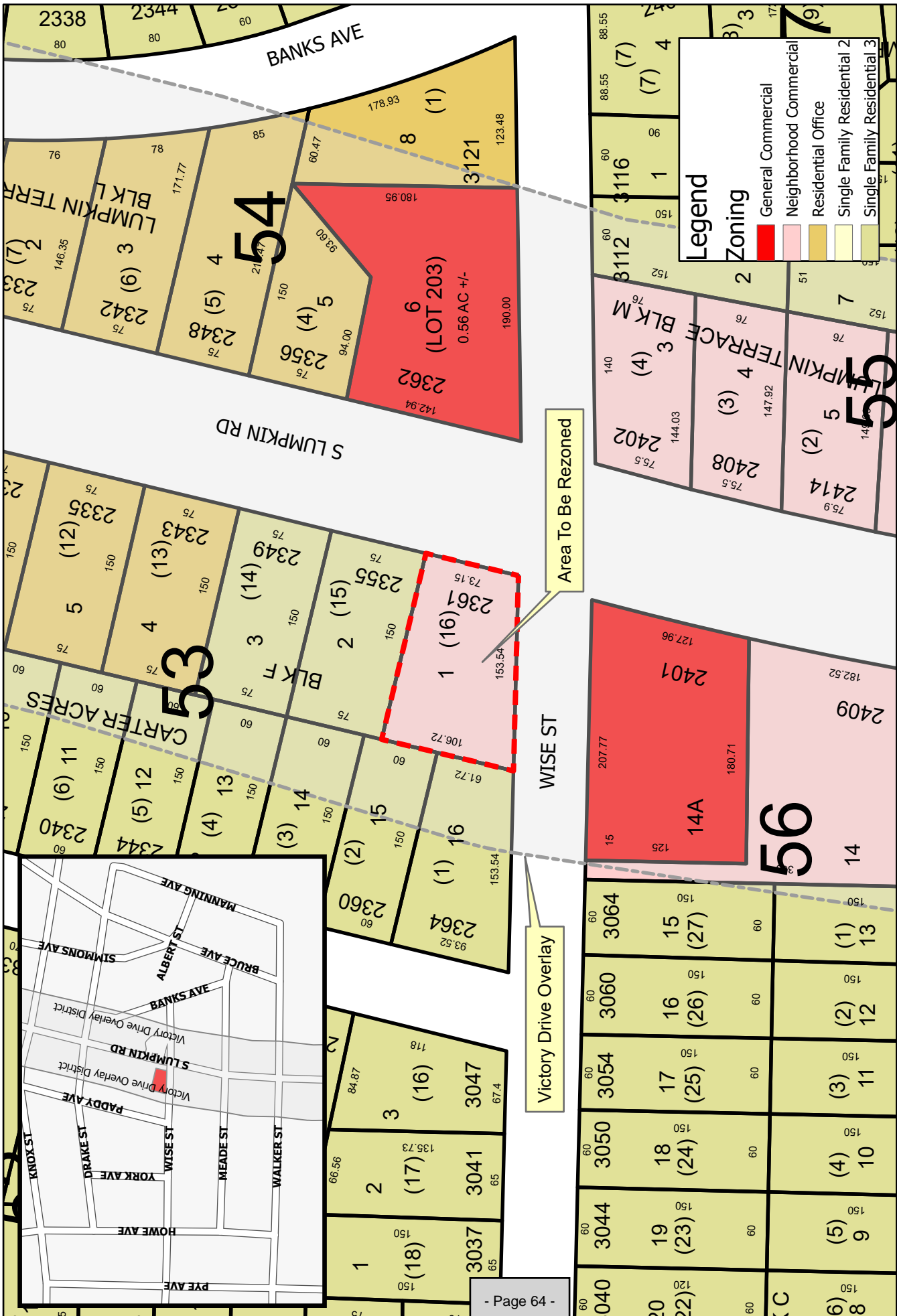


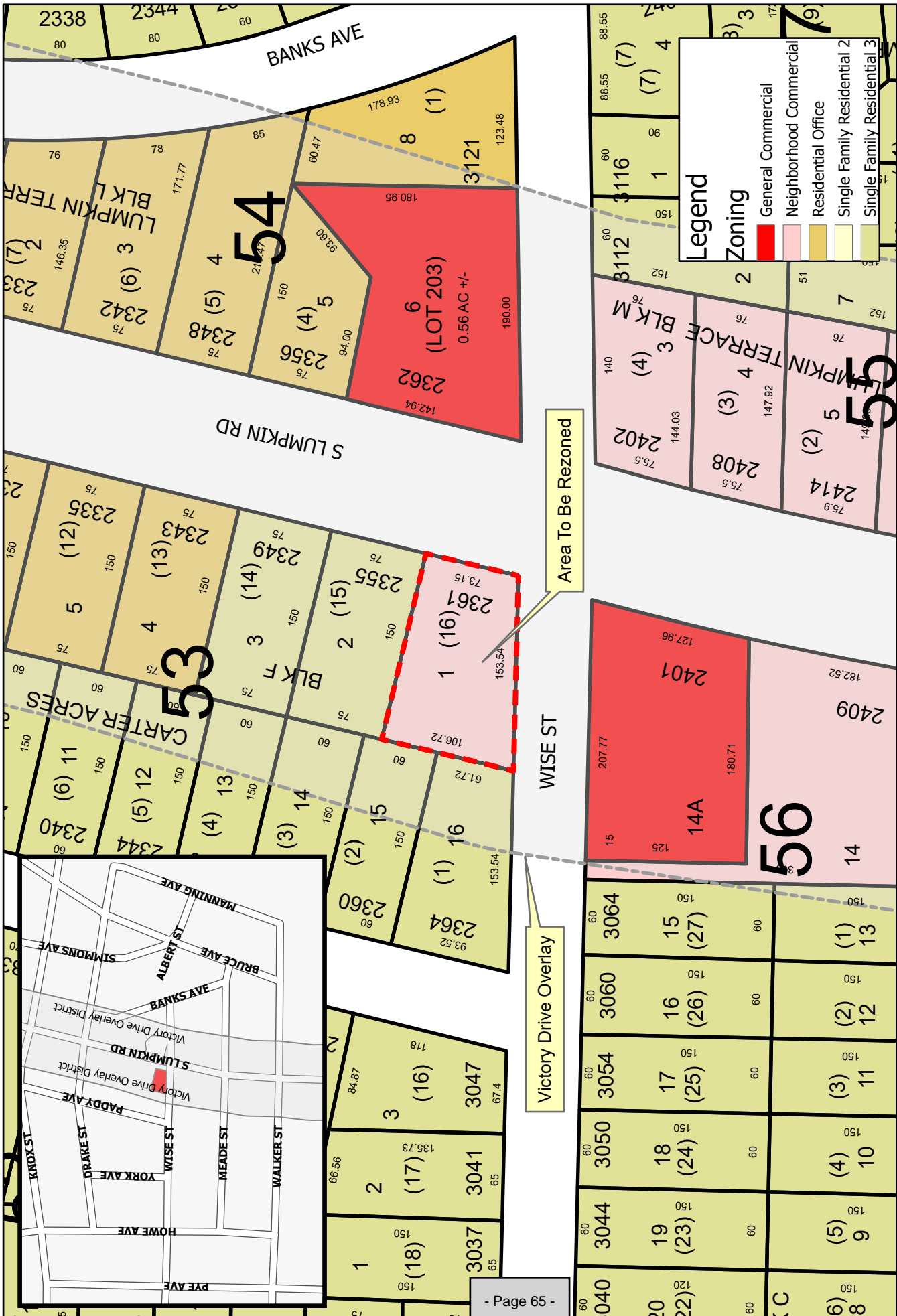
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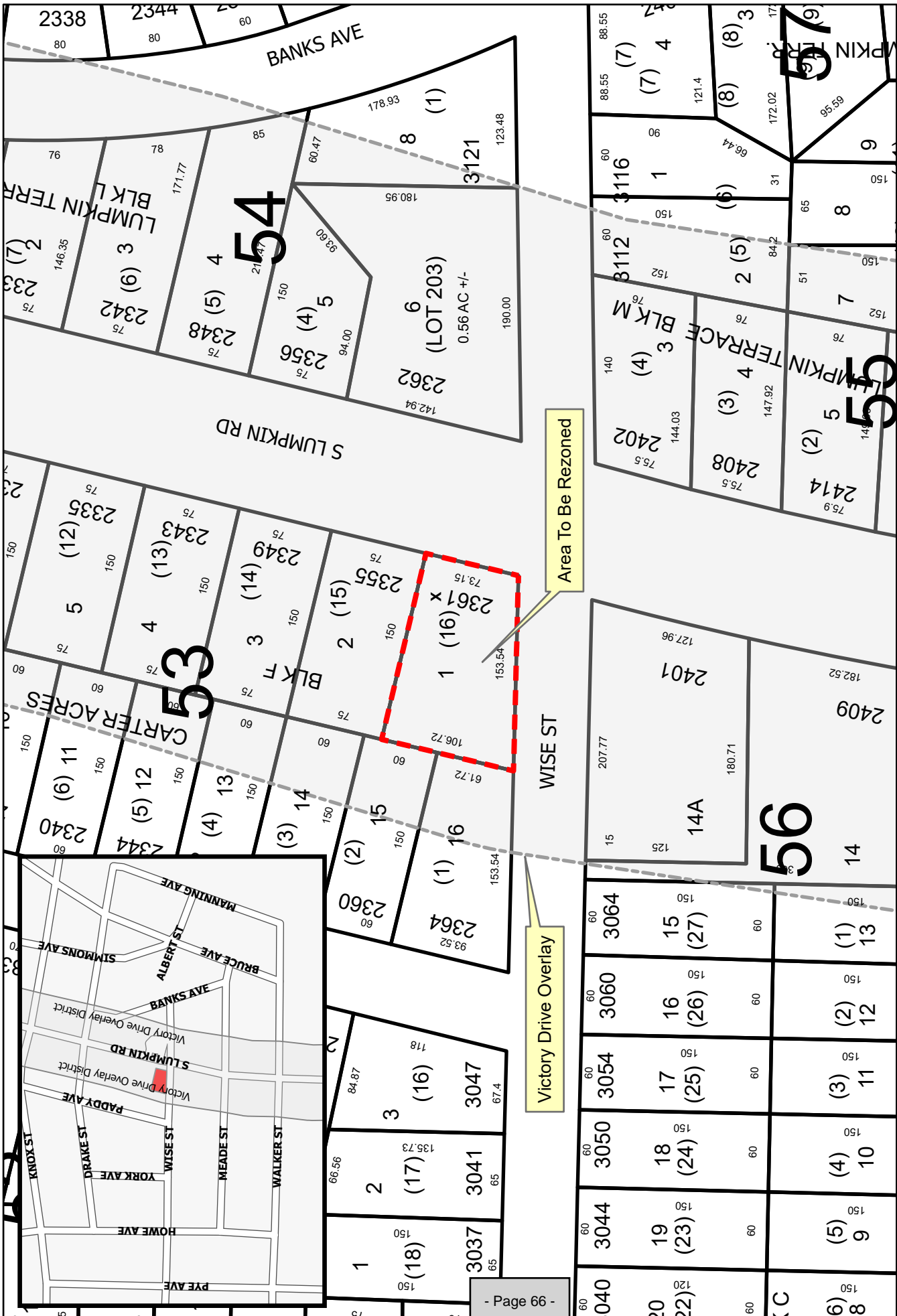
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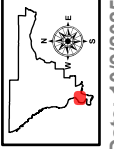


Date: 10/9/2025










Date: 10/9/2025

This material is made available as a public service. Maps and data are to be used for reference purposes only. The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.

Flood Hazard Map for REZN 1- 25 1931
Map 059 053 001
Planning Department-Planning Division
Prepared By Planning GIS Tech

0 25 50 100 US Feet

Data Source: IT/GIS
Author:



Item #3.

ITE Traffic Impact Report: Rezoning at 2361 South Lumpkin Road, Columbus, Georgia

Project Overview

The proposed rezoning involves a 0.31-acre vacant parcel located at 2361 South Lumpkin Road, Columbus, Georgia 31903. The site is currently zoned Neighborhood Commercial (NC), which supports limited retail and service uses oriented toward local neighborhoods. The proposed rezoning to General Commercial (GC) would allow for broader commercial activities, including the development of a major auto/truck repair facility. This change aligns with the site's potential to serve regional traffic along a key corridor while introducing a use that generates moderate vehicle trips.

| Attribute | Details |
|---------------|---|
| Address | 2361 South Lumpkin Road, Columbus, GA 31903 |
| Current Zone | NC (Neighborhood Commercial) |
| Current Use | Vacant |
| Proposed Zone | GC (General Commercial) |
| Proposed Use | Auto/Truck Repair, Major |
| Acreage | 0.31 acres |

Road Characteristics

South Lumpkin Road is a key urban corridor in Columbus, providing connectivity between residential neighborhoods, commercial districts, and major routes like Victory Drive. Based on Georgia Department of Transportation (GDOT) functional classifications and local planning documents, the road is designated as an Urban Minor Arterial, facilitating moderate- to high-volume traffic with connections to principal arterials.

| Characteristic | Details |
|------------------------|---|
| Street Classification | Urban Minor Arterial (GDOT Functional Class) |
| Number of Lanes | 4 travel lanes (2 in each direction) + 1 center turn lane |
| Existing Traffic Count | Approximately 12,000 AADT (Annual Average Daily Traffic, estimated from regional corridor data near Victory Drive intersection) |

| Characteristic | Details |
|----------------|---------|
|----------------|---------|

| | |
|---------------------------|---|
| Existing Level of Service | LOS C (stable flow with moderate delays; volume-to-capacity ratio ~0.55, per Highway Capacity Manual methodologies) |
|---------------------------|---|

Trip Generation

Trip generation estimates follow the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The current vacant use generates zero trips. For the proposed major auto/truck repair facility, ITE Land Use Code 842 (Automobile Repair Services) is applied, with rates based on gross floor area (GFA). A typical building size of 2,500 square feet (approximately 20-25% site coverage, allowing for parking and service bays) is assumed for this 0.31-acre site, consistent with industry standards for small-scale repair shops.

Current Zoning (Vacant Land)

- Daily Trips: 0
- PM Peak Hour Trips: 0

Proposed Zoning (Auto/Truck Repair, Major)

- ITE Code: 842
- Units: Per 1,000 sq ft GFA
- Daily Total Trips: 32.49 trips / 1,000 sq ft → 81 trips (for 2,500 sq ft)
- PM Peak Hour Total Trips: 5.94 trips / 1,000 sq ft → 15 trips (8 inbound, 7 outbound)

| Time Period | Current Trips | Proposed Trips | Net New Trips |
|-------------|---------------|----------------|---------------|
|-------------|---------------|----------------|---------------|

| | | | |
|-------------|---|----|-----|
| Daily Total | 0 | 81 | +81 |
|-------------|---|----|-----|

| | | | |
|--------------|---|----|-----|
| PM Peak Hour | 0 | 15 | +15 |
|--------------|---|----|-----|

The net increase represents minimal additional demand, equivalent to less than 0.7% of existing daily volumes on the corridor.

Traffic Impact Analysis

Total Projected Traffic

Adding the net new trips to existing volumes results in negligible impacts:

- Projected Daily AADT: 12,081 vehicles (increase of 0.7%)

- Projected PM Peak Hour Volume: ~1,200 vehicles per direction (increase of ~0.6%)

These projections assume standard internal capture and pass-by reductions (10-15% for auto-related services), further minimizing external impacts.

Projected Level of Service

Using Highway Capacity Manual (HCM 6th Edition) methodologies for multilane highways, the existing LOS C is maintained post-development. The added volume increases the v/c ratio to ~0.56 (still LOS C), with average delays under 20 seconds per vehicle. No capacity deficiencies are anticipated.

| Scenario | v/c Ratio LOS Average Delay (sec/veh) | | |
|----------------------------|---------------------------------------|---|----|
| Existing | 0.55 | C | 15 |
| Projected (w/ Development) | 0.56 | C | 16 |

Road Network

South Lumpkin Road connects to Victory Drive (a principal arterial) approximately 0.5 miles north, with downstream access to I-185. The network is robust, with no identified bottlenecks within 1 mile. Upstream, the road serves mixed commercial and residential areas without immediate congestion hotspots.

Access

Site access is proposed via a single full-movement driveway on South Lumpkin Road, spaced at least 100 feet from the nearest intersection (Hamilton Road, ~0.2 miles south) to minimize conflict points. Right-in/right-out auxiliary lanes may be warranted if peak turning volumes exceed 50 vehicles/hour, but current projections (3-4 turning movements in PM peak) do not trigger this. Curb cuts should comply with GDOT driveway standards (AASHTO Green Book).

Community Context

The site is situated in a transitional commercial corridor south of Victory Drive, adjacent to light industrial and retail uses (e.g., fast food, small businesses). Nearby residential areas (within 0.3 miles) are buffered by existing commercial frontages. The proposed use introduces noise and truck activity compatible with the GC district but may require screening (e.g., berms or fencing) to mitigate impacts on adjacent single-family zones. No significant pedestrian or bicycle conflicts are noted, though the ongoing South Lumpkin Road streetscape project (5-lane enhancement with shared-use paths) will improve multimodal safety.

Conclusions and Recommendations

The rezoning to GC for a major auto/truck repair facility at 2361 South Lumpkin Road will generate minimal additional traffic (81 daily trips), with no adverse impacts on the existing LOS C or road capacity. The Urban Minor Arterial classification and 4-lane configuration provide ample reserve for the projected 0.7% volume increase.

Recommendations:

1. Implement a single full-movement driveway with adequate sight distance and turning radii for trucks (minimum 50-foot radius).
2. Provide on-site stacking for 4-6 vehicles to prevent spillover onto South Lumpkin Road.
3. Coordinate with the South Lumpkin Road Corridor Improvements project for enhanced access and pedestrian amenities.

File Attachments for Item:

4. 1st Reading- REZN-10-25-2079: An ordinance amending various provisions in the Unified Development Ordinance (UDO) for Columbus, Georgia pertaining to Single Family Detached structures; and for other purposes. (Planning Department and PAC recommend approval.)
(Mayor Pro-Tem)

AN ORDINANCE

NO. _____

An ordinance amending various provisions in the Unified Development Ordinance (UDO) for Columbus, Georgia pertaining to Single Family Detached structures; and for other purposes.

THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY ORDAINS:

SECTION 1.

Chapter 2 of the Unified Development Ordinance is hereby amended by striking sub-paragraph 14 of Section 9.3.3.B *Rhythm of Spacing on streets*.

SECTION 2.

Table 2.2.2 of the UDO is repealed and replaced with a new Table 2.2.2 that revises front, side, and side corner setbacks for SF Detached properties in the Historic (HIST) zoning district as shown below.

| Zoning District | Property Development Regulations | | | | | | | | | |
|---|----------------------------------|-------------------------------|-------------------|-----------------------|-------------------------|--------------------------------------|------|-------------|------|-------|
| | Min. Lot Size (Square Feet) | Max. Density (Units per Acre) | Max. Lot Coverage | Min. Lot Width (Feet) | Max. Bldg Height (Feet) | Minimum Required Yard/Setback (Feet) | | | | Notes |
| | | | | | | Front | Side | Side Corner | Rear | |
| HIST | | | | | | | | | | |
| SF Detached | 4,000 (2,000) | 21.75 | 100% | 40 | 40 | 10 | 5 | 10 | 30 | |
| Nonresidential Use | 4,000 | None | 100% | 40 | 40 | 20 | 0 | 20 | 30 | |
| Notes. ¹ Number of square feet in parenthesis is the minimum lot area per individual dwelling unit. ² Applies to end units only. | | | | | | | | | | |

SECTION 3.

Table 2.3.2 of the UDO is repealed and replaced with a new Table 2.3.2 that adds SF Detached dimensions in the Uptown (UPT) zoning district as shown below.

| Zoning District | Property Development Regulations | | | | | | | | | |
|--|----------------------------------|-------------------------------|-------------------|-----------------------|-------------------------|--------------------------------------|-------------------|-------------|------|--------------|
| | Min. Lot Size (Square Feet) | Max. Density (Units per Acre) | Max. Lot Coverage | Min. Lot Width (Feet) | Max. Bldg Height (Feet) | Minimum Required Yard/Setback (Feet) | | | | Notes |
| | | | | | | Front | Side | Side Corner | Rear | |
| UPT | | | | | | | | | | |
| SF Detached | 4,000 (2,000) | 21.75 | 100% | 40 | 40 | 10 | 5 | 10 | 30 | 4 |
| Multifamily and Condo | 4,000 | None | 100% | 40 | 150 | 25 | 12 | 25 | 40 | |
| Nonresidential Uses | 4,000 | None | 100% | 40 | 150 | 25 | 0/15 ³ | 0 | 0 | |
| Mixed Uses | 4,000 | None | 100% | 40 | 150 | 0 | 0/15 ³ | 0 | 0 | ² |
| Notes. ¹ Number of square feet in parenthesis is the minimum lot area per individual dwelling unit. | | | | | | | | | | |
| ² Residential uses are to be located above the ground floor. | | | | | | | | | | |
| ³ 15 feet when abutting a residential zoning district. | | | | | | | | | | |
| ⁴ Single family residential homes shall not be subject to UFB review in the Liberty District. | | | | | | | | | | |

SECTION 4.

Section 3.2.30.1 of the UDO is amended by adding Liberty District to permitted locations for single family detached dwellings, to read as follows:

Section 3.2.30.1. Dwelling, Single-family Detached.

A single family detached dwelling shall comply with the standards listed below.

- A. *Location.* A single family detached dwelling shall only be permitted in the High Uptown Historic District and the Liberty District within the UPT zoning district.

SECTION 5.

Dwelling, Carriage House are permitted in the RMF1, RMF2 and RO Zoning Districts. Tables 2.2.11., 2.2.12. and 2.3.5. are amended to read as follows to provide specifications for such use:

Table 2.2.11.

| Zoning District | Property Development Regulations | | | | | | | | | |
|---|----------------------------------|-------------------------------|-------------------|-----------------------|-------------------------|--------------------------------------|----------------|-------------|------|-------|
| | Min. Lot Size (Square Feet) | Max. Density (Units per Acre) | Max. Lot Coverage | Min. Lot Width (Feet) | Max. Bldg Height (Feet) | Minimum Required Yard/Setback (Feet) | | | | Notes |
| | | | | | | Front | Side | Side Corner | Rear | |
| RMF1 | | | | | | | | | | |
| SF Detached | 6,000 | 7.25 | 35% | 50 | 35 | 20 | 5 | 20 | 30 | |
| Carriage House Dwelling | 3,000 | 14.5 | 35% | 50 | 35 | 20 | 5 | 20 | 30 | 3 |
| Townhouse | 1,800 (1,800) | 18 | 50% | 20 | 35 | 20 | 8 ² | 20 | 30 | |
| Duplex | 6,000 (3,000) | 14.5 | 50% | 50 | 35 | 20 | 8 ² | 20 | 30 | |
| Multifamily and Condo | 6,000 (3,000) | 14.5 | 50% | 50 | 35 | 20 | 8 ² | 20 | 30 | |
| Nonresidential Use | 6,000 (3,000) | 14.5 | 50% | 50 | 35 | 20 | 8 ² | 20 | | |
| Note. ¹ Number of square feet in parenthesis is the minimum lot area per individual dwelling unit or nonresidential use. ² Applies to end units only. ³ Carriage house dwellings are only allowed in multi-family dwelling complexes. | | | | | | | | | | |

Table 2.2.12.

| Zoning District | Property Development Regulations | | | | | | | | | |
|---|----------------------------------|-------------------------------|-------------------|-----------------------|-------------------------|--------------------------------------|------|-----------------|------|-------|
| | Min. Lot Size (Square Feet) | Max. Density (Units per Acre) | Max. Lot Coverage | Min. Lot Width (Feet) | Max. Bldg Height (Feet) | Minimum Required Yard/Setback (Feet) | | | | Notes |
| | | | | | | Front | Side | Side Corner | Rear | |
| RMF2 | | | | | | | | | | |
| Carriage House Dwelling | 3,000 | 14.5 | 35% | 50 | 35 | 20 | 5 | 20 | 30 | 3 |
| Townhouse | 1,800 (1,800) | 18 | 50% | 20 | 35 | 20 | 8 | 20 ² | 30 | |
| Duplex | 7,500 (2,000) | 16.5 | 40% | 60 | 75 | 20 | 10 | 20 ² | 30 | |
| Multifamily and Condo | 7,500 (2,000) | 16.5 | 40% | 60 | 75 | 20 | 10 | 20 ² | 30 | |
| Nonresidential Use | 7,500 (2,000) | 16.5 | 40% | 60 | 75 | 20 | 10 | 20 ² | 30 | |
| Note. ¹ Number of square feet in parenthesis is the minimum lot area per individual dwelling unit or nonresidential use. | | | | | | | | | | |
| ² Applies to end units only. | | | | | | | | | | |
| 3 Carriage house dwellings are only allowed in multi-family dwelling complexes. | | | | | | | | | | |

Table 2.3.5.

| Zoning District | Property Development Regulations | | | | | | | | | |
|--|----------------------------------|-------------------------------|-------------------|-----------------------|-------------------------|--------------------------------------|------|-------------|------|--------------|
| | Min. Lot Size (Square Feet) | Max. Density (Units per Acre) | Max. Lot Coverage | Min. Lot Width (Feet) | Max. Bldg Height (Feet) | Minimum Required Yard/Setback (Feet) | | | | Notes |
| | | | | | | Front | Side | Side Corner | Rear | |
| RO | | | | | | | | | | |
| Carriage House Dwelling | 3,000 | 14.5 | 35% | 50 | 35 | 20 | 5 | 20 | 30 | 3 |
| Townhouse | 1,800 (1,800) | 18 | 50% | 20 | 35 | 20 | 8 | 20 | 30 | |
| Multifamily and Condo | 10,000 (1,000) | 43 | 100% | 75 | 150 | 25 | 12 | 25 | 40 | |
| Nonresidential Uses | 10,000 | 43 | 100% | 75 | 150 | 25 | 12 | 25 | 40 | |
| Mixed Uses | 10,000 (1,000) | 43 | 100% | 75 | 150 | 25 | 12 | 25 | 40 | ² |
| Notes. ¹ Number of square feet in parenthesis is the minimum lot area per individual dwelling unit or nonresidential use. | | | | | | | | | | |
| ² Residential uses are to be located above the ground floor. | | | | | | | | | | |
| 3 Carriage house dwellings are only allowed in multi-family dwelling complexes. | | | | | | | | | | |

Section 6.

Section 13.1.1 of the UDO is further amended by adding a definition for *Dwelling, carriage house* as set forth below:

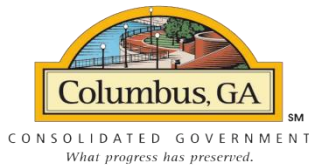
“Dwelling, carriage house means a detached one- or two-family residential dwelling unit located on the same lot as a principal multi-family structure, typically situated above or adjacent to a garage or other accessory structure. A carriage house shall be designed to be occupied by one of two families and shall include independent access, kitchen, bathroom, and sleeping facilities.”

Introduced at a regular meeting of the Council of Columbus, Georgia held on the 9th day of December 2025; introduced a second time at a regular meeting of said Council held on the ____ day of _____ 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G Mclemore
Clerk of Council

B. H. "Skip" Henderson, III
Mayor



Planning Department

Staff Report

REZN-10-25-2079

Text Amendment Change to the UDO

A request to amend the text of the Unified Development Ordinance (UDO) for various items.

UNIFIED DEVELOPMENT ORDINANCE REVISIONS (Explanation of Revisions)

1. Explanation of Revisions: Amend Section 9.3.3.B by deleting #14 *Rhythm of spacing of buildings on streets*.

| ORIGINAL ORDINANCE | PROPOSED ORDINANCE CHANGE |
|---|---|
| <p>Sec. 9.3.3.B Powers and Duties</p> <p>Section 9.3.3.B.14</p> <p>14. <i>Rhythm of spacing of buildings on streets</i>. Make decisions regarding front, side, side-corner, and rear setbacks on primary structures. Said decisions shall not need BZA approval.</p> | <p>Sec. 9.3.3.B Powers and Duties</p> <p>Section 9.3.3.B.14</p> <p>XXX</p> |

2. Explanation of Revisions: Amend Table 2.2.2 to amend front, side, and side corner setbacks for SF Detached.

| Zoning District | Property Development Regulations | | | | | | | | | |
|---|----------------------------------|-------------------------------|-------------------|-----------------------|-------------------------|--------------------------------------|--------|-------------|------|-------|
| | Min. Lot Size (Square Feet) | Max. Density (Units per Acre) | Max. Lot Coverage | Min. Lot Width (Feet) | Max. Bldg Height (Feet) | Minimum Required Yard/Setback (Feet) | | | | Notes |
| | | | | | | Front | Side | Side Corner | Rear | |
| HIST | | | | | | | | | | |
| SF Detached | 4,000 (2,000) | 21.75 | 100% | 40 | 40 | 20 / 10 | 10 / 5 | 20 / 10 | 30 | |
| Nonresidential Use | 4,000 | None | 100% | 40 | 40 | 20 | 0 | 20 | 30 | |
| Notes. ¹ Number of square feet in parenthesis is the minimum lot area per individual dwelling unit. ² Applies to end units only. | | | | | | | | | | |

3. Explanation of Revisions: Amend Table 2.3.2 by amending SF Detached dimensions in the Uptown (UPT) zoning district.

| Zoning District | Property Development Regulations | | | | | | | | | |
|--|----------------------------------|-------------------------------|-------------------|-----------------------|-------------------------|--------------------------------------|-------------------|-------------|------|--------------|
| | Min. Lot Size (Square Feet) | Max. Density (Units per Acre) | Max. Lot Coverage | Min. Lot Width (Feet) | Max. Bldg Height (Feet) | Minimum Required Yard/Setback (Feet) | | | | Notes |
| | | | | | | Front | Side | Side Corner | Rear | |
| UPT | | | | | | | | | | |
| SF Detached | 4,000 (2,000) | 21.75 | 100% | 40 | 40 | 20 / 10 | 10 / 5 | 20 / 10 | 30 | ⁴ |
| Multifamily and Condo | 4,000 | None | 100% | 40 | 150 | 25 | 12 | 25 | 40 | |
| Nonresidential Uses | 4,000 | None | 100% | 40 | 150 | 25 | 0/15 ³ | 0 | 0 | |
| Mixed Uses | 4,000 | None | 100% | 40 | 150 | 0 | 0/15 ³ | 0 | 0 | ² |
| Notes. ¹ Number of square feet in parenthesis is the minimum lot area per individual dwelling unit. | | | | | | | | | | |
| ² Residential uses are to be located above the ground floor. | | | | | | | | | | |
| ³ 15 feet when abutting a residential zoning district. | | | | | | | | | | |
| ⁴ Single family residential homes shall not be subject to UFB review in the Liberty District. | | | | | | | | | | |

4. Explanation of Revisions: Amend Section 3.2.30.1. by adding Liberty District to Location.

| ORIGINAL ORDINANCE | PROPOSED ORDINANCE CHANGE |
|---|--|
| <p>Sec. 3.2. Additional Standards Applicable to Specific Uses.</p> <p>Section 3.2.30.1. Dwelling, Single-family Detached</p> <p>A single family detached dwelling shall comply with the standards listed below.</p> <p>A. <i>Location.</i> A single family detached dwelling shall only be permitted in the High Uptown Historic District within the UPT zoning district.</p> | <p>Sec. 3.2. Additional Standards Applicable to Specific Uses.</p> <p>Section 3.2.30.1. Dwelling, Single-family Detached</p> <p>A single family detached dwelling shall comply with the standards listed below.</p> <p>A. <i>Location.</i> A single family detached dwelling shall only be permitted in the High Uptown Historic District and the Liberty District within the UPT zoning district.</p> |

5. Explanation of Revisions: Add Dwelling, Carriage House to RMF1, RMF2, and RO zoning districts.

| Zoning District | Property Development Regulations | | | | | | | | | |
|--|----------------------------------|-------------------------------|-------------------|-----------------------|-------------------------|--------------------------------------|----------------|-------------|------|-------|
| | Min. Lot Size (Square Feet) | Max. Density (Units per Acre) | Max. Lot Coverage | Min. Lot Width (Feet) | Max. Bldg Height (Feet) | Minimum Required Yard/Setback (Feet) | | | | Notes |
| | | | | | | Front | Side | Side Corner | Rear | |
| RMF1 | | | | | | | | | | |
| SF Detached | 6,000 | 7.25 | 35% | 50 | 35 | 20 | 5 | 20 | 30 | |
| Carriage House Dwelling | 3,000 | 14.5 | 35% | 50 | 35 | 20 | 5 | 20 | 30 | 3 |
| Townhouse | 1,800 (1,800) | 18 | 50% | 20 | 35 | 20 | 8 ² | 20 | 30 | |
| Duplex | 6,000 (3,000) | 14.5 | 50% | 50 | 35 | 20 | 8 ² | 20 | 30 | |
| Multifamily and Condo | 6,000 (3,000) | 14.5 | 50% | 50 | 35 | 20 | 8 ² | 20 | 30 | |
| Nonresidential Use | 6,000 (3,000) | 14.5 | 50% | 50 | 35 | 20 | 8 ² | 20 | | |
| <div>Note.</div> <div>¹ Number of square feet in parenthesis is the minimum lot area per individual dwelling unit or nonresidential use.</div> <div>² Applies to end units only.</div> <div>³ Carriage house dwellings are only allowed in multi-family dwelling complexes.</div> | | | | | | | | | | |

| Zoning District | Property Development Regulations | | | | | | | | | |
|--|----------------------------------|-------------------------------|-------------------|-----------------------|-------------------------|--------------------------------------|------|-----------------|------|-------|
| | Min. Lot Size (Square Feet) | Max. Density (Units per Acre) | Max. Lot Coverage | Min. Lot Width (Feet) | Max. Bldg Height (Feet) | Minimum Required Yard/Setback (Feet) | | | | Notes |
| | | | | | | Front | Side | Side Corner | Rear | |
| RMF2 | | | | | | | | | | |
| Carriage House Dwelling | 3,000 | 14.5 | 35% | 50 | 35 | 20 | 5 | 20 | 30 | 3 |
| Townhouse | 1,800 (1,800) | 18 | 50% | 20 | 35 | 20 | 8 | 20 ² | 30 | |
| Duplex | 7,500 (2,000) | 16.5 | 40% | 60 | 75 | 20 | 10 | 20 ² | 30 | |
| Multifamily and Condo | 7,500 (2,000) | 16.5 | 40% | 60 | 75 | 20 | 10 | 20 ² | 30 | |
| Nonresidential Use | 7,500 (2,000) | 16.5 | 40% | 60 | 75 | 20 | 10 | 20 ² | 30 | |
| Note. ¹ Number of square feet in parenthesis is the minimum lot area per individual dwelling unit or nonresidential use. ² Applies to end units only. ³ Carriage house dwellings are only allowed in multi-family dwelling complexes. | | | | | | | | | | |

| Zoning District | Property Development Regulations | | | | | | | | | |
|---|----------------------------------|-------------------------------|-------------------|-----------------------|-------------------------|--------------------------------------|------|-------------|------|-------|
| | Min. Lot Size (Square Feet) | Max. Density (Units per Acre) | Max. Lot Coverage | Min. Lot Width (Feet) | Max. Bldg Height (Feet) | Minimum Required Yard/Setback (Feet) | | | | Notes |
| | | | | | | Front | Side | Side Corner | Rear | |
| RO | | | | | | | | | | |
| Carriage House Dwelling | 3,000 | 14.5 | 35% | 50 | 35 | 20 | 5 | 20 | 30 | 3 |
| Townhouse | 1,800 (1,800) | 18 | 50% | 20 | 35 | 20 | 8 | 20 | 30 | |
| Multifamily and Condo | 10,000 (1,000) | 43 | 100% | 75 | 150 | 25 | 12 | 25 | 40 | |
| Nonresidential Uses | 10,000 | 43 | 100% | 75 | 150 | 25 | 12 | 25 | 40 | |
| Mixed Uses | 10,000 (1,000) | 43 | 100% | 75 | 150 | 25 | 12 | 25 | 40 | 2 |
| Notes. ¹ Number of square feet in parenthesis is the minimum lot area per individual dwelling unit or nonresidential use. ² Residential uses are to be located above the ground floor. ³ Carriage house dwellings are only allowed in multi-family dwelling complexes. | | | | | | | | | | |

6. Explanation of Revisions: Amend Section 13.1.1 by adding a definition for *Dwelling, carriage house*.

| ORIGINAL ORDINANCE | PROPOSED ORDINANCE CHANGE |
|--|---|
| <p>Sec. 13.1.1. Definitions.</p> <p>Section 13.1.1</p> <p>XXX</p> | <p>Sec. 13.1.1. Definitions.</p> <p>Section 13.1.1</p> <p><i>Dwelling, carriage house</i> means a detached one- or two-family residential dwelling unit located on the same lot as a principal multi-family structure, typically situated above or adjacent to a garage or other accessory structure. A carriage house shall be designed to be occupied by one of two families and shall include independent access, kitchen, bathroom, and sleeping facilities.</p> |

File Attachments for Item:

5. 1st Reading- REZN-11-25-1962: An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **100-800 Havenbrook Court** (parcel #040-016-006/7/8/9/010/011/012/013) from Light Manufacturing/ Industrial (LMI) Zoning District to Residential Office (RO) Zoning District. (Planning Department and PAC recommend approval.) (Councilor Cogle)

AN ORDINANCE

NO. _____

An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **100-800 Havenbrook Court** (parcel #040-016-006/7/8/9/010/011/012/013) from Light Manufacturing/ Industrial (LMI) Zoning District to Residential Office (RO) Zoning District.

THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY ORDAINS AS FOLLOWS:

Section 1.

The Zoning Atlas on file with the Planning Department is hereby amended by changing the property described below from Light Manufacturing/ Industrial (LMI) Zoning District to Residential Office (RO) Zoning District.

“Parcel No. 1-100 Havenbrook Court

All that lot, tract or parcel of land situate, lying and being in Columbus, Muscogee County, Georgia, and being known and designated as ALL OF LOT NUMBERED ONE (1), HAVENBROOK COURT, as said lot is shown upon a map or plat of said Subdivision dated June 30, 1964, made by Aldridge, Moon & Associates, Civil Engineers, and recorded in Plat Book 34, Folio 14, in the Office of the Clerk of the Superior Court of Muscogee County, Georgia.

Parcel No. 2 - 200 Havenbrook Court

All that lot, tract or parcel of land situate, lying and being in Columbus, Muscogee County, Georgia, and being known and designated as ALL OF LOT NUMBERED TWO (2), HAVENBROOK COURT, as said lot is shown upon a map or plat of said Subdivision dated June 30, 1964, made by Aldridge, Moon & Associates, Civil Engineers and recorded in Plat Book 34, Folio 14, in the Office of the Clerk of the Superior Court of Muscogee County, Georgia, to which reference is made for the particular location and dimensions of said lot.

Parcel No. 3-300 Havenbrook Court

All that lot, tract or parcel of land situate, lying and being in Columbus, Muscogee County, Georgia, and being known and designated as ALL OF LOT NUMBERED THREE (3), HAVENBROOK COURT, as said lot is shown upon a map or plat of said Subdivision dated June 30, 1964, made by Aldridge, Moon & Associates, Civil Engineers and recorded in Plat Book 34, Folio 14, in the Office of the Clerk of the Superior Court of Muscogee County, Georgia, to which reference is made for the particular location and dimensions of said lot.

Parcel No. 4-400 Havenbrook Court

All that lot, tract or parcel of land situate, lying and being in Columbus, Muscogee County, Georgia, and being known and designated as ALL OF LOT NUMBERED FOUR (4), HAVENBROOK COURT, as said lot is shown upon a map or plat of said Subdivision dated June 30, 1964, made by Aldridge, Moon & Associates, Civil Engineers and recorded in Plat Book 34, Folio 14, in the Office of the Clerk of the Superior Court of Muscogee County, Georgia, to which reference is made for the particular location and dimensions of said lot.

Parcel No. 5 -500 Havenbrook Court

All that lot, tract or parcel of land situate, lying and being in Columbus, Muscogee County, Georgia, and being known and designated as ALL OF LOT NUMBERED FIVE (5), HAVENBROOK COURT, as said lot is shown upon a map or plat of said Subdivision dated June 30, 1964, made by Aldridge, Moon & Associates, Civil Engineers and recorded in Plat Book 34, Folio 14, in the Office of the Clerk of the Superior Court of Muscogee County, Georgia, to which reference is made for the particular location and dimensions of said lot.

VENBROOK COURT, as said lot is shown upon a map or plat of said Subdivision dated June 30, 1964, made by Aldridge, Moon & Associates, Civil Engineers and recorded in Plat Book 34, Folio 14, in the Office of the Clerk of the Superior Court of Muscogee County, Georgia, to which reference is made for the particular location and dimensions of said lot.

Parcel No. 6 - 600 Havenbrook Court

All that lot, tract or parcel of land situate, lying and being in Columbus, Muscogee County, Georgia, and being known and designated as ALL OF LOT NUMBERED SIX (6), HAVENBROOK COURT, as said lot is shown upon a map or plat of said Subdivision dated June 30, 1964, made by Aldridge, Moon & Associates, Civil Engineers and recorded in Plat Book 34, Folio 14, in the Office of the Clerk of the Superior Court of Muscogee County, Georgia, to which reference is made for the particular location and dimensions of said lot.

Parcel No. 7 - 700 Havenbrook Court

All that lot, tract or parcel of land situate, lying and being in Columbus, Muscogee County, Georgia, and known and designated as ALL OF LOT NUMBERED SEVEN (7), HAVENBROOK COURT, as said lot is shown upon a map or plat of said Subdivision dated June 30, 1964, made by Aldridge, Moon & Associates, Civil Engineers, and recorded in Plat Book 34, Folio 14, in the Office of the Clerk of the Superior Court of Muscogee County, Georgia, to which reference is made for the particular location and dimensions of said lot.

Parcel No. 8 - 800 Havenbrook Court

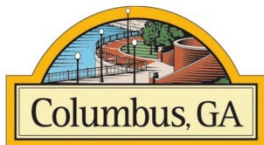
All that lot, tract or parcel of land situate, lying and being in Columbus, Muscogee County, Georgia, and being known and designated as ALL OF LOT NUMBERED EIGHT (8), HAVENBROOK COURT, as said lot is shown upon a map or plat of said Subdivision dated June 30, 1964, made by Aldridge, Moon & Associates, Civil Engineers, and recorded in Plat Book 34, Folio 14, in the Office of the Clerk of the Superior Court of Muscogee County, Georgia, to which reference is made for the particular location and dimensions of said lot.”

Introduced at a regular meeting of the Council of Columbus, Georgia held on the 9th day of December 2025; introduced a second time at a regular meeting of said Council held on the ____ day of _____ 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G Mclemore
Clerk of Council

B. H. “Skip” Henderson, III
Mayor



CONSOLIDATED GOVERNMENT
What progress has preserved.
 PLANNING DEPARTMENT

COUNCIL STAFF REPORT

REZN-10-25-1962

| | |
|--|--|
| Applicant: | Harlan Price |
| Owner: | Havenbrook Square Apartments, LLC |
| Location: | 100-800 Havenbrook Court |
| Parcel: | 040-016-006/7/8/9/010/011/012/013 |
| Acreage: | 3.01 Acres |
| Current Zoning Classification: | Light Manufacturing/ Industrial |
| Proposed Zoning Classification: | Residential Office |
| Current Use of Property: | Multi Family Residential |
| Proposed Use of Property: | Multi Family Residential |
| Council District: | District 7 |
| PAC Recommendation: | Approval based on the Staff Report and compatibility with existing land uses. |
| Planning Department Recommendation: | Approval based on compatibility with existing land uses. |
| Fort Benning's Recommendation: | N/A |
| DRI Recommendation: | N/A |
| General Land Use: | Inconsistent Planning Area D |
| Current Land Use Designation: | Multi Family Residential |

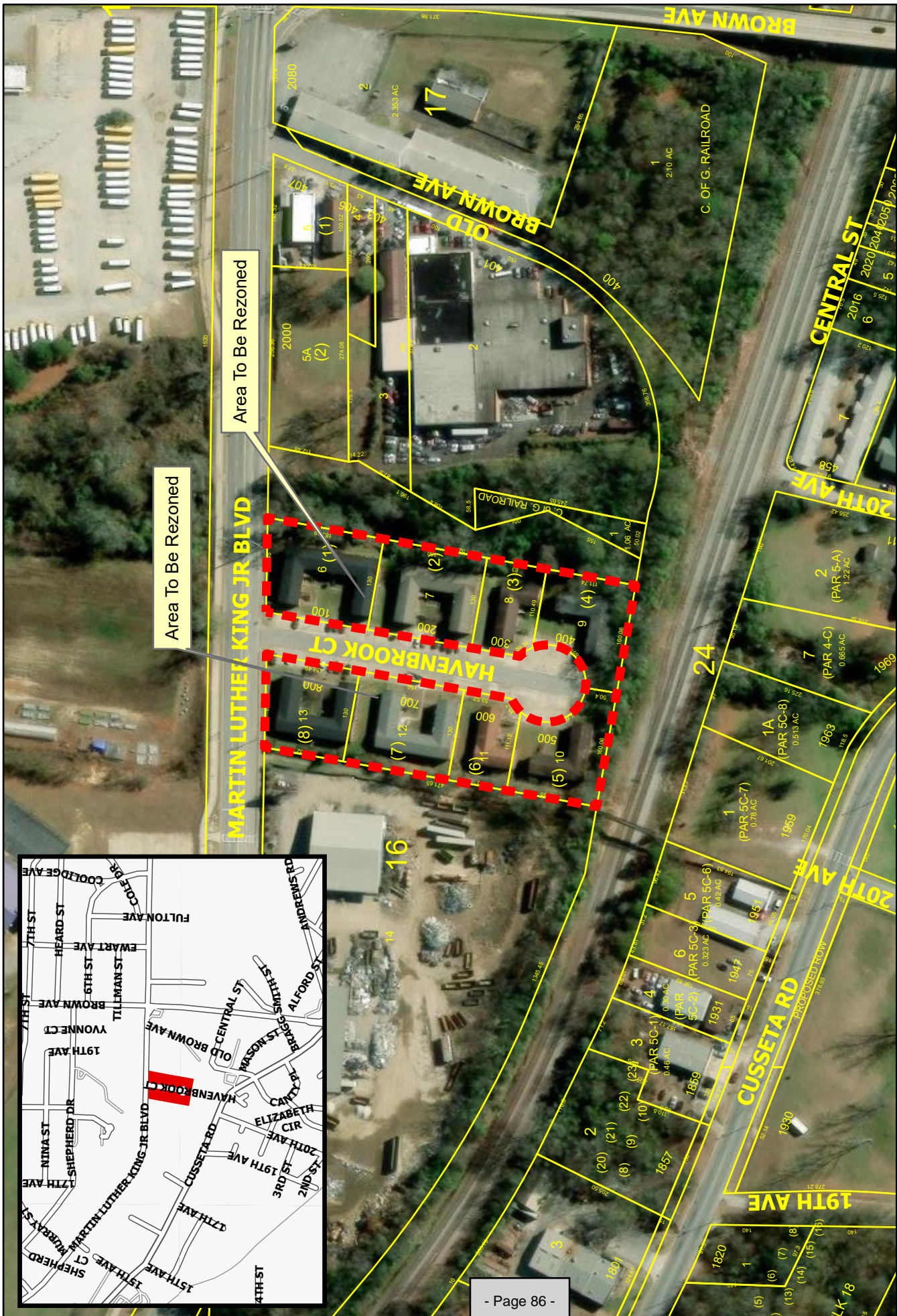
| | | | | | | | | | |
|--|--|--------------|------------------------------------|--------------|---------------------------------------|-------------|---------------------------------------|-------------|---------------------------------------|
| Future Land Use Designation: | Light Manufacturing/ Industrial | | | | | | | | |
| Compatible with Existing Land-Uses: | Yes | | | | | | | | |
| Environmental Impacts: | The property does not lie within the floodway and floodplain area. The developer will need an approved drainage plan prior to issuance of a Site Development permit, if a permit is required. | | | | | | | | |
| City Services: | Property is served by all city services. | | | | | | | | |
| Traffic Engineering: | This site shall meet the Codes and regulations of the Columbus Consolidated Government for residential usage. | | | | | | | | |
| Surrounding Zoning: | <table> <tr> <td>North</td><td>Residential Multifamily – 1 (RMF1)</td></tr> <tr> <td>South</td><td>Light Manufacturing/ Industrial (LMI)</td></tr> <tr> <td>East</td><td>Light Manufacturing/ Industrial (LMI)</td></tr> <tr> <td>West</td><td>Light Manufacturing/ Industrial (LMI)</td></tr> </table> | North | Residential Multifamily – 1 (RMF1) | South | Light Manufacturing/ Industrial (LMI) | East | Light Manufacturing/ Industrial (LMI) | West | Light Manufacturing/ Industrial (LMI) |
| North | Residential Multifamily – 1 (RMF1) | | | | | | | | |
| South | Light Manufacturing/ Industrial (LMI) | | | | | | | | |
| East | Light Manufacturing/ Industrial (LMI) | | | | | | | | |
| West | Light Manufacturing/ Industrial (LMI) | | | | | | | | |
| Reasonableness of Request: | The request is compatible with existing land uses. | | | | | | | | |
| School Impact: | N/A | | | | | | | | |
| Buffer Requirement: | <p>The site shall include a Category C buffer along all property lines bordered by the LMI zoning district. The 3 options under Category C are:</p> <ol style="list-style-type: none"> 1) 20 feet with a certain amount of canopy trees, under story trees, and shrubs / ornamental grasses per 100 linear feet. 2) 10 feet with a certain amount of shrubs / ornamental grasses per 100 linear feet and a wood fence or masonry wall. 3) 30 feet undisturbed natural buffer. | | | | | | | | |
| Attitude of Property Owners: | Twenty-Nine (29) property owners within 300 feet of the subject properties were notified of the rezoning request. The Planning Department received no calls and/or emails regarding the rezoning. | | | | | | | | |
| Approval | 0 Responses | | | | | | | | |
| Opposition | 0 Responses | | | | | | | | |

Additional Information:

Existing Multifamily residential, 8 buildings each 2 stories.

Attachments:

Aerial Land Use Map
Location Map
Zoning Map
Existing Land Use Map
Future Land Use Map
Flood Map



This material is made available as a public service. Maps and data are to be used for reference purposes only. The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.

Date: 11/4/2025

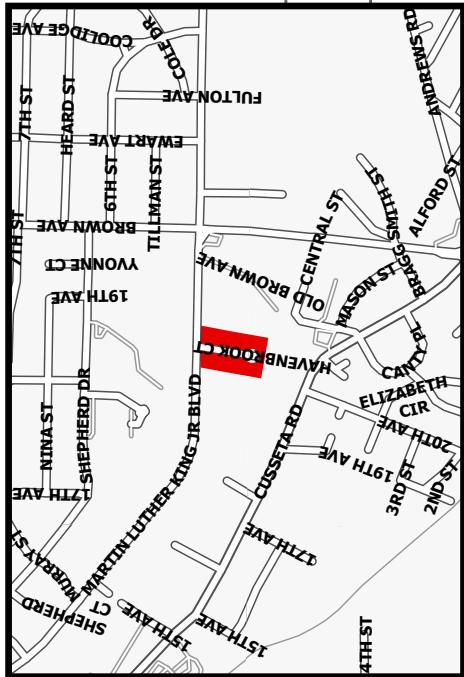
Columbia Planning

Item #5.

Aerial Map For 1962
Map 040 016 Lots 001 Thru 016 to 013
Planning Department-Planning Division
Prepared By Planning GIS Tech

0 50 100 200 US Feet

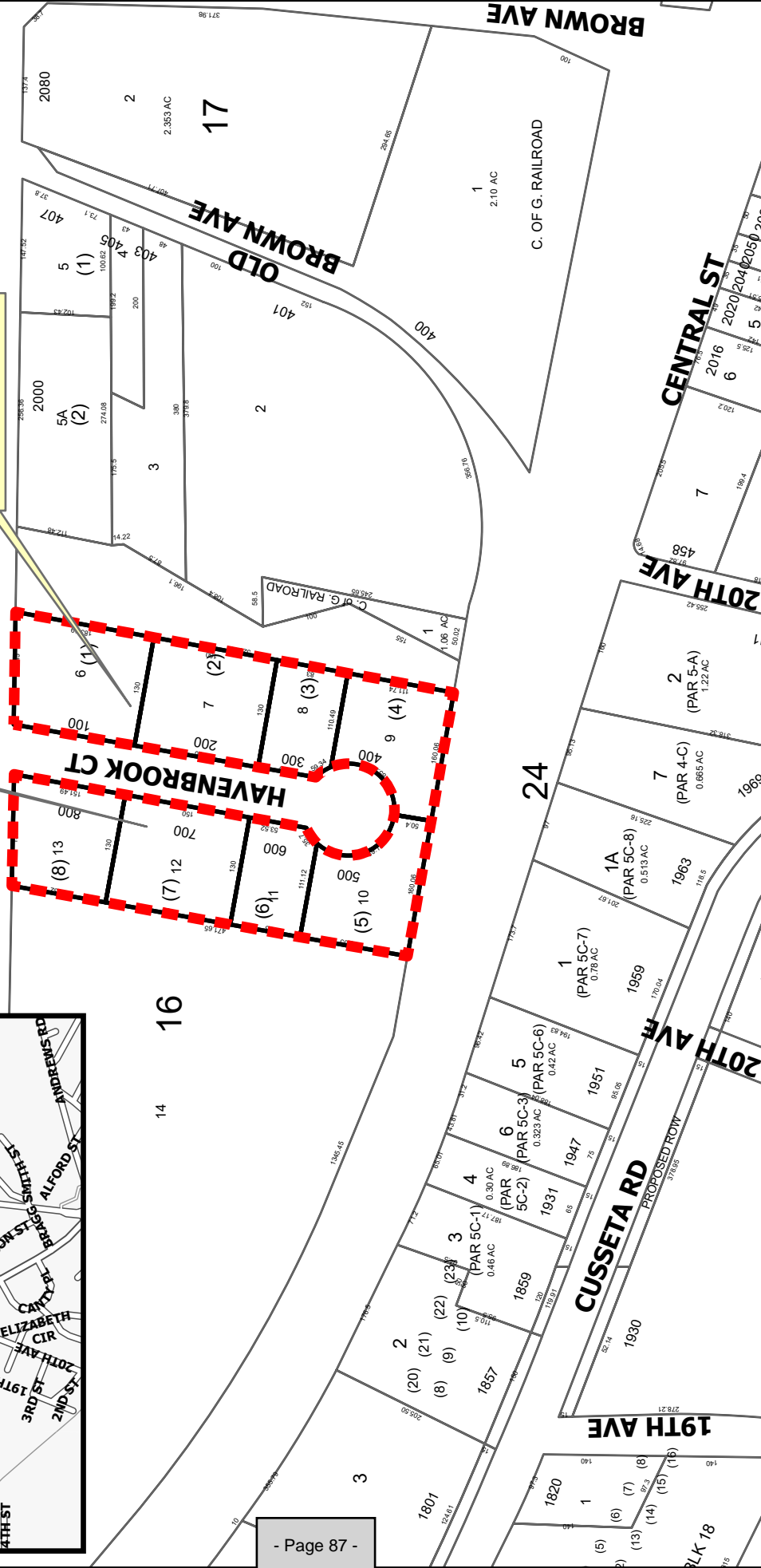
Data Source: IT/GIS
Author:



MARTIN LUTHER KING JR BLVD

Area To Be Rezoned

Area To Be Rezoned

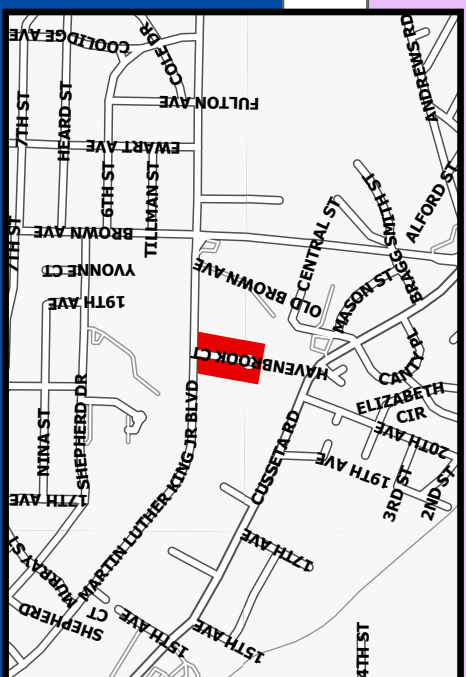
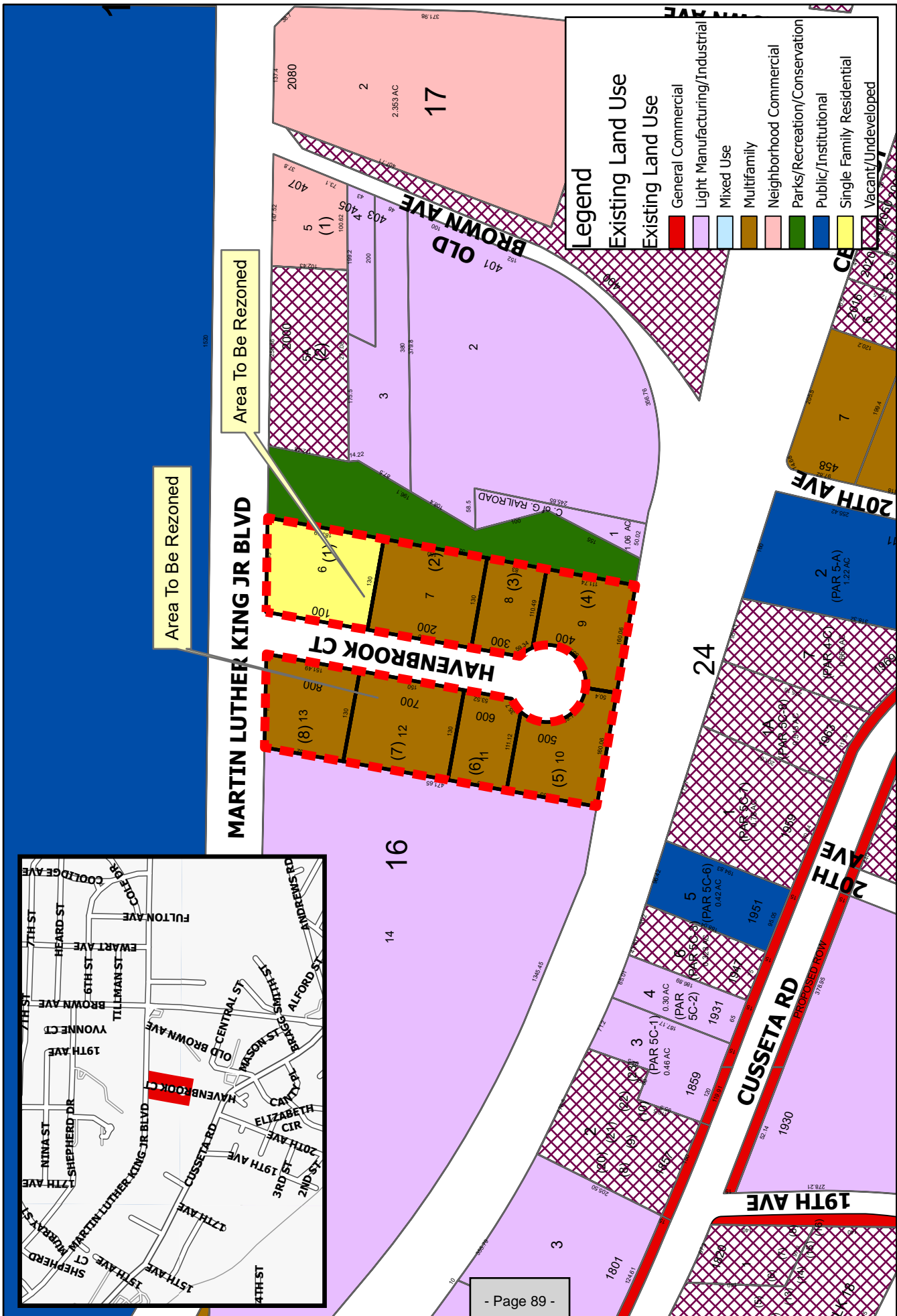


This material is made available as a public service. Maps and data are to be used for reference purposes only. The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.

Location Map for REZN 10 25 1962
Map 040 016 Lots 001 Thru 016 to 013
Planning Department-Planning Division
Prepared By Planning GIS Tech

Data Source: IT/GIS
Author:





Item #5.

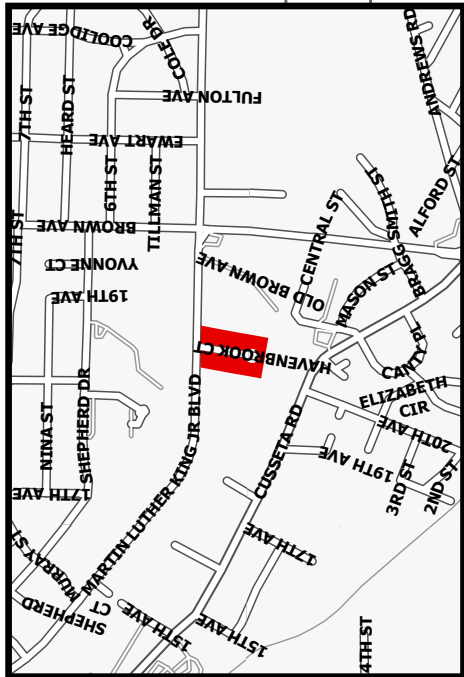
0 50 100 200 US Feet

Date: 11/4/2025

Existing Land Use Map For REZN 10 25 1962
Map 040 016 Lots 001 Thru 016 to 013
Planning Department-Planning Division
Prepared By Planning GIS Tech

This material is made available as a public service.
Maps and data are to be used for reference purposes only.
The data contained is subject to constant change.
Map information is believed to be correct but is not guaranteed.

Data Source: IT/GIS
Author:



MARTIN LUTHER KING JR BLVD

Area To Be Rezoned

Area To Be Rezoned

HAVENBROOK CT

BROWN AVE

CENTRAL ST

20TH AVE

CUSSETA RD

19TH AVE



This material is made available as a public service. Maps and data are to be used for reference purposes only. The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.

Flood Hazard Map For REZN 10 25 1962
Map 040 016 Lots 001 Thru 016 to 013
Planning Department-Planning Division
Prepared By Planning GIS Tech

Data Source: IT/GIS
Author:

0 50 100 200 US Feet



Item #5.

SITE PLAN
A0.5

DATE: SEPTEMBER 15, 2023
DRAWN BY: J. B. BROWN
CHECKED BY: J. B. BROWN

| | |
|-----------------|--|
| PROJECT NAME | RENOVATIONS AND ADDITIONS TO HAVENBROOK COURT APARTMENTS |
| PROJECT ADDRESS | 200 HAVENBROOK CT • COLUMBUS, GA 31901 |
| OWNER | ARCHITECTURAL RENOVATIONS & CONSTRUCTION, LLC |
| DATE | SEPTEMBER 15, 2023 |
| DRAWN BY | J. B. BROWN |
| CHECKED BY | J. B. BROWN |

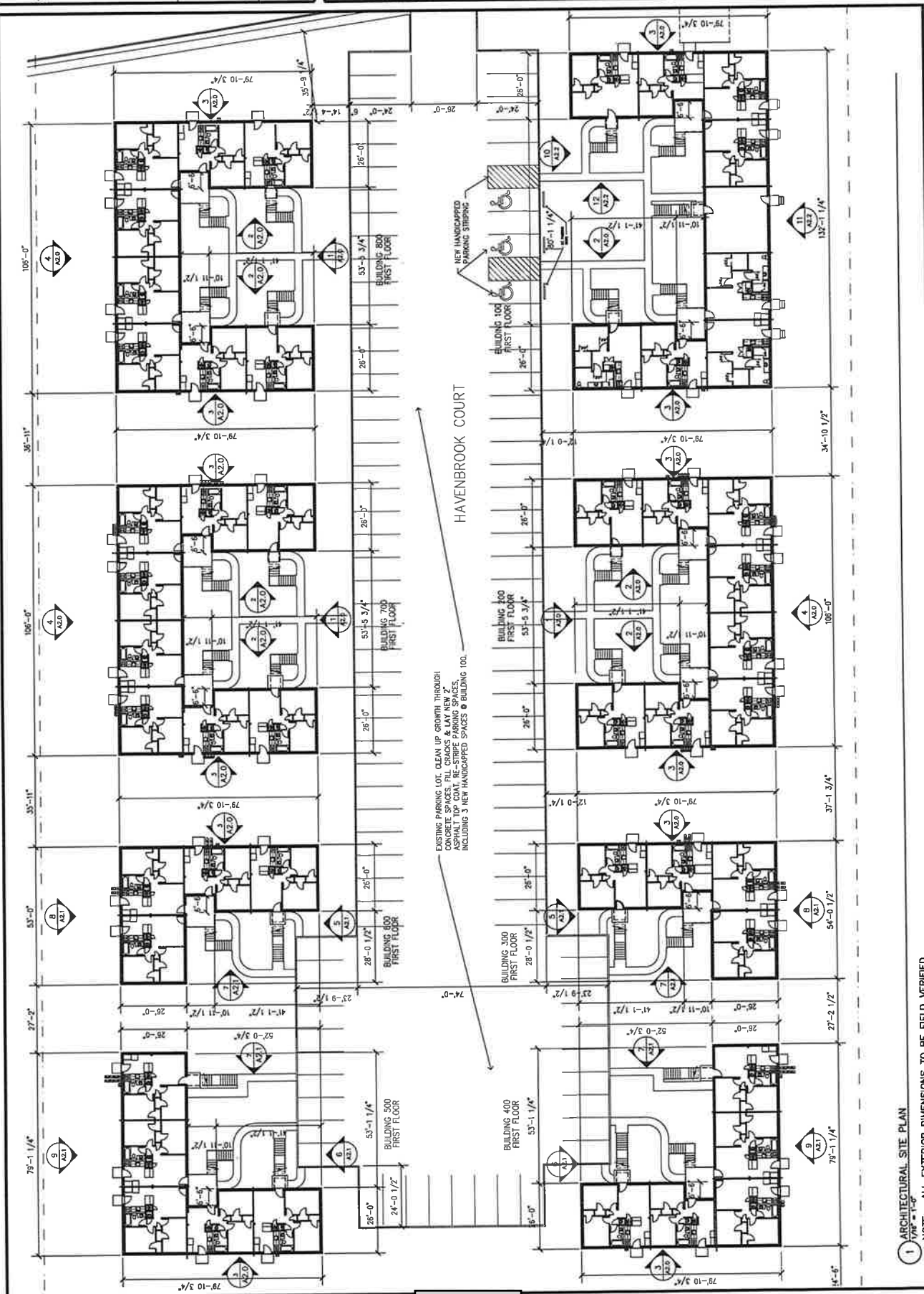
PROJECT NAME
RENOVATIONS AND ADDITIONS TO HAVENBROOK COURT APARTMENTS
PROJECT ADDRESS
200 HAVENBROOK CT • COLUMBUS, GA 31901
OWNER
ARCHITECTURAL RENOVATIONS & CONSTRUCTION, LLC
DATE
SEPTEMBER 15, 2023
DRAWN BY
J. B. BROWN
CHECKED BY
J. B. BROWN



ARCHITECTURAL RENOVATIONS & CONSTRUCTION, LLC
1500 Peachtree Street, N.E.
Columbus, Georgia 31901
P.O. Box 2336
Columbus, Georgia 31902
P: 706.327.8212
F: 706.327.8213
www.ardc.com



J. B. BROWN
Professional Engineer
State of Georgia
License No. 10000



File Attachments for Item:

6. 1st Reading- REZN-07-25-1260: An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **8828 Veterans Parkway and 4885 Charleston Way** (parcel # 079-002-002A) from Planned Unit Development (PUD) Zoning District to Planned Unit Development (PUD) Zoning District with conditions. (Planning Department recommends approval with conditions. PAC recommends denial.) (Mayor Pro-Tem)

AN ORDINANCE

NO. _____

An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia, to change certain boundaries of a district located at **8828 Veterans Parkway and 4885 Charleston Way** (parcel # 079-002-002A) from Planned Unit Development (PUD) Zoning District to Planned Unit Development (PUD) Zoning District with conditions.

THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY ORDAINS AS FOLLOWS:

Section 1.

The Zoning Atlas on file with the Planning Department is hereby amended by changing the property described below from Planned Unit Development (PUD) Zoning District to Planned Unit Development (PUD) Zoning District with conditions.

“All That Tract Or Parcel Of Land, Situate, Lying And Being In Land Lot 266 Of The 19th District & Land Lots 17 & 48 Of The 18th Land District Of Muscogee County, Georgia, And Being More Particularly Described As Follows:

Starting At A Point Marking The Southeast Corner Of Land Lot 266 Of The 19th District And The West Line Of Land Lot 17 Of The 18th Land District And Being The True Point Of Beginning Of The Tract Herein Conveyed; Thence Along The South Line Of Land Lot 266 Of The 19th Land District North 89 Degrees 13 Minutes 28 Seconds West A Distance Of 135.01 Feet To A Point; Thence Leaving The South Line Of Said Land Lot North 01 Degrees 39 Minutes 22 Seconds East A Distance Of 606.83 Feet To A Point; Thence North 07 Degrees 28 Minutes 24 Seconds West A Distance Of 73.27 Feet To A Point Marking The Southerly Right-Of-Way Of Charleston Way; Thence Along The Southerly Right-Of-Way Of Said Road South 80 Degrees 45 Minutes 46 Seconds East A Distance Of 8.78 Feet To A Point; Thence Leaving The Southerly Right-Of-Way Of Said Road North 00 Degrees 54 Minutes 28 Seconds East A Distance Of 60.63' Feet To A Point Marking The Northerly Right-Of-Way Of Charleston Way; Thence Leaving The Northerly Right-Of-Way Of Charleston Way North 01 Degrees 39 Minutes 22 Seconds East A Distance Of 120.03 Feet To A A Point; Thence North 88 Degrees 33 Minutes 14 Seconds West A Distance Of 66.28 Feet To A Point; Thence North 80 Degrees 45 Minutes 56 Seconds West A Distance Of 180.00 Feet To A Point; Thence South 09 Degrees 14 Minutes 04 Seconds West A Distance Of 110.00 Feet To A Point Marking The Northerly Right-Of-Way Of Charleston Way; Thence Along Said Right-Of-Way North 80 Degrees 45 Minutes 56 Seconds West A Distance Of 236.05 Feet To A Point; Thence Leaving Said Right-Of-Way North 09 Degrees 14 Minutes 04 Seconds East A Distance Of 110.00 Feet To A Point; Thence North 80 Degrees 45 Minutes 56 Seconds West A Distance Of 146.90 Feet To A Point; Thence South 09 Degrees 14 Minutes 04 Seconds West A Distance Of 85.00 Feet To A Point; Thence With A Curve Turning To The Left With A Radius Of 65.00 Feet, With A Length Of Arc Distance Of 39.27 Feet, With A Bearing Of South 35 Degrees 45

Minutes 56 Seconds East, With A Chord Distance Of 35.35 Feet To A Point Marking The Northerly Right-Of-Way Of Charleston Way; Thence Along The Northerly Right-Of-Way Of Said Road North 80 Degrees 45 Minutes 56 Seconds West A Distance Of 110.00 Feet To A Point; Thence Leaving Said Right-Of-Way With A Curve Turning To The Left With A Radius Of 25.00 Feet, With A Length Of Arc Distance Of 39.26 Feet, With A Chord Bearing Of North 54 Degrees 14 Minutes 04 Seconds East, With A Chord Distance Of 35.35 Feet To A Point; Thence North 09 Degrees 14 Minutes 04 Seconds East A Distance Of 85.00 Feet To A Point; Thence North 80 Degrees 45 Minutes 56 Seconds West A Distance Of 13.20 Feet To A Point; Thence South 39 Degrees 19 Minutes 56 Seconds West A Distance Of 23.04 Feet To A Point; Thence North 59 Degrees 52 Minutes 09 Seconds West A Distance Of 822.55 Feet To A Point Marking The Southeasterly Right-Of-Way Of Veterans Parkway / U.S. Highway 27; Thence Along The Southeasterly Right-Of-Way Of Said Road With A Curve Turning To The Left, With A Radius Of 861.90 Feet, With A Length Of Arc Distance Of 113.70 Feet, With A Chord Bearing Of North 45 Degrees 44 Minutes 00 Seconds East, With A Chord Distance Of 113.61 Feet To A Point; Thence Leaving The Southeasterly Right-Of-Way Of Said Road South 79 Degrees 25 Minutes 29 Seconds East A Distance Of 928.38 Feet To A Point; Thence South 79 Degrees 24 Minutes 44 Seconds East A Distance Of 212.60 Feet To A Point; Thence South 79 Degrees 24 Minutes 35 Seconds East A Distance Of 355.19 Feet To A Point; Thence South 79 Degrees 24 Minutes 38 Seconds East A Distance Of 630.71 Feet To A Point; Thence South 00 Degrees 49 Minutes 42 Seconds West A Distance Of 342.34 Feet To A Point; Thence South 00 Degrees 48 Minutes 01 Seconds West A Distance Of 88.13 Feet To A Point; Thence South 00 Degrees 50 Minutes 53 Seconds West A Distance Of 63.92 Feet To A Point; Thence South 00 Degrees 50 Minutes 18 Seconds West A Distance Of 381.93 Feet To A Point; Thence South 00 Degrees 47 Minutes 24 Seconds West A Distance Of 205.63 Feet To A Point; Thence North 87 Degrees 29 Minutes 45 Seconds West A Distance Of 610.23 Feet To A Point Marking The Southeast Corner Of Land Lot 266 Of The 19th District And The West Line Of Land Lot 17 Of The 18th Land District And Being The True Point Of Beginning; Said Tract Contains 29.579± Acres Or 1,288,476.71± Square Feet.”

Section 2.

The above-described property is rezoned subject to the following conditions:

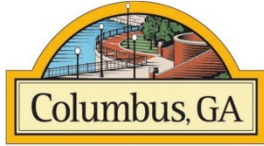
1. The development shall adhere to the characteristics of the attached PUD site plan.
2. Fenceline shall extend along the North boundary of Plat A, westward 200 feet.

Introduced at a regular meeting of the Council of Columbus, Georgia held on the 9th day of December, 2025; introduced a second time at a regular meeting of said Council held on the ____ day of _____, 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G Mclemore
Clerk of Council

B. H. "Skip" Henderson, III
Mayor



CONSOLIDATED GOVERNMENT
What progress has preserved.
 PLANNING DEPARTMENT

COUNCIL STAFF REPORT

REZN-07-25-1260

| | |
|--|--|
| Applicant: | Tiger Creek Development, Inc |
| Owner: | Tiger Creek Development, Inc |
| Location: | 8828 Veterans Parkway & 4885 Charleston Way |
| Parcel: | 079-002-002A/3/7/8...cont'd. |
| Acreage: | 21.70 Acres |
| Current Zoning Classification: | PUD (Planned Unit Development) |
| Proposed Zoning Classification: | Planned Unit Development |
| Proposed Conditions: | <ol style="list-style-type: none"> 1. The development shall adhere to the characteristics of the attached PUD site plan. 2. Fenceline shall extend along the North boundary of Plat A, westward 200 feet. |
| Current Use of Property: | Single Family Residential |
| Proposed Use of Property: | Single Family & Multifamily Residential |
| Council District: | District 6 (Allen) |
| PAC Recommendation: | Denial based on the Staff Report and incompatibility with existing land uses. |
| Planning Department Recommendation: | Conditional approval based on consistency with the future land use map of the Comprehensive Plan and compatibility with UDO section 2.5.15.C: <i>Permitted Housing Types</i> . All types of residential dwellings, excluding mobile homes, may be permitted within a PUD. The recommended conditions are: |

- 1) The development shall adhere to the characteristics of the attached PUD site plan.
- 2) Fenceline shall extend along the North boundary of Plat A, westward 200 feet (attached).

| | | | | | | | | | |
|--|--|--------------|------------------------|--------------|--------------------------|-------------|--------------------------|-------------|------------------------|
| Fort Moore's Recommendation: | N/A | | | | | | | | |
| DRI Recommendation: | N/A | | | | | | | | |
| General Land Use: | Consistent Planning Area A | | | | | | | | |
| Current Land Use Designation: | Single Family Residential | | | | | | | | |
| Future Land Use Designation: | Mixed Use | | | | | | | | |
| Compatible with Existing Land-Uses: | Yes (duplexes and quads exist in neighboring Promenade Place) | | | | | | | | |
| Environmental Impacts: | The property does not lie within the floodway and floodplain area. The developer will need an approved drainage plan prior to issuance of a Site Development permit, if a permit is required. | | | | | | | | |
| City Services: | Property is served by all city services. | | | | | | | | |
| Traffic Engineering: | This site shall meet the Codes and regulations of the Columbus Consolidated Government for residential usage. | | | | | | | | |
| Traffic Impact: | There will be no traffic impact. The proposed townhouses will generate 36 more trips a day than the originally proposed single family homes. The new single-family homes will generate 151 trips per day. Veterans Parkway will remain at a LOS C. | | | | | | | | |
| Surrounding Zoning: | <table> <tr> <td>North</td><td>Residential Estate - 1</td></tr> <tr> <td>South</td><td>Planned Unit Development</td></tr> <tr> <td>East</td><td>Planned Unit Development</td></tr> <tr> <td>West</td><td>Residential Estate - 1</td></tr> </table> | North | Residential Estate - 1 | South | Planned Unit Development | East | Planned Unit Development | West | Residential Estate - 1 |
| North | Residential Estate - 1 | | | | | | | | |
| South | Planned Unit Development | | | | | | | | |
| East | Planned Unit Development | | | | | | | | |
| West | Residential Estate - 1 | | | | | | | | |
| Reasonableness of Request: | The request is consistent with the future land-use map of the Comprehensive Plan. | | | | | | | | |
| School Impact: | N/A | | | | | | | | |
| Buffer Requirement: | Buffer and tree density units are determined by | | | | | | | | |

Ordinances 14-7 and 14-59.

Attitude of Property Owners:

Forty-Five (45) property owners within 300 feet of the subject properties were notified of the rezoning request. The Planning Department received several calls and/or emails regarding the rezoning and a petition to oppose.

Approval **0** Responses

Opposition **102** Responses

Additional Information:

Revise Condition 7 (Ord. No. 14-59) The development shall adhere to the characteristics of the attached PUD site plan.

Modify approved PUD Site Plan:

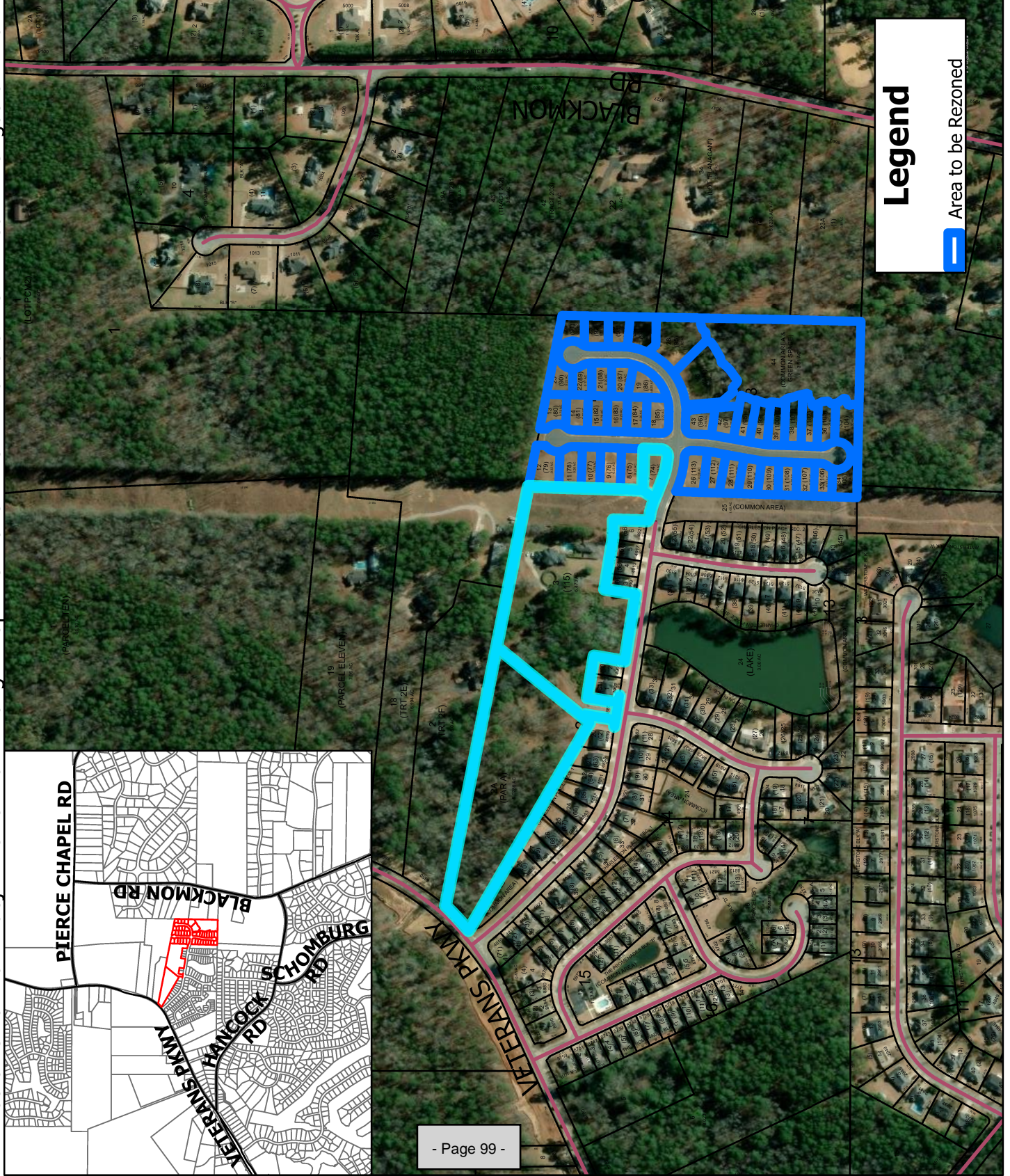
- Single Family Residential lots on 11.49 acres consistent with SFR2, approximately 15 lots with access from Sullivans Drive.
- Multifamily townhomes with access from Charleston Way on 18.10 acres, approximately 79 townhomes consistent with RMF1.

Attachments:

Aerial Land Use Map
 Location Map
 Zoning Map
 Existing Land Use Map
 Future Land Use Map
 Flood Map
 Concept Plan
 Traffic Analysis

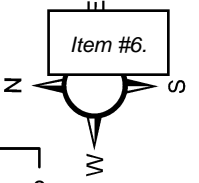
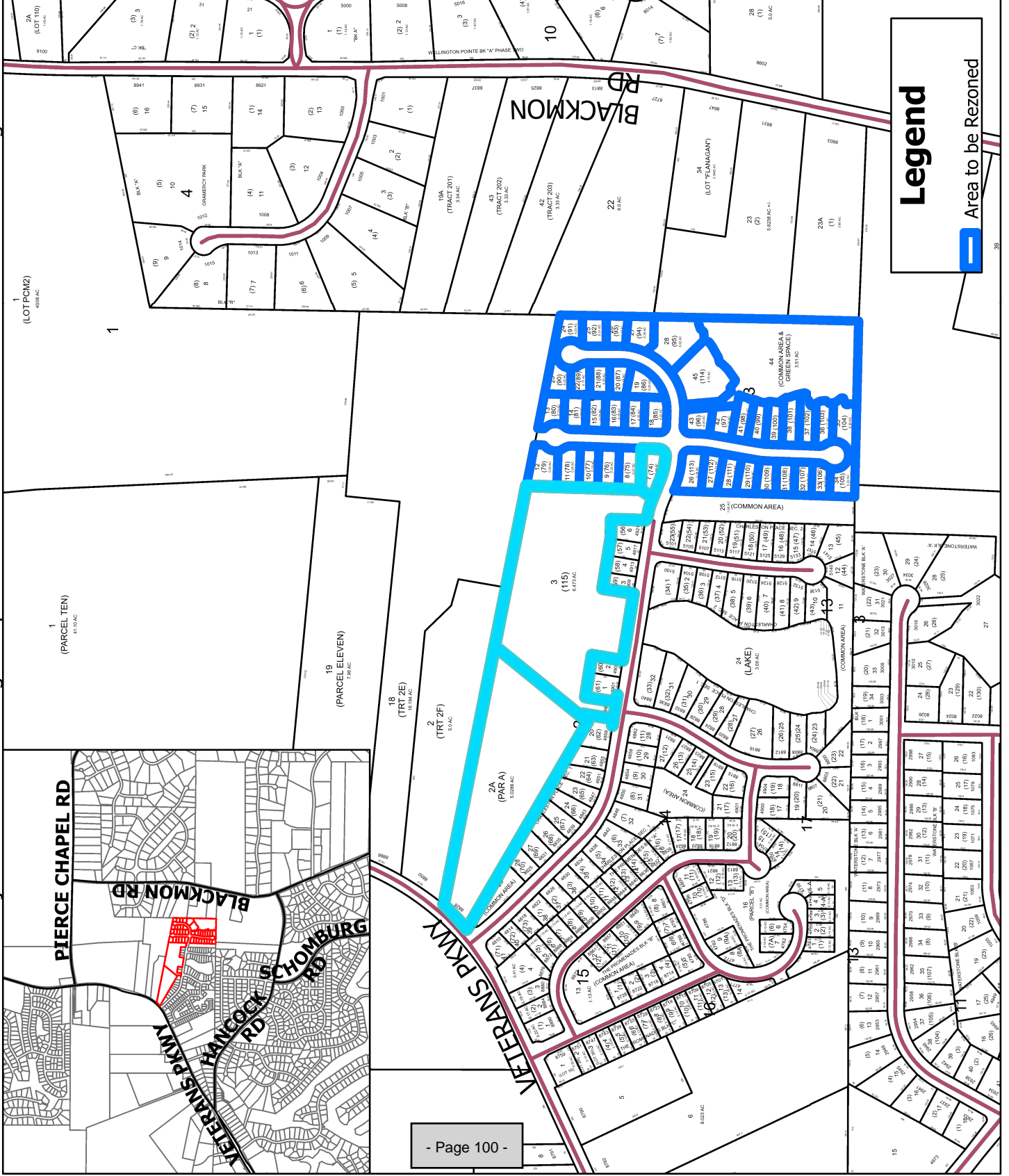
REZN-07-25-1260 | 8828 Veterans Parkway | Aerial Map

This material is made available as a public service. Maps and data are to be used for reference purposes only. The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.



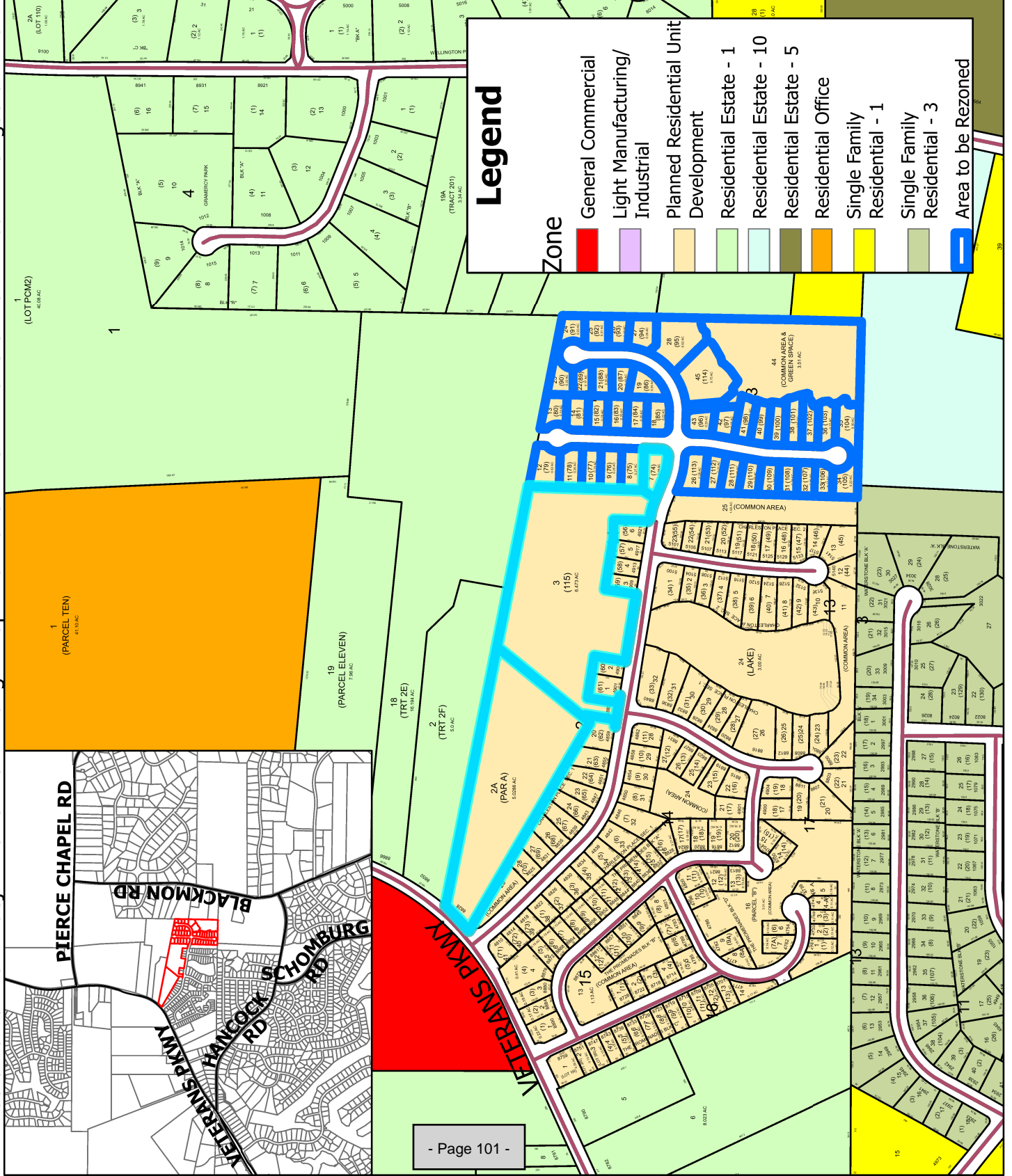
REZN-07-25-1260 | 8828 Veterans Parkway | Location Map

This material is made available as a public service. Maps and data are to be used for reference purposes only. The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.



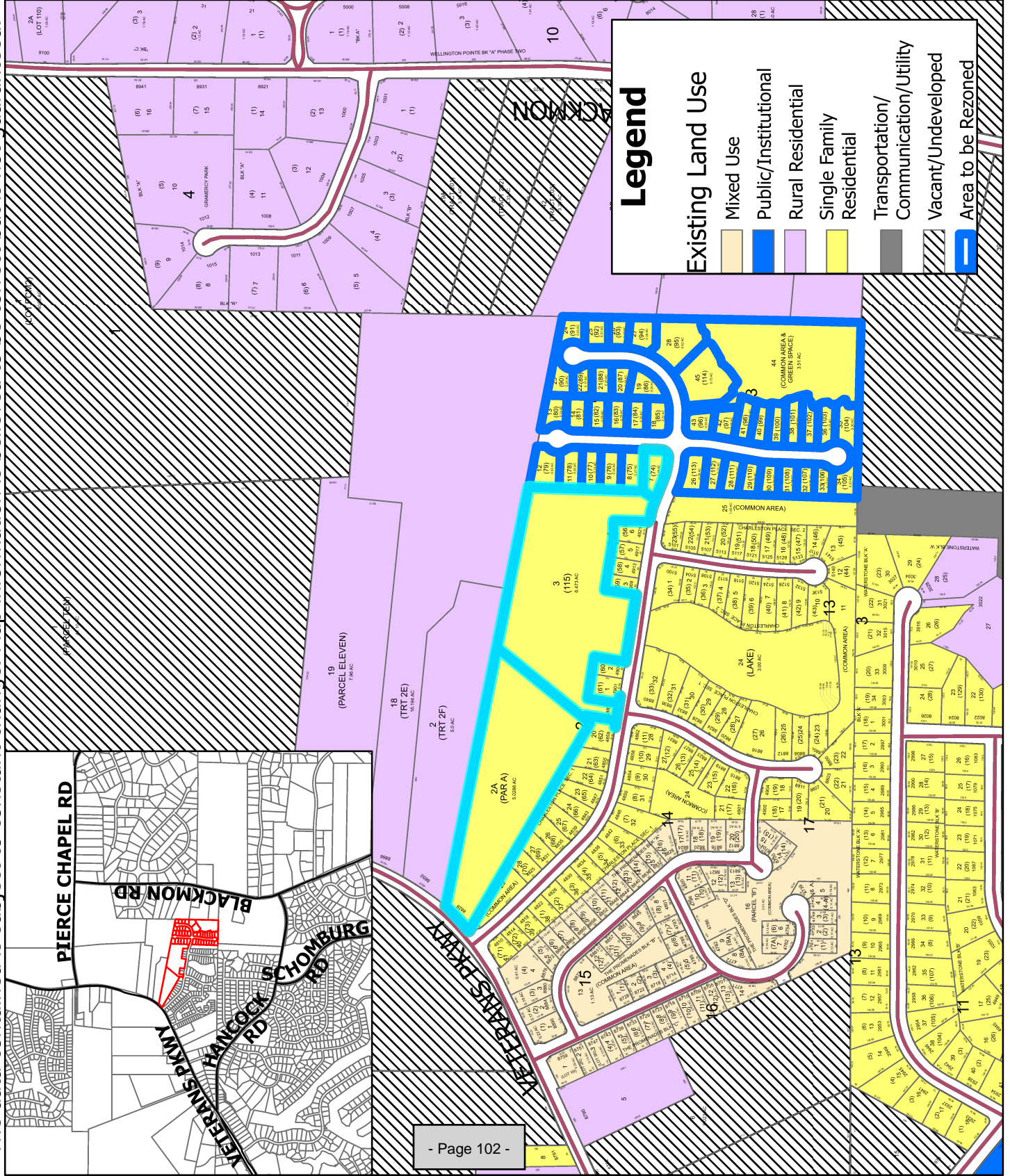
REZN-07-25-1260 | 8828 Veterans Parkway | Zoning Map

This material is made available as a public service. Maps and data are to be used for reference purposes only. The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.



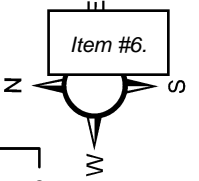
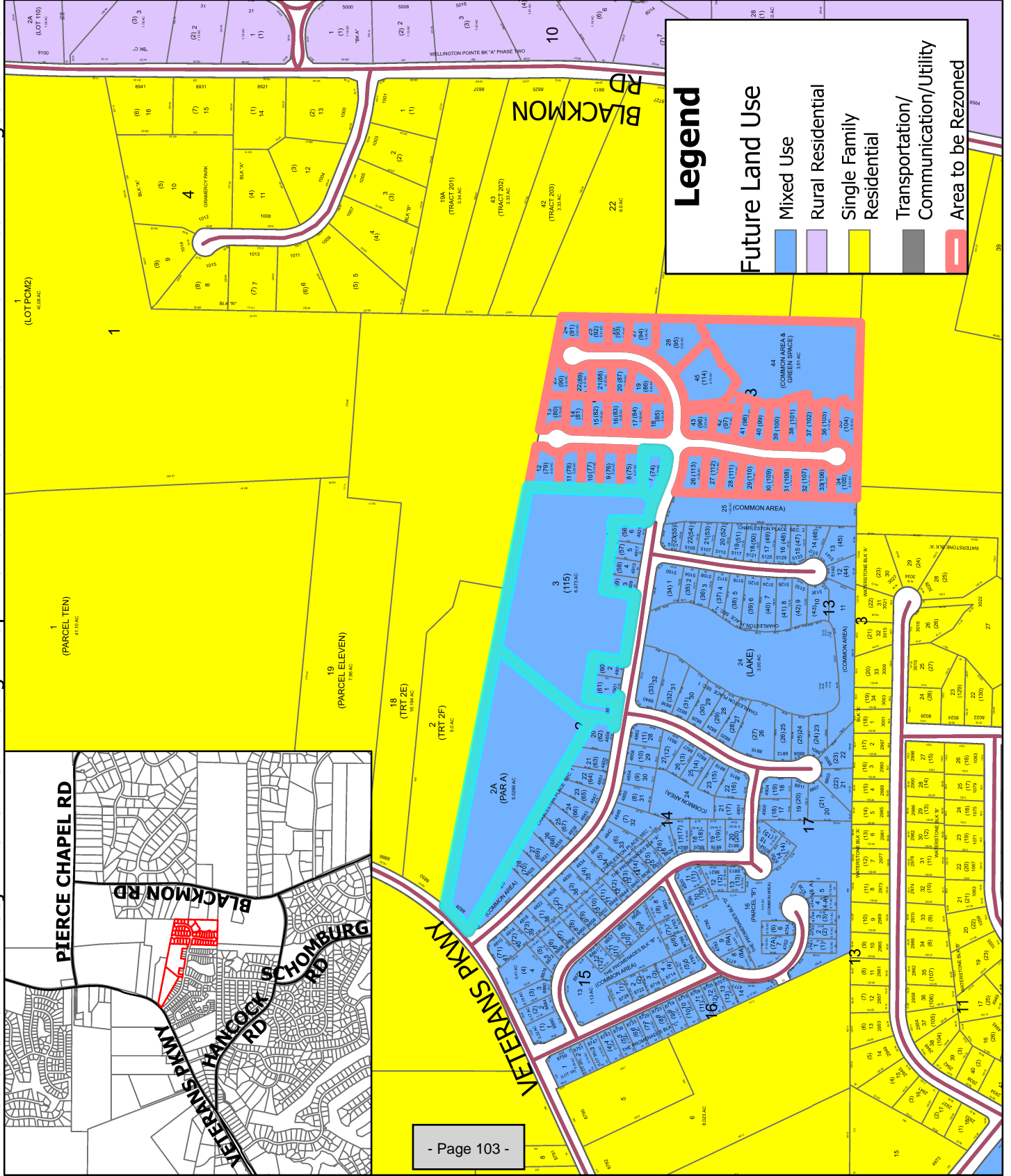
REZN-07-25-1260 | 8828 Veterans Parkway | Existing Land Use Map

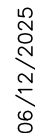
This material is made available as a public service. Maps and data are to be used for reference purposes only. The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.



REZN-07-25-1260 | 8828 Veterans Parkway | Future Land Use Map

This material is made available as a public service. Maps and data are to be used for reference purposes only. The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.



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WWW.HARALSON-ADAMS.COM • P.O. BOX 395 CATAULA, GA 31804 • PHONE# (706) 573-4102

Adams & McLean
SURVEYING • LAYOUT • CONSULTING • PLANNING

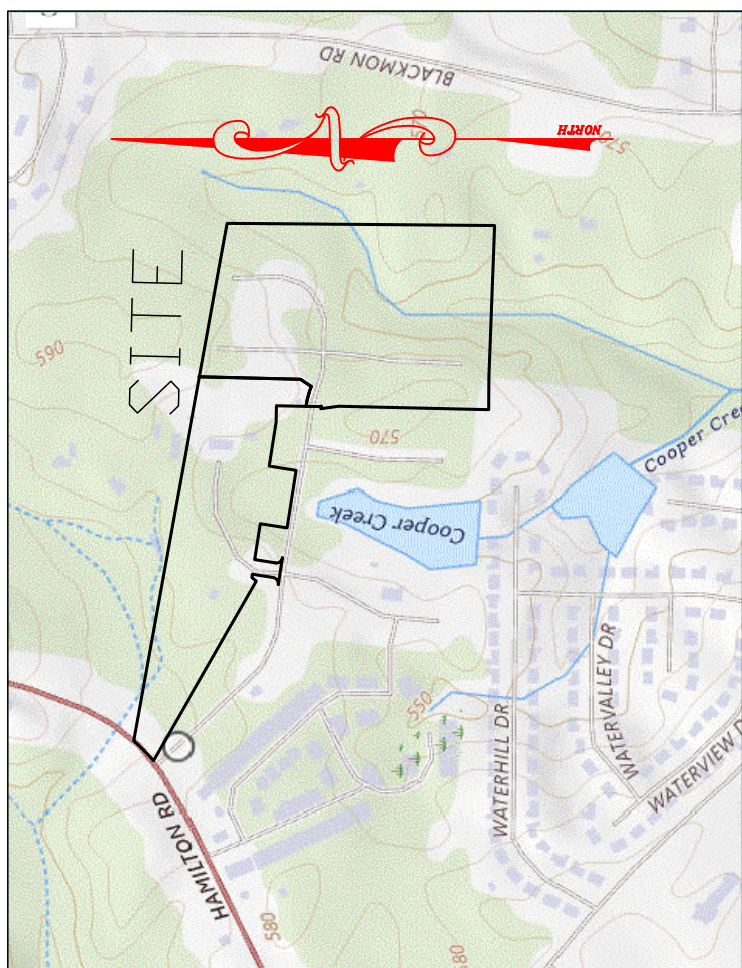
CONCEPT PLAN
FOR REZONING
LOCATED IN
LAND LOTS 17 & 48, 19TH LAND DISTRICT
LAND LOT 266, 19TH LAND DISTRICT
MUSCOGEE COUNTY, GEORGIA
TIGER CREEK DEVELOPMENT, INC



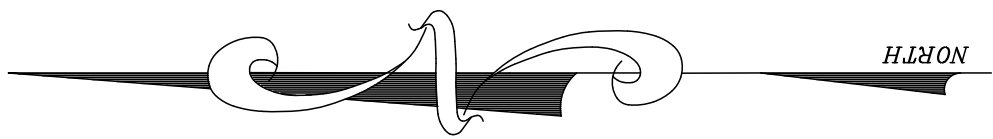
| | |
|---------------|------------|
| JOB NUMBER: | 2025072 |
| SURVEYED BY: | N/A |
| DRAWN BY: | DCS |
| SURVEY DATE: | N/A |
| DRAWING DATE: | 06/20/2025 |
| CHECKED BY: | DCA |

PAGE NUMBER

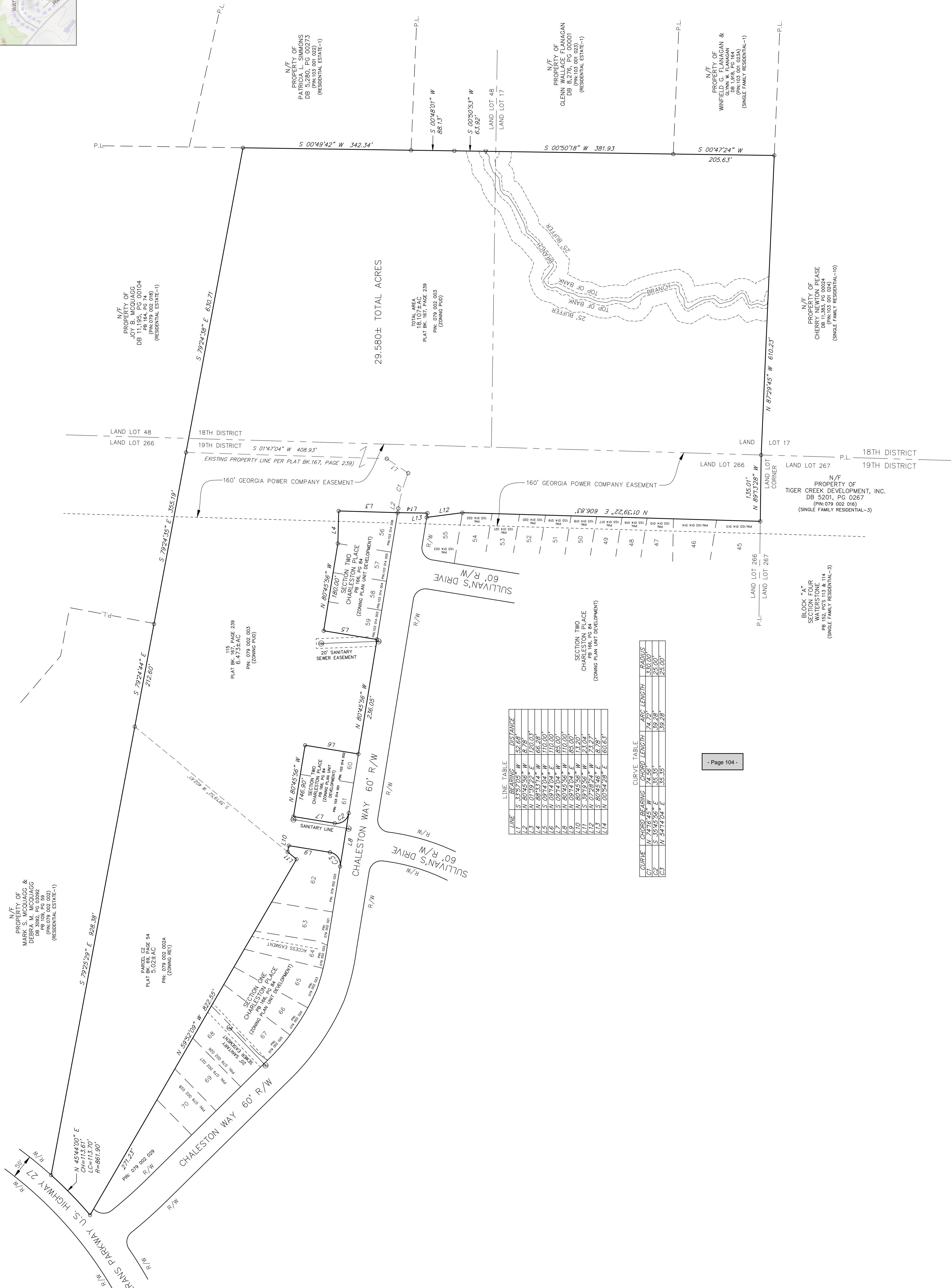
1 DF



VICINITY MAP
(NOT TO SCALE)



PROPERTY OWNER / DEVELOPER:
TIGER CREEK DEVELOPMENT, INC.
2301 AIRPORT THRUWAY STE F6
COLUMBUS, GEORGIA 31904



LEGEND

PROPERTY CORNER



Esri Community Maps Contributors, Columbus Consolidated Governm

ITE Traffic Report for Rezoning at 8828 Veterans Parkway and 4885 Charleston Way, Columbus, Georgia

Project Overview

Address: 8828 Veterans Parkway and 4885 Charleston Way, Columbus, Georgia 31909

Current Zone: Planned Unit Development (PUD)

Current Use: Vacant

Proposed Zone: Planned Unit Development (PUD)

Proposed Use: Single-family houses at 8828 Veterans Parkway and townhomes at 4885 Charleston Way

Acreage: 21.70 acres

This report evaluates the traffic impacts of a proposed rezoning and development on a 21.70-acre vacant site in Columbus, Georgia. The development includes single-family houses and townhomes under the existing PUD zoning framework, maintaining flexibility for mixed-use development while adhering to community standards.

Road Characteristics

Street Classification

- **Veterans Parkway:** Classified as a principal arterial by the Georgia Department of Transportation (GDOT), serving as a major corridor for regional traffic in Columbus, connecting commercial and residential areas.
- **Charleston Way:** Classified as a local road, primarily providing access to adjacent residential neighborhoods.

Number of Lanes

- **Veterans Parkway:** Four lanes (two in each direction) with a median and dedicated left-turn lanes at major intersections.
- **Charleston Way:** Two lanes (one in each direction) with no median, designed for low-volume local traffic.

Existing Traffic Count

Based on available GDOT traffic data (2022), the Annual Average Daily Traffic (AADT) is:

- **Veterans Parkway:** Approximately 25,000 vehicles per day (vpd) near the project site.
- **Charleston Way:** Approximately 1,500 vpd, serving local residential traffic.

Existing Level of Service (LOS)

- **Veterans Parkway:** LOS C during peak hours (AM and PM), indicating stable flow with acceptable delays at signalized intersections.
- **Charleston Way:** LOS A, reflecting free-flow conditions due to low traffic volumes.

Trip Generation

Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual 77th Edition for the proposed land uses.

Current Zoning (PUD, Vacant)

- **Current Use:** Vacant
- **Trip Generation:** 0 trips per day (no existing activity).

Proposed Zoning (PUD, Single-Family Houses and Townhomes)

- **Proposed Use:**
 - **Single-Family Houses** (ITE Land Use Code 210): Assume 50 single-family detached units on 10 acres at 8828 Veterans Parkway.
 - **Townhomes** (ITE Land Use Code 215): Assume 80 townhome units on 11.7 acres at 4885 Charleston Way.
- **Trip Generation Estimates:**
 - **Single-Family Houses (50 units):**
 - Daily: $9.43 \text{ trips/unit} \times 50 \text{ units} = 471.5 \text{ trips/day}$
 - AM Peak Hour: $0.74 \text{ trips/unit} \times 50 \text{ units} = 37 \text{ trips}$ (26% entering, 74% exiting)
 - PM Peak Hour: $0.99 \text{ trips/unit} \times 50 \text{ units} = 49.5 \text{ trips}$ (63% entering, 37% exiting)
 - **Townhomes (80 units):**
 - Daily: $7.20 \text{ trips/unit} \times 80 \text{ units} = 576 \text{ trips/day}$
 - AM Peak Hour: $0.52 \text{ trips/unit} \times 80 \text{ units} = 41.6 \text{ trips}$ (23% entering, 77% exiting)

- PM Peak Hour: $0.62 \text{ trips/unit} \times 80 \text{ units} = 49.6 \text{ trips}$ (67% entering, 33% exiting)
- **Total Proposed Trips:**
 - Daily: $471.5 + 576 = 1,047.5 \text{ trips/day}$
 - AM Peak Hour: $37 + 41.6 = 78.6 \text{ trips}$ (20 entering, 58.6 exiting)
 - PM Peak Hour: $49.5 + 49.6 = 99.1 \text{ trips}$ (64 entering, 35.1 exiting)

Comparison

- **Current Zoning:** Generates 0 trips due to vacant land.
- **Proposed Zoning:** Generates approximately 1,048 trips/day, with 79 trips in the AM peak hour and 99 trips in the PM peak hour.
- **Net Increase:** 1,048 trips/day, entirely attributable to the proposed development.

Traffic Impact Analysis

Total Projected Traffic

- **Veterans Parkway:** Existing AADT (25,000 vpd) + proposed trips (1,048 vpd) = 26,048 vpd.
 - The additional 1,048 trips represent a 4.2% increase in daily traffic, considered moderate.
- **Charleston Way:** Existing AADT (1,500 vpd) + proposed trips (primarily townhomes, ~576 vpd) = 2,076 vpd.
 - The 38.4% increase on Charleston Way is significant due to its low existing volume.

Projected Level of Service

- **Veterans Parkway:** The additional 79 AM peak and 99 PM peak trips are unlikely to degrade LOS from C to D, as the arterial has sufficient capacity. Signalized intersections (e.g., near Woodruff Farm Road) may experience minor increases in delay but are expected to remain at LOS C with proper signal timing adjustments.
- **Charleston Way:** The increase in traffic (41.6 AM peak and 49.6 PM peak trips from townhomes) may degrade LOS from A to B during peak hours, still within acceptable limits for a local road.

Road Network

- **Veterans Parkway:** A robust arterial with signalized intersections and turn lanes, capable of handling additional traffic. The corridor is part of GDOT's state route system, with ongoing maintenance and signal optimization (GDOT Quick Response Program).
- **Charleston Way:** A local road with limited capacity. The proposed townhome access may require widening or turn lanes to accommodate increased traffic.
- **Nearby Intersections:** The intersection of Veterans Parkway and Woodruff Farm Road (0.5 miles south) is a critical node. Existing signalization and turn lanes mitigate congestion, but additional trips may necessitate signal retiming.

Access

- **8828 Veterans Parkway (Single-Family Houses):**
 - Primary access via a new entrance on Veterans Parkway, requiring a right-in/right-out configuration due to the median. A left-turn lane may be needed for southbound access, subject to GDOT approval.
 - Secondary access via an internal road connecting to Charleston Way, reducing direct trips on Veterans Parkway.
- **4885 Charleston Way (Townhomes):**
 - Primary access via Charleston Way, with a potential full-access driveway.
 - A secondary connection to the single-family development's internal road network is recommended to distribute traffic and reduce Charleston Way's load.
- **Considerations:** Access points must comply with GDOT's driveway permit requirements and Columbus's zoning ordinance for PUDs. A traffic signal warrant analysis may be needed if full access is proposed on Veterans Parkway.

Community Context

The project is located in a growing area of Columbus, with nearby residential subdivisions (e.g., Sears Woods, Chatham Woods) and commercial centers along Veterans Parkway. Community concerns, as noted in local reports, include increased traffic impacting neighborhood quality and safety (Columbus Ledger-Enquirer, 2024). The proposed single-family houses and townhomes align with the area's residential character, but residents have expressed concerns about traffic on local roads like Charleston Way. The

development's design, with single-family units buffering existing neighborhoods, mitigates visual and noise impacts. A planned neighborhood commercial center (if included in the PUD) could reduce external trips by providing local amenities.

Conclusions and Recommendations

The proposed development of 50 single-family houses and 80 townhomes at 8828 Veterans Parkway and 4885 Charleston Way will generate approximately 1,048 daily trips, with 79 AM peak and 99 PM peak trips. The impact on Veterans Parkway is minimal (4.2% increase), maintaining LOS C. Charleston Way will experience a significant increase (38.4%), potentially degrading LOS to B, which remains acceptable but warrants mitigation.

Recommendations:

1. Access Design:

- Install a right-in/right-out driveway on Veterans Parkway for single-family houses, with a potential left-turn lane subject to GDOT approval.
- Provide a full-access driveway on Charleston Way for townhomes, with a turn lane if warranted by volume.
- Develop an internal road network connecting the single-family and townhome sections to distribute traffic.

2. **Traffic Signal Optimization:** Coordinate with GDOT to retime signals at Veterans Parkway and Woodruff Farm Road to accommodate additional trips.

3. **Road Improvements:** Consider widening Charleston Way or adding turn lanes to handle increased townhome traffic.

4. **Community Engagement:** Address resident concerns through public meetings, emphasizing traffic mitigation measures and the buffering effect of single-family units.

5. **Traffic Study:** Conduct a detailed intersection analysis at Veterans Parkway/Woodruff Farm Road and Charleston Way access points to confirm LOS and signal warrants post-development.

6. **Pedestrian and Bicycle Facilities:** Include sidewalks and bike lanes within the development to connect to existing trails, enhancing multimodal access and reducing vehicle trips.

This development aligns with Columbus's growth patterns but requires careful access planning and minor road improvements to maintain acceptable traffic conditions and community goodwill.



Esri Community Maps Contributors, Columbus Consolidated Governm

File Attachments for Item:

7. FY25 FINAL BUDGET AMENDMENT

Approve an Ordinance amending the budgets for the Fiscal Year 2025 by appropriating amounts in each fund for various operational activities.

AN ORDINANCE**NO.**

AN ORDINANCE AMENDING THE BUDGETS FOR THE FISCAL YEAR 2025 BEGINNING JULY 1, 2024, AND ENDING JUNE 30, 2025, FOR CERTAIN FUNDS OF THE CONSOLIDATED GOVERNMENT OF COLUMBUS, GEORGIA, APPROPRIATING AMOUNTS SHOWN IN EACH FUND FOR VARIOUS ACTIVITIES; AND FOR OTHER PURPOSES.

THE COUNCIL OF COLUMBUS, GEORGIA HEREBY ORDAINS AS FOLLOWS:**SECTION 1.**

1. The General Fund expenditure budget in the amount of \$223,227,774 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$15,916,843 to \$239,144,617 and the revenue budget in amount of \$191,982,503 is hereby increased by \$20,989,022 to \$212,971,525 for the departments listed on the attached chart.
2. The Other Local Option Sales Tax Fund expenditure budget in the amount of \$62,026,006 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$1,500,000 to \$63,520,006 and the revenue budget in the amount of \$47,300,000 is hereby increased by \$4,929,419 to \$52,229,419 for the departments listed on the attached chart.
3. The Stormwater (Sewer) Fund revenue budget in the amount of \$6,602,311 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$133,805 to \$6,736,116 for the departments listed on the attached chart.
4. The Paving Fund revenue budget in the amount of \$18,415,329 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$303,727 to \$18,719,056 for the departments listed on the attached chart.
5. The Integrated Waste Fund expenditure budget in the amount of \$15,529,669 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$3,293,160 to \$18,822,829 and the revenue budget of \$15,351,563 is hereby increased by \$2,457,282 to \$17,808,845 for the departments listed on the attached chart.
6. The Emergency Telephone Fund expenditure budget in the amount of \$4,727,419 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$392,861 to \$5,120,280 for the departments listed on the attached chart.
7. The Economic Development Fund revenue budget in the amount of \$2,860,643 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$274,062 to \$3,134,705 for the departments listed on the attached chart.
8. The Urban Development Action Grant (UDAG) Fund revenue budget in the amount of \$0 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$15,000 to \$15,000 for the departments listed on the attached chart.

9. The American Rescue Plan Fund expenditure budget in the amount of \$43,219,422 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby decreased by \$24,146,651 to \$19,072,771 and the revenue budget in the amount of \$0 is hereby increased to \$19,072,771 for the departments listed on the attached chart.
10. The Hotel/Motel Tax Fund expenditure and revenue budgets in the amount of \$6,700,000 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$418,137 to \$7,118,137 for the departments listed on the attached chart.
11. The Sheriff Forfeiture Fund expenditure and revenue budgets in the amount of \$100,000 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$223,628 to \$323,628 for the departments listed on the attached chart.
12. The Recorder's Court Technology Fund expenditure and revenue budgets in the amount of \$0 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$80,000 to \$80,000 for the departments listed on the attached chart.
13. The TAD #3 – Uptown District Fund expenditure budget in the amount of \$2,500,000 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$2,005,091 to \$4,505,091 for the departments listed on the attached chart.
14. The 2021 Sales Tax Proceeds Fund expenditure budget in the amount of \$47,000,000 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$20,727,000 to \$67,727,000 and the revenue budget in the amount of \$47,000,000 is hereby increased by \$3,510,000 to \$50,510,000 for the departments listed on the attached chart.
15. The Special Projects Fund expenditure budget in the amount of \$25,315,801 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$13,576,472 to \$38,892,273 and the revenue budget in the amount of \$25,315,801 is hereby increased by \$38,892,273 to \$38,892,273 for the departments listed on the attached chart.
16. The 1999 Sales Tax Project Fund expenditure budget in the amount of \$4,601,557 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$3,086,226 to \$7,687,783 for the departments listed on the attached chart.
17. The Bond and Lease Purchase Pools Fund expenditure and revenue budgets in the amount of \$11,732 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$4,154,623 to \$4,166,355 for the departments listed on the attached chart.
18. The Columbus Building Authority Lease Revenue Bond, Series 2024 Fund expenditure budget in the amount of \$0 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$43,623,330 to \$43,623,330 and the revenue budget in the amount of \$0 is hereby increased \$1,371,485 to \$1,371,485 for the departments listed on the attached chart.
19. The Family Connection Partnership Fund expenditure and revenue budgets in the amount of \$52,500 for the fiscal year beginning July 1, 2024, and ending June 30, 2025, is hereby increased by \$2,510 to \$55,010 for the departments listed on the attached chart.
20. Each budget increase provided herein is to be funded with fund balances and various revenue sources of the accounting fund for those funds that are being affected by the stated actions.

21. Within the overall budget limitations, authority is hereby delegated to the City Manager, or the Finance Director when acting on the authority delegated by the City Manager, to effect such intra-fund transfers of appropriation and revenue anticipation as may be deemed necessary to the effective performance and delivery of services approved herein.

22. The minimum budget requirements set forth in O.C.G.A. Title 36, Chapter 81, are hereby adopted.

SECTION 2.

All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

Introduced at a regular meeting of the Council of Columbus, Georgia, held on the 9th day of December 2025; introduced a second time at a regular meeting held on the ____ day of December 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson, III, Mayor

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT

Item #7.

| Fund | Original Expenditure Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offset | FY25 Amendment | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|--|--|--|---|---------------------------|--------------------|-------------------------|-------------------------------|---------------------|----------------------------|
| OPERATING FUNDS | | | | | | | | | |
| 0101 General Fund | \$202,849,985 | \$2,789,877 | \$15,433,626 | \$406,623 | \$1,747,663 | \$0 | \$223,227,774 | \$15,916,843 | \$239,144,617 |
| 0102 2009 Other LOST Public Safety Fund | 33,110,000 | 3,656,700 | 8,741,880 | 0 | 0 | 0 | 45,508,580 | 1,500,000 | 47,008,580 |
| 0109 2009 Other LOST Infrastructure Fund | 14,190,000 | 2,327,426 | 0 | 0 | 0 | 0 | 16,517,426 | 0 | 16,517,426 |
| 0202 Stormwater (Sewer) Fund | 6,602,311 | 133,805 | 0 | 0 | 0 | 0 | 6,736,116 | 0 | 6,736,116 |
| 0203 Paving Fund | 18,415,329 | 303,727 | 0 | 0 | 0 | 0 | 18,719,056 | 0 | 18,719,056 |
| 0204 Community Care Fund | 11,957,488 | 0 | 0 | 0 | 0 | 0 | 11,957,488 | 0 | 11,957,488 |
| 0207 Integrated Waste Fund | 15,307,047 | 178,106 | 0 | 0 | 44,516 | 0 | 15,529,669 | 3,293,160 | 18,822,829 |
| 0209 E911 | 4,714,478 | 12,941 | 0 | 0 | 0 | 0 | 4,727,419 | 392,861 | 5,120,280 |
| 0230 Economic Development Authority | 4,380,321 | 0 | 0 | 0 | 0 | 0 | 4,380,321 | 0 | 4,380,321 |
| 0405 Debt Service | 16,154,724 | 0 | 0 | 0 | 0 | 0 | 16,154,724 | 0 | 16,154,724 |
| 0751 METRA | 25,297,579 | 1,280,436 | 0 | 0 | 96,000 | 0 | 26,674,015 | 0 | 26,674,015 |
| 0753 Trade Center | 4,065,743 | 166,111 | 0 | 0 | 793,872 | 0 | 5,025,726 | 0 | 5,025,726 |
| 0755 Bull Creek Golf Course | 2,207,179 | 1,103 | 0 | 0 | 185,000 | 0 | 2,393,282 | 0 | 2,393,282 |
| 0756 Oxbow Creek Golf Course | 654,842 | 0 | 0 | 0 | 0 | 0 | 654,842 | 0 | 654,842 |
| 0757 Civic Center | 6,412,136 | 2,219,616 | 0 | 0 | 719,837 | 0 | 9,351,589 | 0 | 9,351,589 |
| TOTAL OPERATING FUNDS | \$366,319,162 | \$13,069,848 | \$24,175,506 | \$406,623 | \$3,586,888 | \$0 | \$407,558,027 | \$21,102,864 | \$428,660,891 |
| OTHER NON-OPERATING FUNDS | | | | | | | | | |
| 0210 CDBG Fund | \$1,666,654 | \$677,491 | \$0 | \$0 | \$1,494,630 | \$0 | \$3,838,775 | \$0 | \$3,838,775 |
| 0211 UDAG Fund | 15,000 | 0 | 0 | 0 | 0 | 0 | 15,000 | 0 | 15,000 |
| 0213 HOME Fund | 1,230,820 | 153,912 | 0 | 0 | 6,608,585 | 0 | 7,993,317 | 0 | 7,993,317 |
| 0216 Multi-Government Project Fund | 8,332,487 | 53,079 | 0 | 0 | 0 | 0 | 8,385,566 | 0 | 8,385,566 |
| 0218 American Rescue Plan Fund | 29,407,196 | 13,812,226 | 0 | 0 | 0 | 0 | 43,219,422 | -24,146,651 | 19,072,771 |
| 0222 Hotel/Motel Tax Fund | 6,700,000 | 0 | 0 | 0 | 0 | 0 | 6,700,000 | 418,137 | 7,118,137 |
| 0225 Vice/Special Operations Forfeiture Fund | 300,000 | 2,165 | 0 | 0 | 0 | 0 | 302,165 | 0 | 302,165 |
| 0228 Sheriff Forfeiture Fund | 100,000 | 0 | 0 | 0 | 0 | 0 | 100,000 | 223,628 | 323,628 |
| 0235 Recorder's Court Technology Fee Fund | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80,000 | 80,000 |
| 0238 TAD #3 Uptown District Fund | 2,500,000 | 0 | 0 | 0 | 0 | 0 | 2,500,000 | 2,005,091 | 4,505,091 |
| 0440 2021 SPLOST Proceeds Fund | 47,000,000 | 0 | 0 | 0 | 0 | 0 | 47,000,000 | 20,727,000 | 67,727,000 |
| 0508 Special Projects Fund | 25,315,801 | 0 | 0 | 0 | 0 | 0 | 25,315,801 | 13,576,472 | 38,892,273 |
| 0540 1999 SPLOST Project Fund | 4,601,557 | 0 | 0 | 0 | 0 | 0 | 4,601,557 | 3,086,226 | 7,687,783 |
| 0542 Lease Purchase Pools Fund | 0 | 11,732 | 0 | 0 | 0 | 0 | 11,732 | 4,154,623 | 4,166,355 |
| 0570 CBA Bond Series 2024 Fund | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43,623,330 | 43,623,330 |
| 0860 Risk Management Fund | 7,204,360 | 0 | 0 | 0 | 663,130 | 0 | 7,867,490 | 0 | 7,867,490 |
| 0985 Family Connection Partnership | 52,500 | 0 | 0 | 0 | 0 | 0 | 52,500 | 2,510 | 55,010 |
| TOTAL NON-OPERATING FUNDS | \$134,426,375 | \$14,710,605 | \$0 | \$0 | \$8,766,345 | \$0 | \$157,903,325 | \$63,750,366 | \$221,653,691 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
GENERAL FUND 0101

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|----------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|---------------------|----------------------------|
| 100 COUNCIL | \$821,387 | | | | | 10,135 | \$831,522 | (50,000) | \$781,522 |
| 110 MAYOR | \$708,026 | | 20,000 | | | 10,722 | \$738,748 | | \$738,748 |
| 120 CITY ATTORNEY | \$1,838,551 | | | | 26,976 | 8,955 | \$1,874,482 | 1,020,132 | \$2,894,614 |
| 130 CITY MANAGER | \$2,281,626 | 701,688 | | | | 35,249 | \$3,018,563 | 125,298 | \$3,143,861 |
| 200 FINANCE | \$3,021,144 | 117 | | | 163,371 | 42,210 | \$3,226,842 | | \$3,226,842 |
| 210 INFORMATION TECHNOLOGY | \$8,671,172 | 251,956 | 151,200 | | | 36,937 | \$9,111,265 | | \$9,111,265 |
| 220 HUMAN RESOURCES | \$2,488,042 | 191,449 | | | | 19,023 | \$2,698,514 | (270,000) | \$2,428,514 |
| 240 INSPECTIONS & CODE | \$3,370,782 | | | | 48,712 | 32,130 | \$3,451,624 | (400,000) | \$3,051,624 |
| 242 PLANNING | \$377,522 | | 2,000 | | | 5,263 | \$384,785 | 12,355 | \$397,140 |
| 245 COMMUNITY REINVESTMENT | \$189,241 | 115,000 | | | | 949 | \$305,190 | | \$305,190 |
| 250 ENGINEERING | \$1,604,604 | 337,176 | 114,167 | | | 16,863 | \$2,072,810 | (236,000) | \$1,836,810 |
| 260 PUBLIC WORKS | \$13,957,418 | 193,677 | 2,191,586 | | | 90,183 | \$16,432,864 | 624,776 | \$17,057,640 |
| 270 PARKS AND RECREATION | \$15,117,394 | 447,308 | 1,277,777 | | | 103,996 | \$16,946,475 | (1,952,796) | \$14,993,679 |
| 280 COOPERATIVE EXTENSION | \$137,865 | | | | | 0 | \$137,865 | | \$137,865 |
| 290 BOARDS AND COMMISSIONS | \$3,451,694 | | 322,787 | | | 39,463 | \$3,813,944 | (422,622) | \$3,391,322 |
| 400 POLICE | \$30,177,884 | 110,348 | | | 403,666 | 368,384 | \$31,060,282 | 30,141 | \$31,090,423 |
| 410 FIRE & EMS | \$37,163,918 | 48,363 | | | | 425,348 | \$37,637,629 | (620,000) | \$37,017,629 |
| 420 MCP | \$11,129,392 | 255,181 | | | | 100,923 | \$11,485,496 | 444,107 | \$11,929,603 |
| 450 HOMELAND SECURITY | \$413,411 | | | | | 4,021 | \$417,432 | | \$417,432 |
| 500 SUPERIOR COURT | \$9,785,795 | 4,428 | 29,975 | | | 134,315 | \$9,954,513 | (279,643) | \$9,674,870 |
| 510 STATE COURT | \$2,032,221 | | | | | 33,731 | \$2,065,952 | | \$2,065,952 |
| 520 PUBLIC DEFENDER | \$2,780,722 | 2,272 | | | | 10,963 | \$2,793,957 | (150,000) | \$2,643,957 |
| 530 MUNICIPAL COURT | \$1,460,084 | | | | | 21,456 | \$1,481,540 | (100,000) | \$1,381,540 |
| 540 PROBATE COURT | \$681,307 | | | | | 10,221 | \$691,528 | 4,176 | \$695,704 |
| 550 SHERIFF | \$35,725,600 | 66,042 | 49,855 | 406,623 | 455,816 | 308,923 | \$37,012,859 | 5,202,457 | \$42,215,316 |
| 560 TAX COMMISSIONER | \$2,155,745 | 15,600 | | | | 31,243 | \$2,202,588 | (160,000) | \$2,042,588 |
| 570 CORONER | \$515,272 | | | | | 6,783 | \$522,055 | | \$522,055 |
| 580 RECORDER'S COURT | \$1,716,398 | | | | | 25,280 | \$1,741,678 | | \$1,741,678 |
| 590 MISCELLANEOUS | \$8,881,782 | 49,272 | 11,274,279 | | 649,122 | (1,934,879) | \$18,919,576 | 13,094,462 | \$32,014,038 |
| 610 PARKING MANAGEMENT | \$193,986 | | | | | 1,210 | \$195,196 | | \$195,196 |
| TOTAL GENERAL FUND | \$202,849,985 | \$2,789,877 | \$15,433,626 | \$406,623 | \$1,747,663 | \$0 | \$223,227,774 | \$15,916,843 | \$239,144,617 |
| REVENUE** | \$191,575,880 | | | 406,623 | | | \$191,982,503 | 20,989,022 | \$212,971,525 |
| USE OF FUND BALANCE | \$11,274,105 | | | | | | \$11,274,105 | 14,898,987 | \$26,173,092 |
| TOTAL REVENUE | \$202,849,985 | \$0 | \$0 | \$406,623 | \$0 | \$0 | \$203,256,608 | \$35,888,009 | \$239,144,617 |

FY25 Carryovers (Reserved from FY24)

\$20,000 - Mayor - Martin Luther King Event Donations & Expenses
\$2,000 - Planning - Computer Equipment
\$151,200 - Information Technology - Vehicles (New & Replacement)
\$114,167 - Engineering - Capital Equipment/Vehicle Replacements
\$2,191,586 - Public Works - Building Maintenance/Repairs, Capital Equipment/Vehicle Replacements
\$1,277,777 - Parks & Recreation - Capital Equipment/Outdoor Pool Change Orders/Vehicle Replacements
\$322,787 - Tax Assessor - Capital Equipment/Vehicle Replacements
\$29,975 - Juvenile Court - Courtroom Audio/Visual Equipment
\$49,855 - Sheriff - Various Public Safety Initiatives (Funded by Private School Zone Camera Fines)
\$36,000 - Miscellaneous - Professional Services MOU with Chamber of Commerce Per Resolution 380-22
\$261,279 - Miscellaneous - Cty Hall Software Licensing & Garage Camera Expenses
\$295,000 - Miscellaneous - Demolitions For Blight Reduction Initiative
\$182,000 - Miscellaneous - CIP Transfer for Columbus Rail Yard Study Project
\$200,000 - Miscellaneous - CIP Transfer for FF&E Due to Multiple Building Purchases
\$300,000 - Miscellaneous - CIP Transfer for Moving Expenses Due to Multiple Building Purchases
\$4,000,000 - Miscellaneous - CIP Transfer for Stormwater Improvement Project (19th St Flood Abatement)
\$6,000,000 - Miscellaneous - CIP Transfer for Jail Improvement Project

FY25 Revenue Offsets

\$406,623 - Sheriff - Various Public Safety Initiatives (Funded by Private School Zone Camera Fines)

FY25 Amendments

\$26,976 - City Attorney - Add 1 Paralegal (G119) position effective 1/1/25 (12 month amount - \$53,952)
\$163,371- Finance - Add 3 License & Tax Clerk (G115), 1 Revenue Auditor (G121), 1 Revenue Analyst (G123), and 1 Purchasing Analyst (G123) positions effective 1/1/25 (12 month amount - \$326,742)
\$48,712 - Inspections & Code - Add 2 Sign & License Inspector (G116) positions effective 1/1/25 (12 month amount - \$97,424)
\$403,666 - Police - Reinstate 10 Police Officer (PO0) positions effective 11/1/24 Per Resolution 408-24 (12 month amount - \$692,000)
\$455,816 - Sheriff - Add 2 Sergeant (PS3) and 10 Deputy Sheriff (PS0) positions effective 1/1/25 (12 month amount - \$845,952) and Operating Materials
\$250,000 - Miscellaneous - Uptown Playground & Splash Pad Improvements per Resolution 220-24
\$399,122 - Miscellaneous - CIP Transfer for Sheriff Admin Building/Recorder's Court Annex Project

Final Admndments

Departments/Offices Over Budget
City Attorney - Litigation Expenses
City Manager - Contractual Salary Expense
Planning - Personnel and Various Operating Expenses
Public Works - Animal Control and Various Expenses related to Facilities Maintenance
Elections - Overtime, Temporary Employees and Election Expenses

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
GENERAL FUND 0101

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|---|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| MCP - Inmate Medical, Food and Operating Materials | | | | | | | | | |
| Juvenile Court - Public Defender and Legal Processing Services | | | | | | | | | |
| Sheriff - Overtime, Inmate Medical, Food, and Various Other Operating Expenses | | | | | | | | | |
| Probate Court - Guardian Ad Litem and Legal Services | | | | | | | | | |
| Non-Departmental - Street Light Energy, Bad Debt Expense, Settlements, Integrated Waste New Cell Subsidy and CIP Transfers for Various Projects | | | | | | | | | |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
2009 Other Local Option Sales Tax Public Safety Fund 0102

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|------------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|---------------------|----------------------------|
| 110 Crime Prevention | \$1,111,056 | | | | | 1,773 | \$1,112,829 | | \$1,112,829 |
| 260 Public Works | \$135,889 | | | | | | \$135,889 | | \$135,889 |
| 270 Parks & Rec | \$50,473 | | | | | | \$50,473 | | \$50,473 |
| 400 Police | \$12,074,107 | 965,722 | 1,175,625 | | | 103,871 | \$14,319,325 | | \$14,319,325 |
| 410 Fire | \$3,908,043 | 938,882 | 1,087,500 | | | 21,352 | \$5,955,777 | | \$5,955,777 |
| 420 MCP | \$1,024,364 | 92,723 | 594,375 | | | 4,994 | \$1,716,456 | | \$1,716,456 |
| 450 Homeland Security | \$15,530 | 800,566 | | | | | \$816,096 | | \$816,096 |
| 500 District Attorney | \$179,096 | | | | | 3,102 | \$182,198 | | \$182,198 |
| 500 Clerk of Superior Court | \$50,008 | | | | | 811 | \$50,819 | | \$50,819 |
| 500 Juvenile Court | \$47,098 | | | | | 721 | \$47,819 | | \$47,819 |
| 510 State Court | \$246,473 | | | | | 3,977 | \$250,450 | | \$250,450 |
| 520 Public Defender | \$244,306 | | | | | | \$244,306 | | \$244,306 |
| 530 Clerk of Municipal Court | \$194,455 | | | | | | \$194,455 | | \$194,455 |
| 540 Probate Court | \$63,576 | | | | | 1,065 | \$64,641 | | \$64,641 |
| 550 Sheriff | \$4,914,718 | 699,271 | 877,000 | | | 42,401 | \$6,533,390 | | \$6,533,390 |
| 570 Coroner | \$11,647 | | | | | | \$11,647 | | \$11,647 |
| 580 Recorder's Court | \$96,642 | | | | | 1,558 | \$98,200 | | \$98,200 |
| 590 Non-Categorical | \$8,738,636 | 159,536 | 5,007,380 | | | (185,625) | \$13,719,927 | 1,500,000 | \$15,219,927 |
| 610 METRA | \$3,883 | | | | | | \$3,883 | | \$3,883 |
| EXPENDITURE TOTAL | \$33,110,000 | \$3,656,700 | \$8,741,880 | \$0 | \$0 | \$0 | \$45,508,580 | \$1,500,000 | \$47,008,580 |
| REVENUE | \$33,110,000 | | | | | | \$33,110,000 | 3,281,109 | \$36,391,109 |
| USE OF FUND BALANCE | \$0 | | | | | | \$0 | \$10,617,471 | \$10,617,471 |
| REVENUE TOTAL | \$33,110,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$33,110,000 | \$13,898,580 | \$47,008,580 |

FY25 Carryovers (Reserved from FY24)

\$1,175,625 - Police - Use of Fund Balance for GETAC Video Systems, Ballistic Tank, & 9 Replacement Vehicles

\$1,087,500 - Fire/EMS - Use of Fund Balance for First-In Alerting Smart Station System, 1 Engine, & Misc Equipment

\$594,375 - MCP - Use of Fund Balance for Key Control System (Replacement), 5 Vehicles w/ Buildouts & 5 Additional Buildouts

\$877,000 - Sheriff - Use of Fund Balance for Park Patrol Vehicles/Equipment

\$1,500,000 - Non-Categorical - Fire/EMS Administration Building Renovations

\$3,507,380 - Non-Categorical - Fire/EMS Administration Building Purchase

Final Changes

\$1,500,000 - Non-Categorical - CIP Transfer for Judicial Center Project

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
2009 Other Local Option Sales Tax Infrastructure Fund 0109

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|----------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|--------------------|----------------------------|
| 210 Information Technology | \$750,000 | 81,492 | | | | \$831,492 | | \$831,492 |
| 250 Roads/Bridges | \$1,200,000 | 45,340 | | | | \$1,245,340 | | \$1,245,340 |
| 250 Stormwater | \$1,800,000 | 1,962,401 | | | | \$3,762,401 | | \$3,762,401 |
| 260 Facilities | \$2,525,927 | 238,193 | | | | \$2,764,120 | | \$2,764,120 |
| 590 Non-Categorical | \$7,914,073 | | | | | \$7,914,073 | | \$7,914,073 |
| EXPENDITURE TOTAL | \$14,190,000 | \$2,327,426 | \$0 | \$0 | \$0 | \$16,517,426 | \$0 | \$16,517,426 |
| REVENUE | \$14,190,000 | | | | | \$14,190,000 | 1,648,310 | \$15,838,310 |
| USE OF FUND BALANCE | \$0 | | | | | \$0 | 679,116 | \$679,116 |
| REVENUE TOTAL | \$14,190,000 | \$0 | \$0 | \$0 | \$0 | \$14,190,000 | \$2,327,426 | \$16,517,426 |

**FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
STORMWATER (SEWER) FUND 0202**

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|--------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 250 ENGINEERING | \$905,697 | 58,000 | | | | \$11,836 | \$975,533 | | \$975,533 |
| 260 PUBLIC WORKS | \$4,289,338 | 75,805 | | | | 45,621 | \$4,410,764 | | \$4,410,764 |
| 590 MISCELLANEOUS | \$1,407,276 | | | | | (57,457) | \$1,349,819 | | \$1,349,819 |
| EXPENDITURE TOTAL | \$6,602,311 | \$133,805 | \$0 | \$0 | \$0 | \$0 | \$6,736,116 | \$0 | \$6,736,116 |
| REVENUE | \$6,602,311 | | | | | | \$6,602,311 | 133,805 | \$6,736,116 |
| USE OF FUND BALANCE | \$0 | | | | | | \$0 | | \$0 |
| REVENUE TOTAL | \$6,602,311 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,602,311 | \$133,805 | \$6,736,116 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
PAVING FUND 0203

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|--------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 250 ENGINEERING | \$1,495,852 | 75,413 | | | | 19,052 | \$1,590,317 | | \$1,590,317 |
| 260 PUBLIC WORKS | \$15,665,966 | 228,314 | | | | 139,509 | \$16,033,789 | | \$16,033,789 |
| 590 MISCELLANEOUS | \$1,253,511 | | | | | (158,561) | \$1,094,950 | | \$1,094,950 |
| EXPENDITURE TOTAL | \$18,415,329 | \$303,727 | \$0 | \$0 | \$0 | \$0 | \$18,719,056 | \$0 | \$18,719,056 |
| REVENUE | \$18,415,329 | | | | | | \$18,415,329 | 303,727 | \$18,719,056 |
| USE OF FUND BALANCE | \$0 | | | | | | \$0 | | \$0 |
| REVENUE TOTAL | \$18,415,329 | \$0 | \$0 | \$0 | \$0 | \$0 | \$18,415,329 | \$303,727 | \$18,719,056 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
COMMUNITY CARE FUND 0204

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|---------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| 200 INDIGENT CARE | \$8,000,000 | | | | | \$8,000,000 | | \$8,000,000 |
| 590 INDIGENT CARE-INMATES | \$3,957,488 | | | | | \$3,957,488 | | \$3,957,488 |
| EXPENDITURE TOTAL | \$11,957,488 | \$0 | \$0 | \$0 | \$0 | \$11,957,488 | \$0 | \$11,957,488 |
| REVENUE | \$11,957,488 | | | | | \$11,957,488 | | \$11,957,488 |
| REVENUE TOTAL | \$11,957,488 | \$0 | \$0 | \$0 | \$0 | \$11,957,488 | \$0 | \$11,957,488 |

**FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
INTEGRATED WASTE FUND 0207**

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|--------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|--------------------|----------------------------|
| 260 PUBLIC WORKS | \$12,217,578 | 178,106 | | | 44,516 | 104,931 | \$12,545,131 | \$3,293,160 | \$15,838,291 |
| 270 PARKS & RECREATION | \$229,603 | | | | | 966 | \$230,569 | | \$230,569 |
| 590 MISCELLANEOUS | \$2,859,866 | | | | | (105,897) | \$2,753,969 | | \$2,753,969 |
| EXPENDITURE TOTAL | \$15,307,047 | \$178,106 | \$0 | \$0 | \$44,516 | \$0 | \$15,529,669 | \$3,293,160 | \$18,822,829 |
| REVENUE | \$15,307,047 | | | | \$44,516 | | \$15,351,563 | 2,457,282 | \$17,808,845 |
| USE OF FUND BALANCE | \$0 | | | | | | \$0 | \$1,013,984 | \$1,013,984 |
| REVENUE TOTAL | \$15,307,047 | \$0 | \$0 | \$0 | \$44,516 | \$0 | \$15,351,563 | \$3,471,266 | \$18,822,829 |

FY25 Amendments

\$44,516 - Public Works - Recycling Cart Grant Per Resolution 209-23

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
E911 FUND 0209

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|--------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 400 E911 | \$4,511,050 | 12,941 | | | | 46,841 | \$4,570,832 | \$392,861 | \$4,963,693 |
| 590 MISCELLANEOUS | \$203,428 | | | | | (46,841) | \$156,587 | | \$156,587 |
| EXPENDITURE TOTAL | \$4,714,478 | \$12,941 | \$0 | \$0 | \$0 | \$0 | \$4,727,419 | \$392,861 | \$5,120,280 |
| REVENUE | \$4,714,478 | | | | | | \$4,714,478 | | \$4,714,478 |
| USE OF FUND BALANCE | \$0 | | | | | | \$0 | \$405,802 | \$405,802 |
| REVENUE TOTAL | \$4,714,478 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,714,478 | \$405,802 | \$5,120,280 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
ECONOMIC DEVELOPMENT FUND 0230

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|---------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| 590 MISCELLANEOUS | \$4,380,321 | | | | | \$4,380,321 | | \$4,380,321 |
| EXPENDITURE TOTAL | \$4,380,321 | \$0 | \$0 | \$0 | \$0 | \$4,380,321 | \$0 | \$4,380,321 |
| REVENUE | \$2,860,643 | | | | | \$2,860,643 | \$274,062 | \$3,134,705 |
| USE OF FUND BALANCE | \$1,519,678 | | | | | \$1,519,678 | -274062 | \$1,245,616 |
| REVENUE TOTAL | \$4,380,321 | \$0 | \$0 | \$0 | \$0 | \$4,380,321 | \$0 | \$4,380,321 |

Funding for Economic Development is based on the **collection** of 0.50 mills, 0.25 mills allocated to the Development Authority.

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
DEBT SERVICE FUND 0405

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|---------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| 200 DEBT SERVICE | \$16,154,724 | | | | | \$16,154,724 | | \$16,154,724 |
| EXPENDITURE TOTAL | \$16,154,724 | \$0 | \$0 | \$0 | \$0 | \$16,154,724 | \$0 | \$16,154,724 |
| REVENUE | \$16,154,724 | | | | | \$16,154,724 | | \$16,154,724 |
| USE OF FUND BALANCE | \$0 | | | | | \$0 | | \$0 |
| REVENUE TOTAL | \$16,154,724 | \$0 | \$0 | \$0 | \$0 | \$16,154,724 | \$0 | \$16,154,724 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
METRA TRANSPORTATION FUND 0751

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|--------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 260 PUBLIC WORKS | \$15,000 | | | | | | \$15,000 | | \$15,000 |
| 590 MISCELLANEOUS | \$464,533 | | | | | (90,492) | \$374,041 | | \$374,041 |
| 610 METRA | \$24,818,046 | 1,280,436 | | | 96,000 | 90,492 | \$26,284,974 | | \$26,284,974 |
| EXPENDITURE TOTAL | \$25,297,579 | \$1,280,436 | \$0 | \$0 | \$96,000 | \$0 | \$26,674,015 | \$0 | \$26,674,015 |
| REVENUE | \$25,297,579 | | | | \$96,000 | | \$25,393,579 | | \$25,393,579 |
| USE OF FUND BALANCE | \$0 | | | | | | \$0 | | \$0 |
| REVENUE TOTAL | \$25,297,579 | \$0 | \$0 | \$0 | \$96,000 | \$0 | \$25,393,579 | \$0 | \$25,393,579 |

FY25 Carryovers (Reserved from FY24)
\$96,000 - METRA - Replacement of Marquee Sign for Administration Building Using FTA/ARP Funds

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
TRADE CENTER FUND 0753

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|--------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 590 MISCELLANEOUS | \$164,084 | | | | | (\$32,729) | \$131,355 | | \$131,355 |
| 620 TRADE CENTER | \$3,901,659 | 166,111 | | | 793,872 | 32,729 | \$4,894,371 | | \$4,894,371 |
| EXPENDITURE TOTAL | \$4,065,743 | \$166,111 | \$0 | \$0 | \$793,872 | \$0 | \$5,025,726 | \$0 | \$5,025,726 |
| REVENUE | \$4,065,743 | | | | | | \$4,065,743 | | \$4,065,743 |
| USE OF FUND BALANCE | \$0 | | | | | | \$0 | | \$0 |
| REVENUE TOTAL | \$4,065,743 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,065,743 | \$0 | \$4,065,743 |

FY25 Amendments

\$225,496 - Trade Center - Use of Fund Reserves to Improve Facility Internet Service

\$568,376 - Trade Center - Use of Fund Reserves for Emergency Carpet Replacement

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
BULL CREEK GOLF COURSE FUND 0755

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|--------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 590 MISCELLANEOUS | \$50,821 | | | | | (\$13,353) | \$37,468 | | \$37,468 |
| 630 BULL CREEK | \$2,156,358 | 1,103 | | | 185,000 | 13,353 | \$2,355,814 | | \$2,355,814 |
| EXPENDITURE TOTAL | \$2,207,179 | \$1,103 | \$0 | \$0 | \$185,000 | \$0 | \$2,393,282 | \$0 | \$2,393,282 |
| REVENUE | \$2,207,179 | | | | | | \$2,207,179 | | \$2,207,179 |
| REVENUE TOTAL | \$2,207,179 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,207,179 | \$0 | \$2,207,179 |

FY25 Amendments

\$185,000 - Bull Creek - Use of Fund Reserves for Capital Equipment Purchases Per Golf Authority

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
OXBOW CREEK GOLF COURSE FUND 0756

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 590 MISCELLANEOUS | \$19,165 | | | | | (\$4,803) | \$14,362 | | \$14,362 |
| 640 OXBOW CREEK | \$635,677 | | | | | 4,803 | \$640,480 | | \$640,480 |
| EXPENDITURE TOTAL | \$654,842 | \$0 | \$0 | \$0 | \$0 | \$0 | \$654,842 | \$0 | \$654,842 |
| REVENUE | \$654,842 | | | | | | \$654,842 | | \$654,842 |
| REVENUE TOTAL | \$654,842 | \$0 | \$0 | \$0 | \$0 | \$0 | \$654,842 | \$0 | \$654,842 |

**FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
CIVIC CENTER FUND 0757**

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|--------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 160 CIVIC CENTER | \$6,031,281 | \$2,219,616 | | | 719,837 | \$20,692 | \$8,991,426 | | \$8,991,426 |
| 260 PUBLIC WORKS | \$125,000 | | | | | | \$125,000 | | \$125,000 |
| 590 MISCELLANEOUS | \$255,855 | | | | | (20,692) | \$235,163 | | \$235,163 |
| EXPENDITURE TOTAL | \$6,412,136 | \$2,219,616 | \$0 | \$0 | \$719,837 | \$0 | \$9,351,589 | \$0 | \$9,351,589 |
| REVENUE | \$6,412,136 | | | 2,219,616 | 719,837 | | \$9,351,589 | | \$9,351,589 |
| REVENUE TOTAL | \$6,412,136 | \$0 | \$0 | \$2,219,616 | \$719,837 | \$0 | \$9,351,589 | \$0 | \$9,351,589 |

FY25 Amendments

\$2,219,616 - Civic Center Budget Adjustment Due to Facility Improvement Projects Reimbursed From Friends of Columbus Funds

\$719,837 - Civic Center Budget Adjustment Due to Pass Thru Cost Increases for Intermittent Staff Per Ordinance 24-047

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
CDBG FUND 0210

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|----------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 245 COMMUNITY REINVESTMENT | \$1,662,532 | 677,491 | | | 1,494,630 | \$4,122 | \$3,838,775 | | \$3,838,775 |
| 590 MISCELLANEOUS | \$4,122 | | | | | (4,122) | \$0 | | \$0 |
| EXPENDITURE TOTAL | \$1,666,654 | \$677,491 | \$0 | \$0 | \$1,494,630 | \$0 | \$3,838,775 | \$0 | \$3,838,775 |
| REVENUE | \$1,666,654 | | | 677,491 | \$1,494,630 | | \$3,838,775 | | \$3,838,775 |
| REVENUE TOTAL | \$1,666,654 | \$0 | \$0 | \$677,491 | \$1,494,630 | \$0 | \$3,838,775 | \$0 | \$3,838,775 |

FY25 Amendments
\$1,494,630- CDBG Program Funding Allocations (HUD Carryover Funds Available from Prior Years)

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
UDAG FUND 0211

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| VARIOUS | \$15,000 | | | | | \$15,000 | | \$15,000 |
| EXPENDITURE TOTAL | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 | \$0 | \$15,000 |
| REVENUE | \$0 | | | | | \$0 | \$15,000 | \$15,000 |
| REVENUE TOTAL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,000 | \$15,000 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
HOME PROGRAM FUND 0213

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|----------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 245 COMMUNITY REINVESTMENT | \$1,229,109 | 153,912 | | | 6,608,585 | \$1,711 | \$7,993,317 | | \$7,993,317 |
| 590 MISCELLANEOUS | \$1,711 | | | | | (1,711) | \$0 | | \$0 |
| EXPENDITURE TOTAL | \$1,230,820 | \$153,912 | \$0 | \$0 | \$6,608,585 | \$0 | \$7,993,317 | \$0 | \$7,993,317 |
| REVENUE | \$1,230,820 | | | \$153,912 | \$6,608,585 | | \$7,993,317 | | \$7,993,317 |
| REVENUE TOTAL | \$1,230,820 | \$0 | \$0 | \$153,912 | \$6,608,585 | \$0 | \$7,993,317 | \$0 | \$7,993,317 |

FY25 Amendments
\$6,608,585 - CDBG Program Funding Allocations (HUD Carryover Funds Available from Prior Years)

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
MULTI-GOVERNMENTAL FUND 0216

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| VARIOUS | \$8,332,487 | 53,079 | | | | \$8,385,566 | | \$8,385,566 |
| EXPENDITURE TOTAL | \$8,332,487 | \$53,079 | \$0 | \$0 | \$0 | \$8,385,566 | \$0 | \$8,385,566 |
| REVENUE | \$8,332,487 | \$0 | | 53,079 | | \$8,385,566 | | \$8,385,566 |
| REVENUE TOTAL | \$8,332,487 | \$0 | \$0 | \$53,079 | \$0 | \$8,385,566 | \$0 | \$8,385,566 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
AMERICAN RESCUE PLAN - FISCAL RECOVERY FUND 0218

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| VARIOUS | \$29,407,196 | \$13,812,226 | | | \$0 | \$43,219,422 | -\$24,146,651 | \$19,072,771 |
| EXPENDITURE TOTAL | \$29,407,196 | \$13,812,226 | \$0 | \$0 | \$0 | \$43,219,422 | -\$24,146,651 | \$19,072,771 |
| REVENUE | \$0 | | | | | \$0 | \$19,072,771 | \$19,072,771 |
| REVENUE TOTAL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$19,072,771 | \$19,072,771 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
HOTEL/MOTEL TAX FUND 0222

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| Various | \$6,700,000 | | | | | \$6,700,000 | 418,137 | \$7,118,137 |
| EXPENDITURE TOTAL | \$6,700,000 | \$0 | \$0 | \$0 | \$0 | \$6,700,000 | \$418,137 | \$7,118,137 |
| REVENUE | \$6,700,000 | | | | | \$6,700,000 | 418,137 | \$7,118,137 |
| REVENUE TOTAL | \$6,700,000 | \$0 | \$0 | \$0 | \$0 | \$6,700,000 | \$418,137 | \$7,118,137 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
VICE/SPECIAL OPERATIONS FORFEITURE FUND 0225

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| VICE/SPECIAL OPERATIONS | \$300,000 | 2,165 | | | | \$302,165 | | \$302,165 |
| EXPENDITURE TOTAL | \$300,000 | \$2,165 | \$0 | \$0 | \$0 | \$302,165 | \$0 | \$302,165 |
| REVENUE | \$300,000 | | | | | \$300,000 | | \$300,000 |
| REVENUE TOTAL | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 | \$0 | \$300,000 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
SHERIFF FORFEITURE FUND 0228

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| SHERIFF | \$100,000 | | | | | \$100,000 | 223,628 | \$323,628 |
| EXPENDITURE TOTAL | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$223,628 | \$323,628 |
| REVENUE | \$100,000 | | | | | \$100,000 | 223,628 | \$323,628 |
| REVENUE TOTAL | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 | \$223,628 | \$323,628 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
RECORDER'S COURT TECHNOLOGY FEE FUND 0235

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| RECORDERS COURT | \$0 | | | | | \$0 | 80,000 | \$80,000 |
| EXPENDITURE TOTAL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80,000 | \$80,000 |
| REVENUE | \$0 | | | | | \$0 | 80,000 | \$80,000 |
| REVENUE TOTAL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80,000 | \$80,000 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
TAD #3 - UPTOWN DISTRICT FUND 0238

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| NONDEPARTMENTAL | \$2,500,000 | | | | | \$2,500,000 | 2,005,091 | \$4,505,091 |
| EXPENDITURE TOTAL | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 | \$2,005,091 | \$4,505,091 |
| REVENUE | \$2,500,000 | | | | | \$2,500,000 | | \$2,500,000 |
| REVENUE TOTAL | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 | \$0 | \$2,500,000 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
2021 SALES TAX PROCEEDS FUND 0440

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| 2021 SPLOST | \$47,000,000 | | | | | \$47,000,000 | 20,727,000 | \$67,727,000 |
| EXPENDITURE TOTAL | \$47,000,000 | \$0 | \$0 | \$0 | \$0 | \$47,000,000 | \$20,727,000 | \$67,727,000 |
| REVENUE | 47,000,000 | | | | | \$47,000,000 | 3,510,000 | \$50,510,000 |
| REVENUE TOTAL | \$47,000,000 | \$0 | \$0 | \$0 | \$0 | \$47,000,000 | \$3,510,000 | \$50,510,000 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
SPECIAL PROJECTS FUND 0508

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| CAPITAL PROJECTS | \$25,315,801 | | | | | \$25,315,801 | 13,576,472 | \$38,892,273 |
| EXPENDITURE TOTAL | \$25,315,801 | \$0 | \$0 | \$0 | \$0 | \$25,315,801 | \$13,576,472 | \$38,892,273 |
| REVENUE | 0 | | | | | \$0 | 38,892,273 | \$38,892,273 |
| REVENUE TOTAL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$38,892,273 | \$38,892,273 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
1999 SALES TAX PROJECT FUND 0540

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| SPLOST PROJECTS | \$4,601,557 | | | | | \$4,601,557 | 3,086,226 | \$7,687,783 |
| EXPENDITURE TOTAL | \$4,601,557 | \$0 | \$0 | \$0 | \$0 | \$4,601,557 | \$3,086,226 | \$7,687,783 |
| REVENUE | 0 | | | | | \$0 | | \$0 |
| REVENUE TOTAL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Total project budget is \$290,220,709

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
BOND AND LEASE PURCHASE POOLS FUND 0542

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|---------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| LEASE PURCHASE POOL | \$0 | 11,732 | | | | \$11,732 | 4,154,623 | \$4,166,355 |
| EXPENDITURE TOTAL | \$0 | \$11,732 | \$0 | \$0 | \$0 | \$11,732 | \$4,154,623 | \$4,166,355 |
| REVENUE | 0 | | | 11,732 | | \$11,732 | 4,154,623 | \$4,166,355 |
| REVENUE TOTAL | \$0 | \$0 | \$0 | \$11,732 | \$0 | \$11,732 | \$4,154,623 | \$4,166,355 |

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
COLUMBUS BUILDING AUTHORITY LEASE REVENUE BOND, SERIES 2024 FUND 0570

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|-------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| BOND PROJECT | \$0 | | | | | \$0 | 43,623,330 | \$43,623,330 |
| EXPENDITURE TOTAL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$43,623,330 | \$43,623,330 |
| REVENUE | 0 | | | | | \$0 | 1,371,485 | \$1,371,485 |
| REVENUE TOTAL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,371,485 | \$1,371,485 |

**FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
RISK MANAGEMENT FUND 0860**

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Pay Plan Adjustments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|--------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------|-------------------------------|------------------|----------------------------|
| 220 HUMAN RESOURCES | \$7,204,360 | | | | \$663,130 | \$0 | \$7,867,490 | | \$7,867,490 |
| EXPENDITURE TOTAL | \$7,204,360 | \$0 | \$0 | \$0 | \$663,130 | \$0 | \$7,867,490 | \$0 | \$7,867,490 |
| REVENUE | \$3,691,221 | | | | | | \$3,691,221 | | \$3,691,221 |
| USE OF FUND BALANCE | \$3,513,139 | | | | \$663,130 | | \$4,176,269 | | \$4,176,269 |
| REVENUE TOTAL | \$7,204,360 | \$0 | \$0 | \$0 | \$663,130 | \$0 | \$7,867,490 | \$0 | \$7,867,490 |

FY25 Amendments

\$663,130 - Use of Reserve Funds to Cover State Mandated PSTD Insurance

FY25 (July 1, 2024 - June 30, 2025) BUDGET AMENDMENT
FAMILY CONNECTION PARTNERSHIP FUND 0985

Item #7.

| Department | Original Adopted Budget | (Reserved Fund Balance from FY24) PO Roll | (Reserved Fund Balance from FY24) Carryovers | FY25 Revenue Offsets | FY25 Amendments | Mid Year Amended Budget | Final Changes | FINAL AMENDED BUDGET |
|----------------------------|-------------------------------|--|---|----------------------------|--------------------|-------------------------------|------------------|----------------------------|
| 290 BOARDS AND COMMISSIONS | \$52,500 | | | | \$0 | \$52,500 | \$2,510 | \$55,010 |
| EXPENDITURE TOTAL | \$52,500 | \$0 | \$0 | \$0 | \$0 | \$52,500 | \$2,510 | \$55,010 |
| REVENUE | 52,500 | | | | | \$52,500 | \$2,510 | \$55,010 |
| REVENUE TOTAL | \$52,500 | \$0 | \$0 | \$0 | \$0 | \$52,500 | \$2,510 | \$55,010 |

**Columbus Consolidated Government
Council Meeting Agenda Item**

Item #7.

| | |
|----------------------------|--|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | FY25 FINAL BUDGET AMENDMENT |
| AGENDA SUMMARY: | Approve an Ordinance amending the budgets for the Fiscal Year 2025 by appropriating amounts in each fund for various operational activities. |
| INITIATED BY: | Finance Department |

Recommendation: Approve an Ordinance amending the budgets for the Fiscal Year 2025 by appropriating amounts in each fund for various operational activities.

Background: The Council has adopted the City’s Annual Operating budget and in special actions has adopted various special purpose budgets. All of these budgets appropriate funding for planned operations. During the course of the year, adjustments become necessary to increase or redistribute funding based on actions of Council, changes in departmental activities and changes in funding sources.

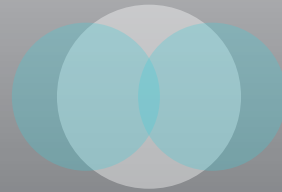
Staff is requesting a budget amendment to appropriate monies needed for various operational activities. As provided in the charter and state law, only Council has the authority to adjust budget appropriations at the departmental level. Adjustments are included in this Ordinance to reflect changes needed to complete organizational objectives. These adjustments are necessary to modify budgets to change the legal level of control at the departmental level as per O.C.G.A. Chapter 36. Staff is requesting adjustments for operational expenditures like administrative and operating costs for the following funds. In order to keep an accurate record of authorized spending levels and positions, this budget amendment is submitted for Council consideration.

Analysis: The recommended budget adjustments are outlined on the attached summary table immediately following the memorandum identifying the amount to be appropriated in each accounting fund. The appropriation will change the total approved budget of each fund as indicated in the accompanying chart.

Financial Considerations: None, other than as noted in the analysis.

Legal Considerations: Council approval is required to modify departmental spending levels.

Recommendations/Actions: Approve an Ordinance amending the budgets for the Fiscal Year 2025 by appropriating amounts in each fund for various operational activities.



FY2025 FISCAL CONDITIONS REPORT

December 9, 2025

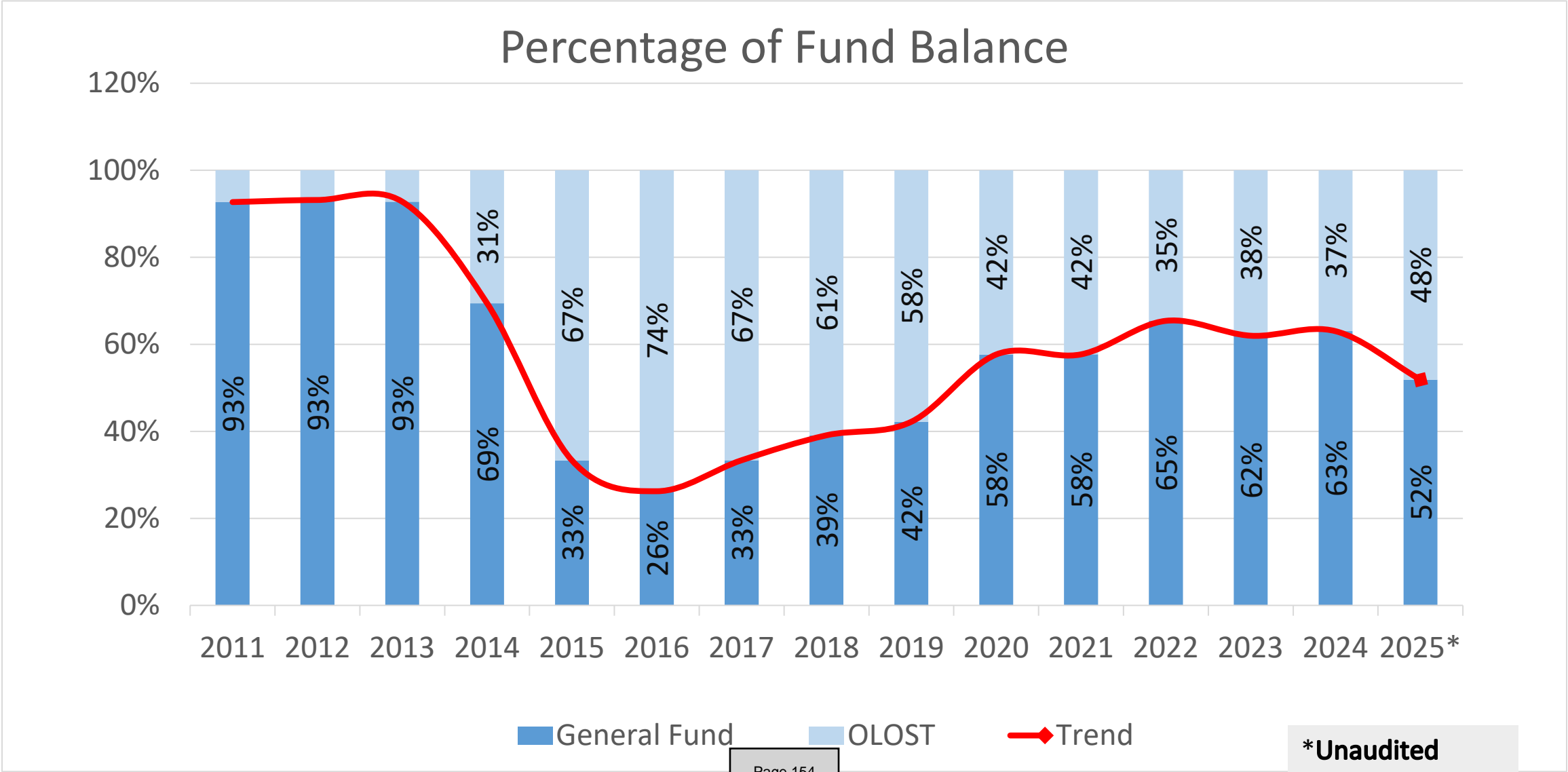
Fund Balance History

Item #7.

| FISCAL YEAR | GENERAL FUND | OLOST FUND | TOTAL |
|-------------|--------------|------------|--------|
| 2011 | 79.84 | 6.30 | 86.14 |
| 2012 | 71.57 | 5.25 | 76.82 |
| 2013 | 68.73 | 5.35 | 74.08 |
| 2014* | 38.33 | 16.88 | 55.21 |
| 2015 | 18.70 | 37.42 | 56.12 |
| 2016 | 14.31 | 40.23 | 54.54 |
| 2017 | 21.07 | 42.09 | 63.16 |
| 2018 | 26.52 | 41.32 | 67.84 |
| 2019 | 34.28 | 46.95 | 81.23 |
| 2020 | 59.20 | 43.47 | 102.67 |
| 2021 | 68.50 | 50.24 | 118.74 |
| 2022 | 86.54 | 45.79 | 132.33 |
| 2023 | 81.81 | 50.20 | 132.01 |
| 2024 | 71.66 | 42.06 | 113.72 |
| 2025 | 45.17 | 41.94 | 87.11 |

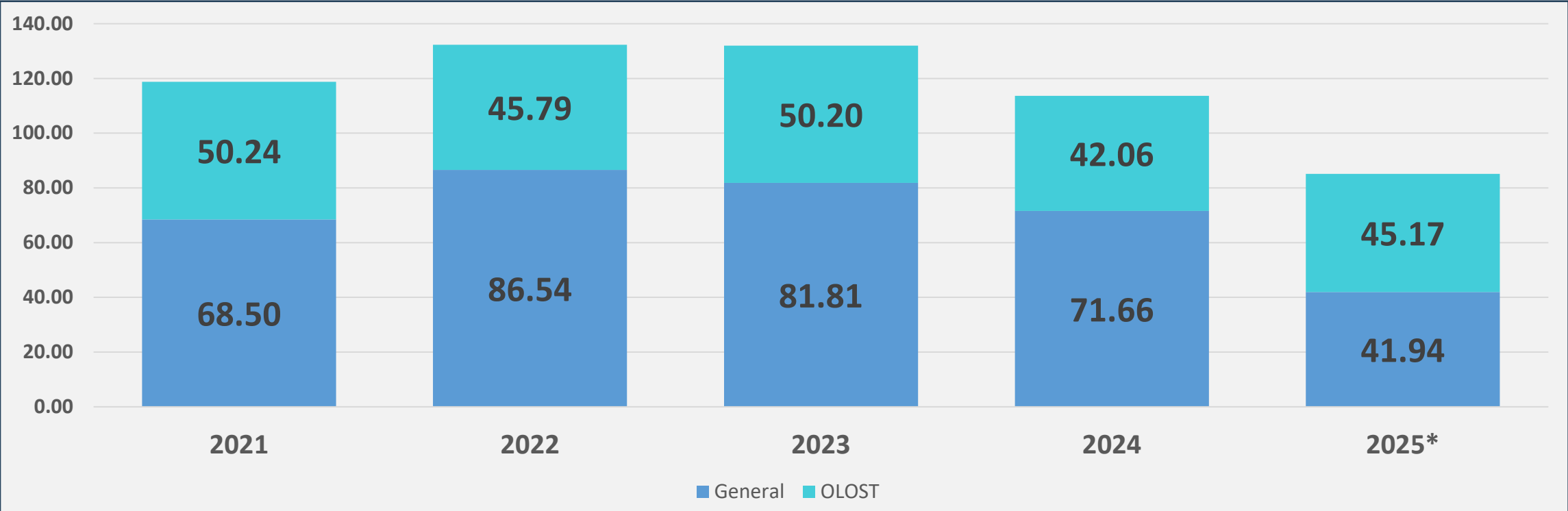
*Change in Reserve Reporting per GASB

Fund Balance History



Value of Day of Fund Balance

Item #7.



| Fiscal Year | 2021 | 2022 | 2023 | 2024 | 2025* |
|-----------------|----------------|----------------|----------------|----------------|----------------|
| Reserve Days | 118.74 | 132.33 | 132.01 | 113.72 | 87.11 |
| Value of 1 Day | \$520,497 | \$539,300 | \$570,310 | \$600,509 | \$663,884 |
| Reserve Balance | \$61.8 million | \$71.3 million | \$75.2 million | \$68.2 million | \$57.8 million |

*Unaudited

Impacts to Fund Balance Reserves

Recognition of Revenues/Expenditures

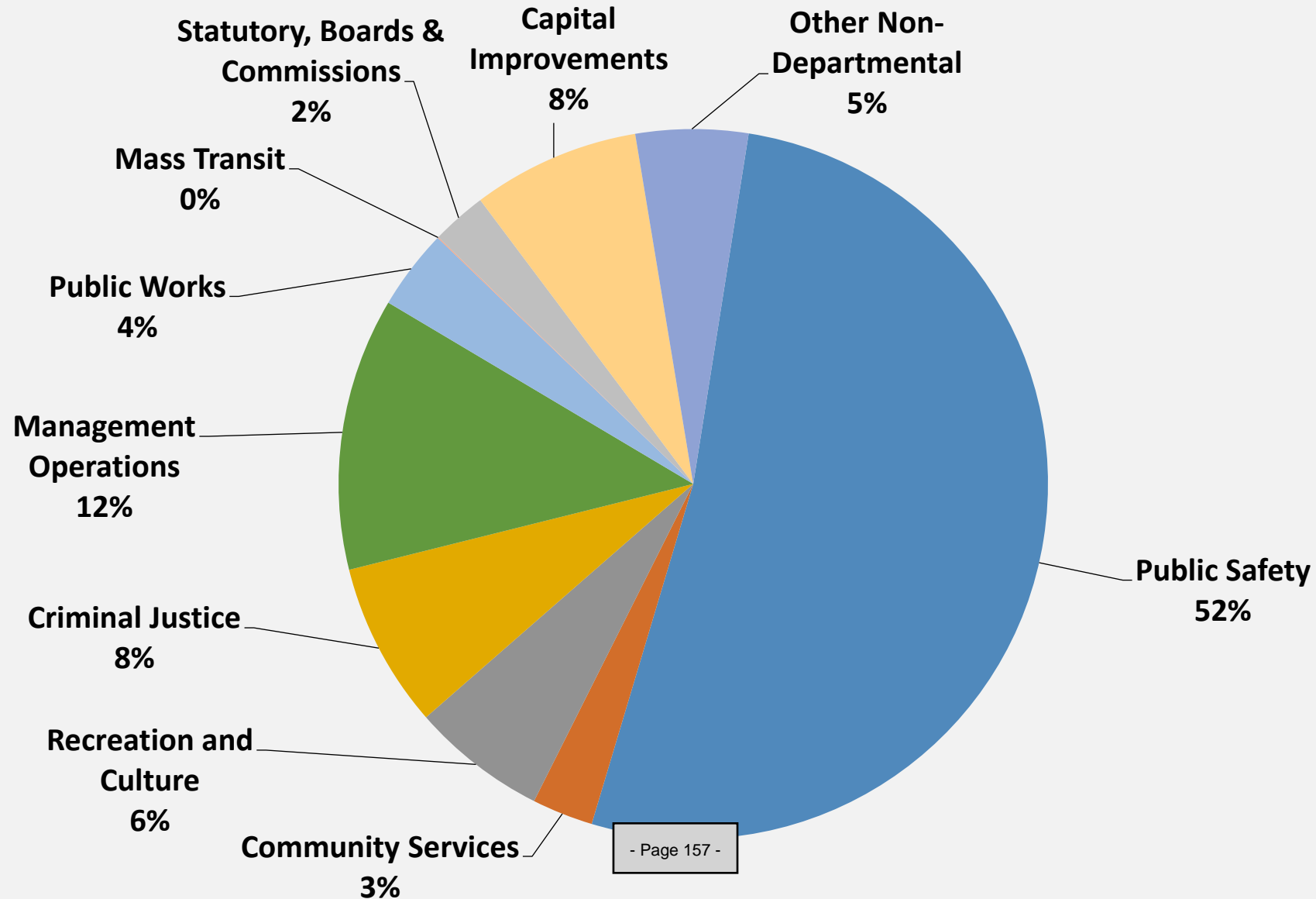
- GAAP financial reporting requirements dictates the timing of when revenues or expenditures are recognized.

Fund Balance Projections

- Number of Reserve Days will fluctuate each fiscal year based on the value of the operating day i.e., FY25 Day of Fund Balance = \$663,884 and FY26 Day of Fund Balance = \$716,630

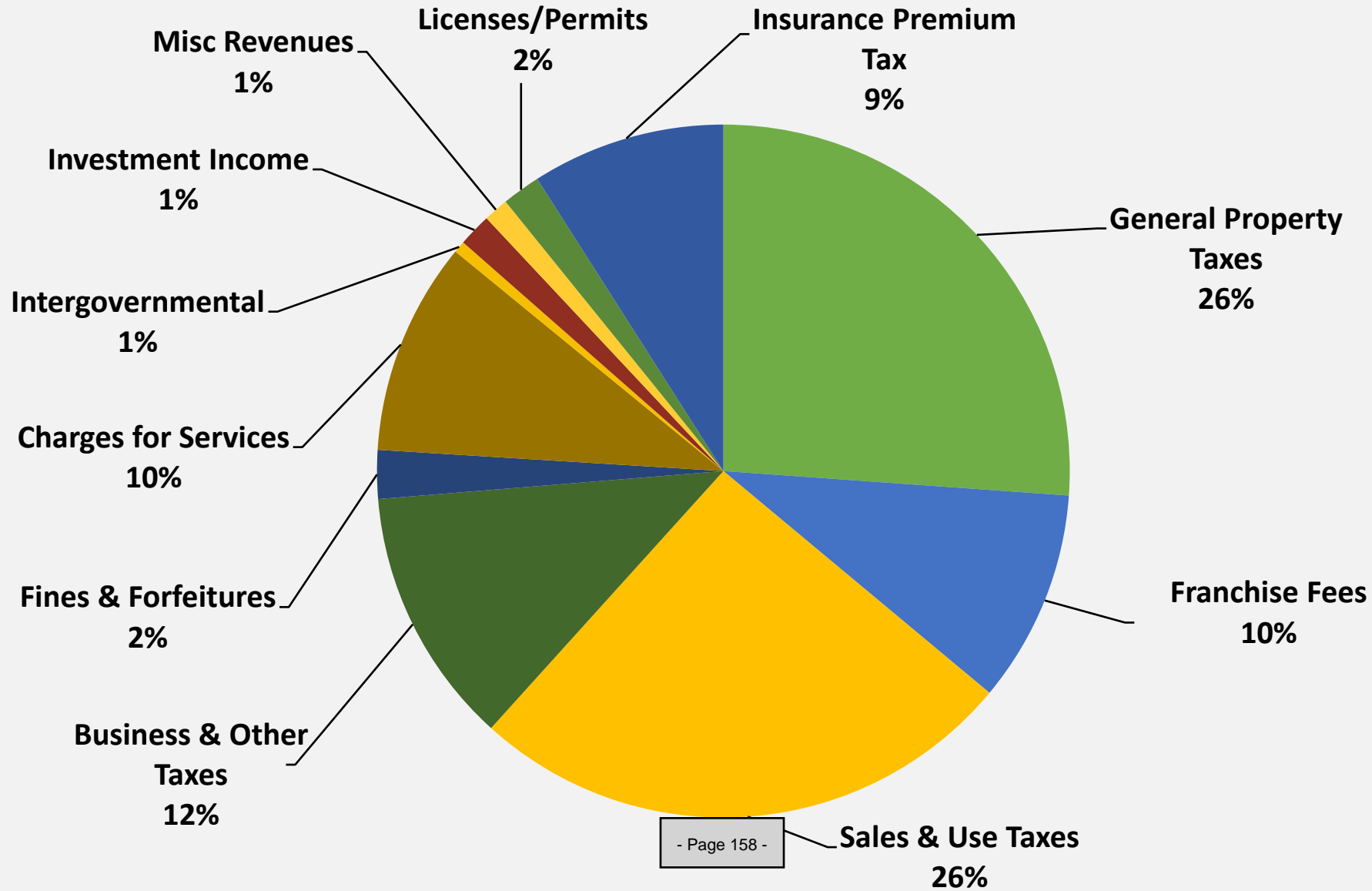
FY25 General Fund Expenditures (By Spending Category)

Item #7.



FY25 General Fund Revenues (By Funding Source)

Item #7.



FY25 General Fund Budget vs Actuals

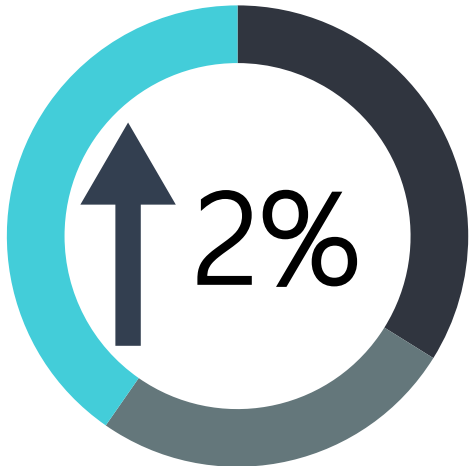
Item #7.

| Revenue Source | FY25 Budget | FY25 Actual | Difference |
|------------------------|-------------|-------------|------------|
| Charges for Services | \$18.7M | \$23.9M | \$5.2M |
| Fines/Forfeitures | \$3.7M | \$6.7M | \$3.0M |
| General Property Taxes | \$52.2M | \$54.9M | \$2.7M |
| Interest Income | \$800k | \$3.4M | \$2.6M |
| Sales & Use Taxes | \$51.5M | \$53.9M | \$2.4M |
| Business & Other Taxes | \$19.3M | \$21.2M | \$1.9M |
| Insurance Premium | \$18.3M | \$19.7M | \$1.4M |
| Franchise Fees | \$20M | \$21.8M | \$900K |
| Licenses/Permits | \$3.1M | \$3.6M | \$500K |
| Miscellaneous | \$2.8M | \$3.5M | \$300K |

*Note: The FY26 Budget already includes budgetary increases for most of these same revenue sources.

OTHER LOCAL OPTION SALES TAX FUND REVENUE SUMMARY

Item #7.



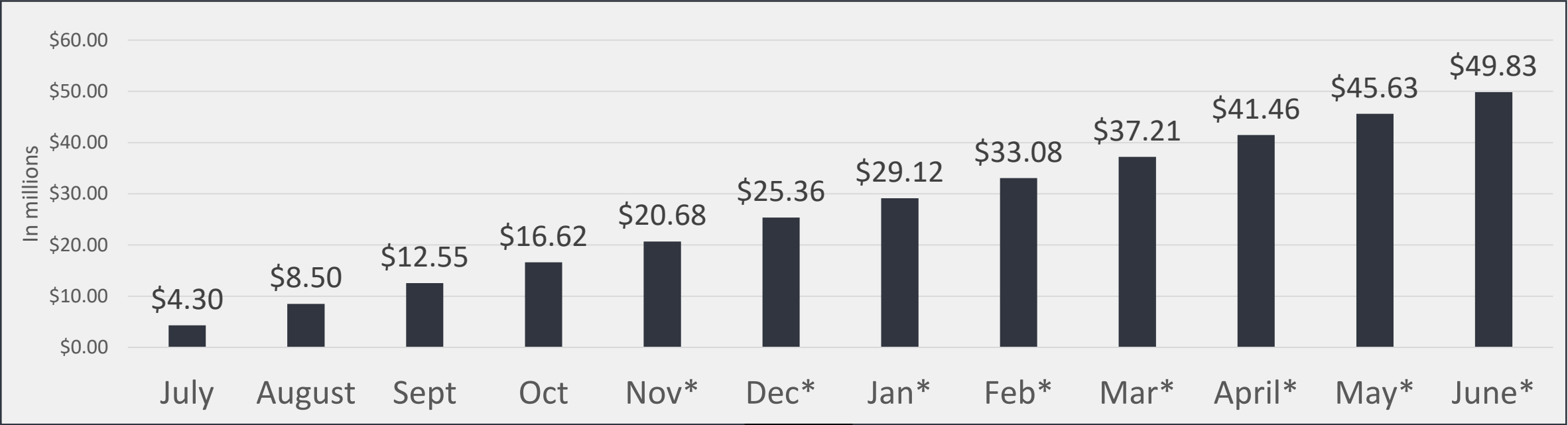
\$16,622,414

| | |
|----------------------|--------------|
| Public Safety (70%) | \$11,635,690 |
| Infrastructure (30%) | \$4,986,724 |

REVENUE BUDGET

\$49,000,000

| | |
|----------------|---------------------|
| Public Safety | \$34,300,000 |
| Infrastructure | \$14,700,000 |



*Projected if collections are the same as last year (excludes investment income)



Questions?

File Attachments for Item:

8. A Resolution concerning the Housing Authority of Columbus, Georgia's issuance of bonds to finance a project located in Columbus, Georgia. (Request of the Housing Authority of Columbus, Georgia)

**A RESOLUTION
NO. _____**

**A RESOLUTION CONCERNING THE HOUSING AUTHORITY OF COLUMBUS,
GEORGIA'S ISSUANCE OF BONDS TO
FINANCE A PROJECT LOCATED IN COLUMBUS, GEORGIA**

WHEREAS, Providence Pointe Apartments, L.P., a Georgia limited partnership, or an affiliate thereof (the "Borrower"), wishes to finance the acquisition, construction, furnishing, and equipping of approximately 102 units of residential rental housing, to be located on approximately 4.93 acres at 2452 Brownie Lane, Columbus, Georgia 31903, to be known as Providence Pointe Apartments (the "Project") located within the territory of Columbus, Georgia, a consolidated government ("Columbus"), the jurisdiction of the area of operation of the Housing Authority of Columbus, Georgia (the "Authority"); and

WHEREAS, the Authority, pursuant to the authority granted it under the provisions of the Housing Authority Law (O.C.G.A. § 8-3-1, *et seq.*), adopted a preliminary resolution on authorizing the issuance of its revenue bonds in an aggregate principal amount not to exceed \$20,000,000 to be designated "Housing Authority of Columbus, Georgia Multifamily Housing Revenue Bonds (Providence Pointe Project) Series 2026" (or similarly styled instrument) (the "Series 2026 Bonds") and lending the proceeds of the Series 2026 Bonds to the Borrower for the purpose of providing funds to: (i) acquire, construct, furnish, and equip the Project, (ii) fund reserves and (iii) pay the costs of issuance of the Series 2026 Bonds; and

WHEREAS, the Authority held a public hearing with respect to the proposed issuance of the Series 2026 Bonds and the Project being financed with the proceeds of the Series 2026 Bonds on November 21, 2025, after publication of a notice 7 days or more prior to the date of the hearing in the *Columbus Ledger-Enquirer*, a newspaper of general circulation in Columbus, Georgia. A copy of the Certificate of the Authority regarding the public hearing which has been delivered to this Council and the Mayor is attached hereto as Exhibit A; and

WHEREAS, the Authority has requested that the Council approve the issuance of the Series 2026 Bonds and the Project for the limited purpose of meeting the requirement of Section 147(f) of the Internal Revenue Code of 1986, as amended (the "Code") in order to qualify the interest on the Series 2026 Bonds for exclusion from the gross income of the owners thereof for federal income tax purposes pursuant to the applicable provisions of the Code; and

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

1. For the limited purpose of qualifying the interest on the Series 2026 Bonds for exclusion from the gross income of the owners thereof for federal income tax purposes pursuant to applicable provisions of the Code, the issuance of the Series 2026 Bonds by the Authority in the aggregate principal amount not to exceed \$20,000,000 and the financing of the Project with the proceeds of the Series 2026 Bonds is approved. This approval is given solely for the purpose of compliance with provisions of the Code and in no event shall this approval constitute any obligation on the part of Columbus with respect to the Series 2026 Bonds.

2. Such approval by this Council does not constitute an endorsement to a prospective purchaser of the Bonds, and the Bonds shall not constitute an indebtedness or obligation of Columbus, Georgia or any of its Boards, Commissions, or Authorities.

Introduced at a regular meeting of the Council of Columbus, Georgia, held on the ____ day of _____ 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G Mclemore
Clerk of Council

B. H. "Skip" Henderson, III
Mayor

EXHIBIT A
CERTIFICATE OF AUTHORITY

EXHIBIT A

CERTIFICATION OF THE HOUSING AUTHORITY OF COLUMBUS, GEORGIA

I, Laura Johnson, hereby certify that I am a duly qualified and authorized official of the **HOUSING AUTHORITY OF COLUMBUS, GEORGIA** (the "Issuer") related to a proposed bond issuance on behalf of **PROVIDENCE POINTE APARTMENTS, L.P.**, a Georgia limited partnership, or an affiliate thereof (the "Borrower").

I do hereby further certify as follows:

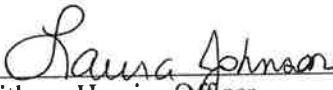
1. **Hearing Date.** On November 21, 2025, the Issuer held an open meeting for the purposes of considering requests by the Borrower to issue an amount not to exceed \$18,000,000 of its Multifamily Housing Revenue Bonds (Providence Pointe Project) Series 2026.

2. **Hearing Location.** The hearing was conducted at the offices of the Issuer.

3. **Posting.** Notice was given in accordance with all applicable laws setting forth the time, date, place, and subject matter of said hearing.

4. **Public Comments.** No public comments were received at the meetings.

IN WITNESS WHEREOF, I have signed my name hereto November 21, 2025.


Title: Hearing Officer

AFFIDAVIT OF PUBLICATION

| Account # | Order Number | Identification | Order PO | Cols | Depth |
|-----------|--------------|-----------------------|------------|------|--------|
| | IPL0290116 | Legal Ad - IPL0290116 | H0040-1047 | 2.0 | 112.0L |

ATTENTION: Austin Gibson
111 Bay Avenue, Third Floor
Columbus, GA 31901

To whom it may concern:

This is to certify the legal advertisement in the above stated case has been published in the Columbus Ledger-Enquirer, legal organ of Muscogee County on

2.0 insertion(s) published on:
11/13/25 Digital, 11/14/25 Digital

NOTICE OF PUBLIC HEARING REGARDING

IN AN AMOUNT NOT TO EXCEED \$20,000,000 OF HOUSING AUTHORITY OF COLUMBUS, GEORGIA MULTIFAMILY HOUSING REVENUE BONDS (PROVIDENCE POINTE PROJECT) SERIES 2026

TO WHOM IT MAY CONCERN:

You are hereby notified that on November 21, 2025, at 10:00 a.m., or as soon thereafter as the matter may be heard, a public hearing will be held by the hearing officer of the Housing Authority of Columbus, Georgia (the "Authority") at the Housing Authority Annex Building, 1006 Wynnton Road, Columbus, Georgia 31906, on the proposed issuance by the Authority of its Housing Authority of Columbus, Georgia Multifamily Housing Revenue Bonds (Providence Pointe Project) Series 2026 (or similarly styled instrument), in one or more series, from time to time, including as draw-down bonds, in an aggregate principal amount not to exceed \$20,000,000 (the "Series 2026 Bonds").

The proceeds of the Series 2026 Bonds, when and if issued, are to be used to acquire, construct, furnish and equip approximately 102 units of residential rental housing, to be located on approximately 4.93 acres at 2452 Brownie Lane, Columbus, Georgia 31903, to be known as Providence Pointe Apartments (the "Project"), (ii) fund reserves; and (iii) pay the costs of issuance of the Series 2026 Bonds.

The Project will be owned by Providence Pointe Apartments, L.P., a Georgia limited partnership, or an affiliate thereof (the "Borrower"). The Project is within the area of operation of the Authority. The public hearing is for the purpose of providing a reasonable opportunity for interested individuals to express their views, both orally and in writing, on the proposed issuance of the Series 2026 Bonds and on the location and nature of the facilities to be financed.

The Series 2026 Bonds will never constitute an indebtedness or general obligation of the State of Georgia, Consolidated Government of Columbus, Georgia, or any other political subdivision or agency of the State of Georgia, but shall be payable solely from funds paid by the Borrower and shall be secured by collateral furnished by the Borrower.

Persons wishing to express their views regarding the facilities being financed and the issuance of the Series 2026 Bonds may appear at the hearing or may submit their views in writing. Written comments should be submitted to the Housing Authority of Columbus, Georgia, 1000 Wynnton Road, Columbus, Georgia 31906, Attention: Secretary; and should be mailed in sufficient time to be received before the date of the hearing. Should any person decide to appeal any decision made by the Authority at the hearing, he or she will need a record of the proceedings and he or she may need to assure that a verbatim record of the proceedings be made, which record includes the testimony and evidence upon which the appeal is to be based.

O.C.G.A. SECTION 36-82-100 REQUIRES AN AUDITOR, CONSULTANT OR OTHER PROVIDER TO CARRY OUT A PERFORMANCE AUDIT OF THE EXPENDITURE OF THE PROCEEDS OF THE SERIES 2026 BONDS. IN ACCORDANCE WITH PARAGRAPH (e) OF O.C.G.A. SECTION 36-82-100, NO PERFORMANCE AUDIT OR PERFORMANCE REVIEW WILL BE CONDUCTED WITH RESPECT TO THE SERIES 2026 BONDS.

HOUSING AUTHORITY OF COLUMBUS, GEORGIA
by order of R. Larry Cardin, Chairman
11/13/25

[Print Tearsheet Link](#)

[Marketplace Link](#)

Amanda Rodela



Amanda Rodela

Mary Castro



Sworn to and subscribed before me on

Nov 14, 2025, 9:27 AM E



Online Notary Public. This notarial act involved the use of online audio/video communication technology. Notarization facilitated by SIGNIX®

**IN AN AMOUNT NOT TO EXCEED \$20,000,000 OF
HOUSING AUTHORITY OF COLUMBUS, GEORGIA
MULTIFAMILY HOUSING REVENUE BONDS
(PROVIDENCE POINTE PROJECT)
SERIES 2026**

Item #8.

TO WHOM IT MAY CONCERN:

You are hereby notified that on November 21, 2025, at 10:00 a.m., or as soon thereafter as the matter may be heard, a public hearing will be held by the acting officer of the Housing Authority of Columbus, Georgia (the "Authority") at the Housing Authority Annex Building, 1006 Wynnton Road, Columbus, Georgia 31906, on the proposed issuance by the Authority of its Housing Authority of Columbus, Georgia Multifamily Housing Revenue Bonds (Providence Pointe Project) Series 2026 (or similarly styled instrument), in one or more series, from time to time, including as draw-down bonds, in an aggregate principal amount not to exceed \$20,000,000 (the "Series 2026 Bonds").

The proceeds of the Series 2026 Bonds, when and if issued, are to be used to acquire, construct, furnish and equip approximately 102 units of residential rental housing, to be located on approximately 4.93 acres at 2452 Brownie Lane, Columbus, Georgia 31903, to be known as Providence Pointe Apartments (the "Project"), (ii) fund reserves; and (iii) pay the costs of issuance of the Series 2026 Bonds.

The Project will be owned by Providence Pointe Apartments, L.P., a Georgia limited partnership, or an affiliate thereof (the "Borrower"). The Project is within the scope of operation of the Authority. The public hearing is for the purpose of providing a reasonable opportunity for interested individuals to express their views, both orally and in writing, on the proposed issuance of the Series 2026 Bonds and on the location and nature of the facilities to be financed.

The Series 2026 Bonds will never constitute an indebtedness or general obligation of the State of Georgia, Consolidated Government of Columbus, Georgia, any other political subdivision or agency of the State of Georgia, but shall be payable solely from funds paid by the Borrower and shall be secured by collateral furnished by the Borrower.

Persons wishing to express their views regarding the facilities being financed and the issuance of the Series 2026 Bonds may appear at the hearing or may submit their views in writing. Written comments should be submitted to the Housing Authority of Columbus, Georgia, 1000 Wynnton Road, Columbus, Georgia 31906, Attention: Secretary; and should be mailed in sufficient time to be received before the date of the hearing. Should any person decide to appeal any decision made by the Authority at the hearing, he or she will need a record of the proceedings and he or she may need to assure that a verbatim record of the proceedings be made, which record includes the testimony and evidence upon which the appeal is to be based.

O.C.G.A. SECTION 36-82-100 REQUIRES AN AUDITOR, CONSULTANT OR OTHER PROVIDER TO CARRY OUT A PERFORMANCE AUDIT OF THE EXPENDITURE OF THE PROCEEDS OF THE SERIES 2026 BONDS. IN ACCORDANCE WITH PARAGRAPH (e) OF O.C.G.A. SECTION 36-82-100, NO PERFORMANCE AUDIT OR PERFORMANCE REVIEW WILL BE CONDUCTED WITH RESPECT TO THE SERIES 2026 BONDS.

HOUSING AUTHORITY OF COLUMBUS, GEORGIA
Order of R. Larry Cardin, Chairman
.0290116
Nov 13-14 2025

File Attachments for Item:

1. GDOT Street Lighting Agreement - SR 520/US 280 @ Chattahoochee River Project

Approval is requested to enter into an Agreement Between the Georgia Department of Transportation (GDOT) and the Columbus Consolidated Government (City) for the purpose of the installation, operation, and maintenance of the lighting system that will be installed within the SR 520/US 280 @Chattahoochee River Project.

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|------------------------|---|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | GDOT Street Lighting Agreement - SR 520/US 280 @ Chattahoochee River Project |
| AGENDA SUMMARY: | Approval is requested to enter into an Agreement Between the Georgia Department of Transportation (GDOT) and the Columbus Consolidated Government (City) for the purpose of the installation, operation, and maintenance of the lighting system that will be installed within the SR 520/US 280 @Chattahoochee River Project. |
| INITIATED BY: | Department of Engineering |

Recommendation: Approval is requested to enter into an Agreement Between the Georgia Department of Transportation (GDOT) and the Columbus Consolidated Government (City) for the purpose of the installation, operation, and maintenance of the lighting system that will be installed within the SR 520/US 280 @Chattahoochee River Project.

Background: SR 520/US 280 @Chattahoochee River Project requires lighting for vehicle and pedestrian safety as part of the GDOT P.I.0015559, SR 520/US 280 @Chattahoochee River Project, Boundaries of project shown on Attachment "A".

Analysis: Upon the installation of this new lighting, it will be the responsibility of the City to provide the necessary energy, operation, and maintenance for this system. This agreement establishes an understanding between the City and GDOT for this purpose.

Financial Considerations: Upon the completion and acceptance of the lighting, it will become the financial responsibility of the City to provide the energy, the operation, and the maintenance of this system.

Legal Considerations: Council approval is required to execute this agreement.

Recommendation/Action: Approval is requested to enter into an Agreement Between the Georgia Department of Transportation (GDOT) and the Columbus Consolidated Government (City) for the purpose of the installation, operation, and maintenance of the lighting system that will be installed within the SR 520/US 280 @Chattahoochee River Project.

RESOLUTION**NO.****A RESOLUTION OF THE COUNCIL OF COLUMBUS, GEORGIA, TO ENTER INTO AN AGREEMENT WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION (GDOT) FOR THE GDOT P.I. NO. 0015559, SR 520/US 280 @ CHATTAHOOCHEE RIVER PROJECT ON BEHALF OF COLUMBUS, GEORGIA.**

WHEREAS, the Georgia Department of Transportation has requested an Agreement to be executed with the City as part of the SR 520/US 280 @ Chattahoochee River Project; and,

WHEREAS, the City will be responsible for the installation, energy cost and maintenance costs of the lighting within this project; and,

WHEREAS, the SR 520/US 280 @ Chattahoochee River Project requires outdoor lighting for vehicle and pedestrian safety.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF COLUMBUS, GEORGIA, AS FOLLOWS:

SECTION I.

That the Mayor or his designee is hereby authorized to enter into the agreement with the Georgia Department of Transportation for the purpose of providing the energy, operation, and maintenance of the lighting system to be installed in the SR 520/US 280 @ Chattahoochee River Project.

Introduced at a regular meeting of the Council of Columbus, Georgia held on the ____ day of _____ 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|---------------------------|--------|
| Councilor Allen voting | _____. |
| Councilor Anker voting | _____. |
| Councilor Chambers voting | _____. |
| Councilor Cogle voting | _____. |
| Councilor Crabb voting | _____. |
| Councilor Davis voting | _____. |
| Councilor Garrett voting | _____. |
| Councilor Hickey voting | _____. |
| Councilor Huff voting | _____. |
| Councilor Tucker voting | _____. |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

INTERGOVERNMENTAL LIGHTING AGREEMENT**BETWEEN****GEORGIA DEPARTMENT OF TRANSPORTATION****AND****COLUMBUS CONSOLIDATED GOVERNMENT**

THIS AGREEMENT is made and entered into this _____ day of _____, 20__, (“Effective Date”) by and between the **GEORGIA DEPARTMENT OF TRANSPORTATION**, an agency of the State of Georgia, hereinafter called the **DEPARTMENT**, and the **COLUMBUS CONSOLIDATED GOVERNMENT, GEORGIA** acting by and through its City Council, hereinafter called **COLUMBUS, GEORGIA** (the **DEPARTMENT** and **COLUMBUS, GEORGIA** are sometimes referred to herein individually as a “Party” and collectively as the “Parties”).

WHEREAS, COLUMBUS, GEORGIA has represented to the **DEPARTMENT** a desire to obtain roadway lighting as part of the **SR 520/US 280 @ CHATTAHOOCHEE RIVER IN COLUMBUS** project, said lighting to be installed under P.I. No. 0015559, Muscogee County;

WHEREAS, COLUMBUS, GEORGIA has represented to the **DEPARTMENT** a desire to participate in: 1) Providing the Energy and 2) the Operation and Maintenance of said lighting system at the aforesaid location, and the **DEPARTMENT** has relied upon such representation; and

WHEREAS, COLUMBUS, GEORGIA has indicated a willingness to fund the materials and installation for the said lighting system at the aforesaid location, with funds of **COLUMBUS, GEORGIA**.

NOW, THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the **DEPARTMENT** and **COLUMBUS, GEORGIA** hereby agree each with the other as follows:

ARTICLE I **INSTALLATION**

COLUMBUS, GEORGIA or its assigns shall cause the installation of all materials and equipment necessary for roadway lighting as part of the **SR 520/US 280 @ CHATTAHOOCHEE RIVER IN COLUMBUS** project, said lighting to be installed under P.I. No. 0015559, Muscogee County as shown on Attachment "A" attached hereto and made a part hereof.

ARTICLE II **CITY'S RESPONSIBILITIES**

1. Upon completion of installation of said lighting system, and acceptance by the **DEPARTMENT, COLUMBUS, GEORGIA** shall assume full responsibility and costs for the operation, the repair and the maintenance of the entire lighting system, including but not limited to repairs of any damages, replacement of lamps, ballasts, luminaires, lighting structures, associated equipment, conduit, wiring and service equipment, and the requirements of the Georgia Utility Facility Protection Act. **COLUMBUS, GEORGIA** further agrees to provide and pay for all the energy required for the operation of said lighting system.

2. **COLUMBUS, GEORGIA**, in its operation and maintenance of the lighting system, shall not in any way alter the type or location of any of the various components which make up the entire lighting system without prior written approval from the **DEPARTMENT**.

3. It is understood by **COLUMBUS, GEORGIA** that the **DEPARTMENT** has relied upon **COLUMBUS, GEORGIA** 'S representation of providing for the energy, maintenance, and operation of the lighting represented by this Agreement; therefore, if **COLUMBUS, GEORGIA** elects to de-energize or fails to properly maintain or to repair the lighting system during the term of this Agreement, **COLUMBUS, GEORGIA** shall reimburse the **DEPARTMENT** the materials cost for the lighting system. If **COLUMBUS, GEORGIA** elects to de-energize or fails to properly maintain any individual unit within the lighting system, **COLUMBUS, GEORGIA** shall reimburse the **DEPARTMENT** for the replacement cost for the individual unit which will include all costs for the pole, luminaires, foundations, and associated wiring. The **DEPARTMENT** will provide **COLUMBUS, GEORGIA** with a statement of material and/or replacement costs upon completion of the installation.

ARTICLE III **TERM OF AGREEMENT**

This Agreement is considered as continuing for a period of fifty (50) years from the date of execution of this Agreement. The **DEPARTMENT** reserves the right to terminate this Agreement, at any time for just cause, upon thirty (30) days written notice to **COLUMBUS, GEORGIA**.

ARTICLE IV **RIGHT OF ENTRY**

1. **COLUMBUS, GEORGIA** will be permitted to access the **DEPARTMENT'S** Right of Way

in order to perform its responsibilities under **Article I** and **ARTICLE II, PARAGRAPH 1**, of this Agreement.

2. The **DEPARTMENT** will be permitted to access the lightening system and/or an individual unit within the lighting system, if said access is needed to maintain or repair said lighting system or an individual unit within the lighting system, pursuant to **ARTICLE II, PARAGRAPH 3**, of this Agreement.

ARTICLE V **INDEMNIFICATION**

To the extent allowed by law, **COLUMBUS, GEORGIA** and all its successors and assigns, shall release and save harmless the **DEPARTMENT**, past, present and future board members, commissioners, officers, employees, agents, attorneys, affiliates, privies, successors, and assigns, and the State of Georgia, its political subdivisions, departments, agencies, commissions, affiliates, employees, agents, and attorneys from all suits, claims, actions or damages of any nature whatsoever resulting from **COLUMBUS, GEORGIA'S** access to **DEPARTMENT'S** Right of Way.

ARTICLE VI **MISCELLANEOUS**

1. **NON-WAIVER.** No failure of either Party to exercise any right or power given to such Party under this Agreement, or to insist upon strict compliance by the other Party with the provisions of this Agreement, and no custom or practice of either Party at variance with the terms and conditions of this Agreement, will constitute a waiver of either Party's right to demand exact and strict compliance by the other Party with the terms and conditions of this Agreement.
2. **NO THIRD-PARTY BENEFICIARIES.** Nothing contained herein shall be construed as conferring upon or giving to any person, other than the Parties hereto, any rights or benefits under or by reason of this Agreement.
3. **SOVEREIGN IMMUNITY.** Notwithstanding any other provision of this Agreement to the contrary,

no term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protection, or other provisions under the Georgia Constitution.

4. **CONTINUITY.** Each of the provisions of this Agreement will be binding upon and inure to the benefit and detriment of the Parties and the successors and assigns of the Parties.
5. **WHEREAS CLAUSE AND EXHIBITS.** The Whereas Clauses and Exhibits hereto are a part of this Agreement and are incorporated herein by reference.
6. **SEVERABILITY.** If any one or more of the provisions contained herein are for any reason held by any court of competent jurisdiction to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability will not affect any other provision hereof, and this Agreement will be construed as if such invalid, illegal or unenforceable provision had never been contained herein.
7. **CAPTIONS.** The brief headings or titles preceding each provision hereof are for purposes of identification and convenience only and should be completely disregarded in construing this Agreement.
8. **INTERPRETATION.** Should any provision of this Agreement require judicial interpretation, it is agreed that the court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against one Party by reason of the rule of construction that a document is to be construed more strictly against the Party who itself or through its agent prepared the same, it being agreed that the agents of all Parties have participated in the preparation hereof.
9. **ENTIRE AGREEMENT.** This Agreement supersedes all prior negotiations, discussion, statements and agreements between the Parties and constitutes the full, complete and entire agreement between the Parties with respect hereto; no member, officer, employee or agent of either Party has authority to make, or has made, any statement, agreement, representation or contemporaneous agreement, oral or written, in connection herewith, amending, supplementing, modifying, adding to, deleting from, or changing the terms and conditions of this Agreement. No modification of or amendment to this Agreement will be binding on either Party hereto unless such modification or amendment will be properly authorized, in writing, properly signed by both Parties and incorporated in and by reference made a part hereof.

The covenants herein contained shall, except as otherwise provided accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement the da

Item #1.

and year first above written.

**GEORGIA DEPARTMENT
OF TRANSPORTATION**

COLUMBUS CONSOLIDATED GOVT

Commissioner

(SEAL)

Print Name: _____
Title: _____

(SEAL)

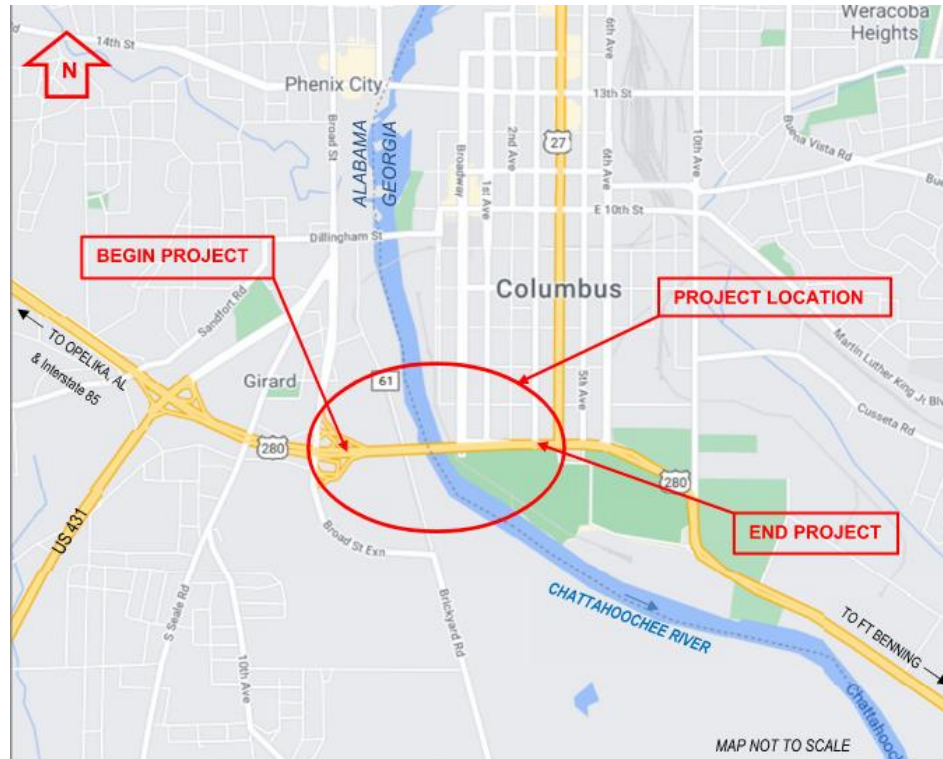
ATTEST:

ATTEST:

Treasurer

Print Name: _____
Title: _____

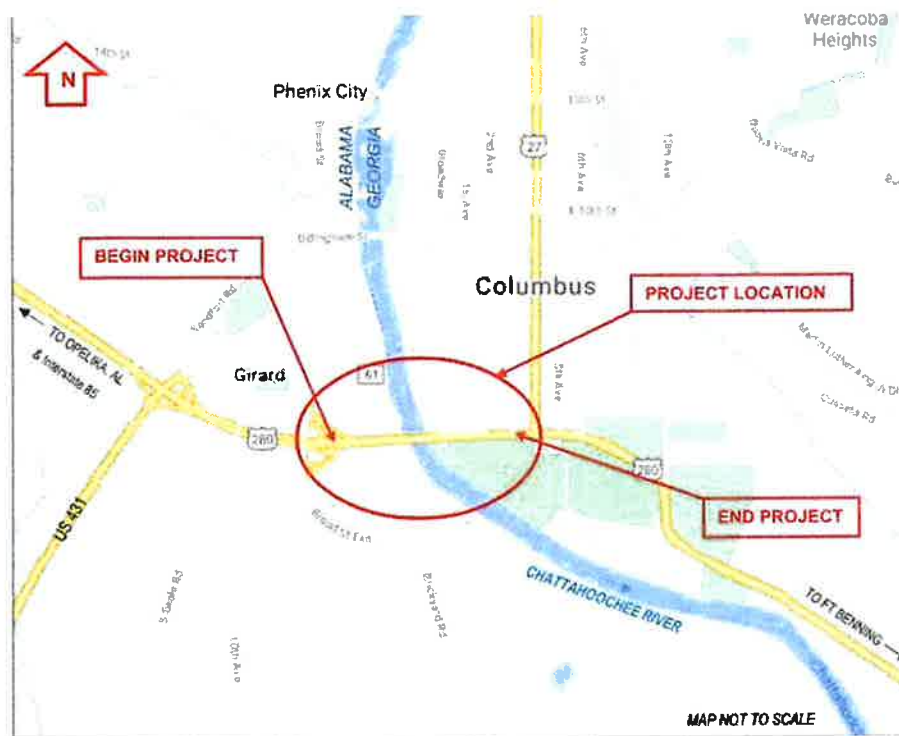
Attachment “A”



Project Location Map

**SR 520/US 280 @ Chattahoochee River in Columbus
Muscogee County
P.I. No. 0015559**

Attachment "A"



Project Location Map

**SR 520/US 280 @ Chattahoochee River in Columbus
Muscookee County
P.I. No. 0015559**

**CERTIFICATION OF COMPLIANCE WITH
ANNUAL IMMIGRATION REPORTING REQUIREMENTS/
NO SANCTUARY POLICY/FEDERAL LAW ENFORCEMENT COOPERATION**

By executing this document, the undersigned duly authorized representative of the Local Governing Body, certifies that the Local Governing Authority:

- 1) has filed a compliant Annual Immigration Compliance Report with the Georgia Department of Audits & Accounts ("GDA&A") for the preceding calendar year required by O.C.G.A. § 50-36-4(b), or has been issued a written exemption from GDA&A from doing so;
- 2) has not enacted a "Sanctuary Policy" in violation of O.C.G.A. § 36-80-23(b); and,
- 3) is in compliance with O.C.G.A. §§ 35-1-17 *et seq.* regarding its obligation to cooperate with federal immigration enforcement authorities to deter the presence of criminal illegal aliens.

As an ongoing condition to receiving funding from the Georgia Department of Transportation, the Local Governing Body shall continue to remain fully compliant with O.C.G.A. §§ 50-36-4, 36-80-23 and 35-1-17 *et seq.* for the duration of time the subject agreement is in effect.

Signature of Authorized Officer or Agent

Printed Name of Authorized Officer or Agent

Title of Authorized Officer or Agent

Date

Form Date - May 10, 2024

File Attachments for Item:

2. Flint Electric Membership Corporation Right of Way Easement for Fire Station 5

Approval is requested to execute a Right of Way Easement with Flint Electric Membership Corporation for Fire Station 5

**Columbus Consolidated Government
Council Meeting Agenda Item**

Item #2.

| | |
|------------------------|--|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | Flint Electric Membership Corporation Right of Way Easement for Fire Station 5 |
| AGENDA SUMMARY: | Approval is requested to execute a Right of Way Easement with Flint Electric Membership Corporation for Fire Station 5 |
| INITIATED BY: | City Manager's Office |

Recommendation: Approval is requested to execute Right of Way Easement with Flint Electric Membership Corporation (Flint EMC) for Fire Station 5.

Background: Fire Station 5 located at 6600 Lynch Road; Parcel ID 129 001 012 is under construction. An easement is required to allow Flint EMC to lay, construct, operate and maintain an electric transmission and/or distribution line or system on or under the described land for the transmitting and distributing of electric power to the Fire Station.

Analysis: The easement is required for Flint EMC to access city property.

Financial Considerations: There are no financial obligations.

Legal Considerations: The City Attorney has reviewed the easement.

Recommendation/Action: Approval is requested to execute Right of Way Easement with Flint Electric Membership Corporation (Flint EMC) for Fire Station 5.

NO.

Item #2.

**A RESOLUTION OF THE COUNCIL OF COLUMBUS, GEORGIA,
REQUESTING APPROVAL FOR THE MAYOR TO EXECUTE A RIGHT-OF-WAY
EASEMENT WITH FLINT ELECTRIC MANAGEMENT CORPORATION (FLINT
EMC).**

WHEREAS, Flint EMC is the electric provider for 6600 Lynch Road; and,

WHEREAS, the city has constructed a fire station at this location; and

WHEREAS, an easement is required to allow Flint EMC to access the property to maintain the electric power transmission and distribution to the fire station.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF COLUMBUS,
GEORGIA, AS FOLLOWS:**

The Mayor or his designee is hereby authorized to execute a Right of Way Easement with Flint Electric Management Corporation for 6600 Lynch Road, Parcel ID 129 001 012.

Introduced at a regular meeting of the Council of Columbus, Georgia held on the ____ day of _____, 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|---------------------------|--------|
| Council Anker voting | _____. |
| Councilor Allen voting | _____. |
| Councilor Chambers voting | _____. |
| Councilor Cogle voting | _____. |
| Councilor Crabb voting | _____. |
| Councilor Davis voting | _____. |
| Councilor Garrett voting | _____. |
| Councilor Hickey voting | _____. |
| Councilor Huff voting | _____. |
| Councilor Tucker voting | _____. |

Lindsey G McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

Return to:
 Flint EMC
 Attn: Easement Coordinator
 P.O. Box 308
 Reynolds, GA 31076-0308

RIGHT OF WAY EASEMENT

STATE OF GEORGIA

Member Sep. # _____

Work Order # 215488-03

COUNTY OF MUSCOGEE

Map # 243-08-012

THIS AGREEMENT, made this _____ day of _____, 2025
 between Columbus, Georgia Consolidated Government whose address is 100 10th Street
 Columbus, GA 31901 Party of the First Part (hereinafter called "Owner"), and FLINT
 ELECTRIC MEMBERSHIP CORPORATION, a Georgia Corporation, Party of the Second Part
 (hereinafter referred to as "Flint EMC").

WITNESSETH:

That the said Party of the First Part, for and in consideration of One Dollar, (\$1.00) the receipt whereof is hereby acknowledged, in hand paid at and before the sealing and delivery of these presents, Owner has granted, bargained, sold and conveyed, and by these presents do(es) grant, bargain, sell and convey unto said Flint EMC, its successors and assigns, an easement and right of way to serve property of the Owner or members of Flint EMC. The easement and right of way is described on the attached as Exhibit "A" and is a portion of those certain tracts or parcels more particularly described on Exhibit "B" attached hereto (the "Owner's Property"). Exhibits are incorporated herein and made a part hereof for all purposes.

Said easement to be used to lay, construct, operate and maintain an electric transmission and/or distribution line or system on or under the above described lands for the transmitting and distributing of electric power, including all wires, cables, handholds, manholes, transformers, enclosures, concrete pads, connection boxes, guy wires, anchors, poles, stub poles, ground connections, attachments, equipment, accessories, communication facilities, and appurtenances desirable in connection therewith all of which is hereafter referred to as "Facilities". Guy wires, anchors, and stub poles may be located outside the boundaries of the easement area.

Flint EMC shall have the right to inspect, rebuild, repair, remove, improve and make such changes, alterations, substitutions and additions in and to its facilities as Flint EMC may from time to time deem advisable, including the right to increase or decrease the number of poles, conduits, wires, cables, handholds, manholes, connection boxes, transformers, and enclosures.

Flint EMC shall at all times have the right to keep the easement clear of all buildings, structures or other obstructions and to cut, trim and control the growth by chemical means, machinery or otherwise; trees and shrubbery located within twenty (20) feet of the centerline of the pole and conductors situated on the property for overhead construction, or twenty (20) feet on either side of the survey line shown in Exhibit "A" annexed hereto, or located within ten (10) feet of the center line for underground construction, or located within five (5) feet of the center line for overhead service drops, or located within ten (10) feet of the centerline of guy or anchor **and, to cut and remove any tree or trees ("Danger Tree(s)") outside the right of way area which, in the reasonable opinion of Flint EMC or its representatives, constitutes a hazard to or may endanger the safe and proper operation or maintenance of said lines and system. The right conferred herein grants to Flint EMC the right to control vegetation** that may interfere with or threaten to endanger the operation and maintenance of said line or system (including any control of the growth of other vegetation in the Easement Area which may incidentally and necessarily result from the means of control employed). All trees and limbs cut by Flint EMC at any time shall remain the property of the Owner. **As used herein, a Danger Tree is a dead or leaning tree whose height plus five feet is equal to or greater than the distance from the base thereof to a point on the ground directly beneath the nearest portion of the line or system. Flint EMC shall have the right to enter Owner's Property, outside of the defined Easement Area, to have access to Danger Trees and the same shall not constitute a trespass, forcible entry, detainer or other tort.**

Owner agrees to license, permit or otherwise agree to the joint use of occupancy of the lines, systems or if any of said systems are placed underground, in the trench and related underground facilities, and by any other person, association or corporation.

Owner, their successors and assigns may use the land within the Easement Area for any purpose not inconsistent with the right hereby granted provided such use does not compromise safety or interfere with or endanger the construction, operation or maintenance of Flint EMC's facilities.

For the purpose of constructing, inspecting, maintaining or operation of its facilities, Flint EMC shall have the right of ingress to and egress from the Easement Area over the lands of Owner adjacent to the easement and lying between public and private roads and the easement, such right to be exercised in such manner as shall occasion the least practicable damage and inconvenience to Owner.

Owner agrees that all poles, wires and other facilities installed in, upon or under the above described lands at Flint EMC's expense shall remain the property of Flint EMC and be removable at the option of Flint EMC.

It is specifically agreed that where there is a reference to Owner the same shall be construed to mean as well the heirs, representatives, successors and assigns, either voluntary or by act of the Parties or involuntary by operation of the law of the same and shall be held to include the plural if there should be more than one, and shall also include the masculine and feminine sex.

TO HAVE AND TO HOLD the said bargained right of way and easement, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining to the only proper use, benefit and in behalf of Flint EMC, its successors and assigns.

Flint EMC shall indemnify, defend and hold Owner harmless from and against any and all claims, suits, losses, expenses, costs and damages suffered or incurred by Owner, its employees, agents or elected officials arising out of any damage to property or injury to or death of any person caused by Flint EMC, its employees, agents, contractors or joint users of the easement and arising in any way out of Flint EMC's use of the easement and the exercise of any other rights granted herein.

IN WITNESS WHEREOF, the said Owner has caused this Easement to be executed, under seal, by its duly authorized representative as of the day and year above written.

COLUMBUS, GEORGIA

By: _____
B.H. (Skip) Henderson
Mayor

(SEAL)

Signed, sealed and delivered
in the presence of:

Witness

Notary Public
My Commission Expires:
(NOTARIAL SEAL)

Right of Way Easement
Page 3 of 5

Exhibit "A"

Description of Easement Area

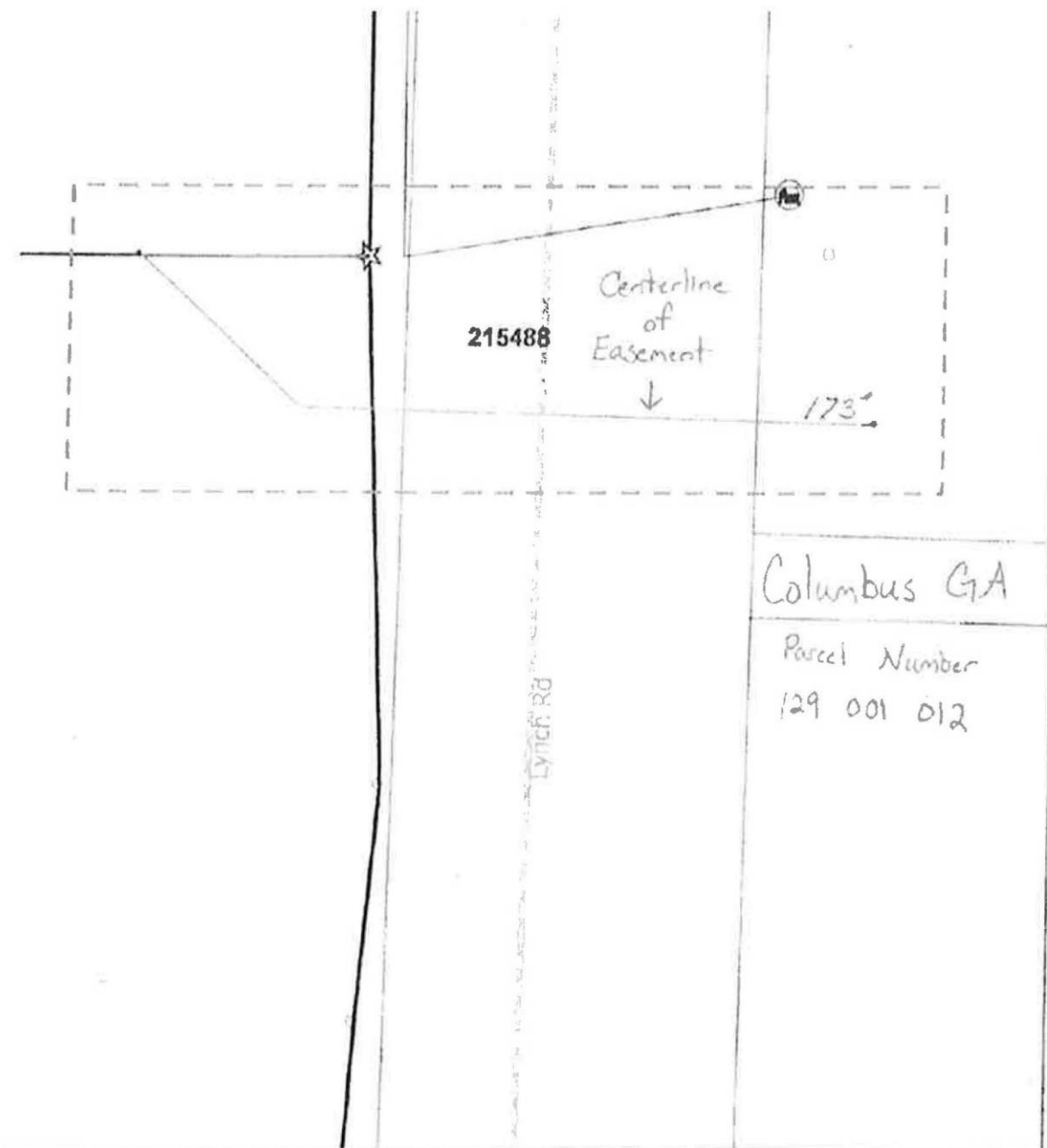


Exhibit "B"**Description of the Owner's Property**

All that lot, tract or parcel of land lying and being in Columbus, Muscogee County, Georgia, and being designated as Lot 101, being 2.79 Acres, as shown on that certain plat of survey (the "2023 Re-Plat") prepared by Strozier Services, LLC, entitled "Re-Plat Survey of Lot 100 & Parcel 128 001 004 for Development Authority of Columbus", Land Lot(s) 126, District 9th, Muscogee County, Georgia, dated January 18, 2023 and recorded in Plat Book 167, Page 187, in the Office of the Clerk of the Superior Court of Muscogee County, Georgia.

The easement conveyed is a portion of the above-described property being more specifically described as follows:

Commence at the Northwest corner of Macon Road and Lynch Road;

Thence proceed in a Northern direction along the Western Right of Way of Lynch Road for 1034 feet more or less to a point, which is the Point of Beginning;

Said Point of Beginning is the centerline of the easement, thence proceed in an Eastern direction for 173 feet more or less. Said easement is 40 feet of even width (20 feet either side of centerline). In addition, said easement shall include 10(Ten) feet of even width around all guy wires and anchors which may extend beyond the land described above, as generally shown on Exhibit "A".

Subject property is more commonly known as:

**Lynch Road
Midland, GA 31820
Parcel Number- 129 001 012**

File Attachments for Item:

3. Historic Westville, Inc. Lease Agreement

Approval is requested to execute a Lease Agreement with Historic Westville, Inc. for the operation of a living history museum.

**Columbus Consolidated Government
Council Meeting Agenda Item**

Item #3.

| | |
|------------------------|--|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | Historic Westville, Inc. Lease Agreement |
| AGENDA SUMMARY: | Approval is requested to execute a Lease Agreement with Historic Westville, Inc. for the operation of a living history museum. |
| INITIATED BY: | Community Reinvestment |

Recommendation: Approval is requested to execute a Lease Agreement with Historic Westville, Inc. for the operation of a living history museum.

Background: On August 13, 2013, Council approved per Resolution #258-13 to authorize the City Manager to enter into a Memorandum of Agreement (MOA) with Historic Westville, Inc for the purpose of relocating Westville’s Living History Museum to Columbus, Georgia. The agreement executed on August 13, 2013, gave Historic Westville, Inc allowance to sublet Tract B to a profit affiliate of Westville and be developed into an RV Park and primitive camping area.

On September 15, 2015, Council approved per resolution #250-15 to authorize the City Manager to execute an Amendment to the MOA with Historic Westville, Inc. to extend the timeframe to begin normal operation of the living History Museum. Lastly per Resolution 287-16, Council approved revising language within the MOA to include the following: (1) allow Westville to use Tract A as collateral to a loan as long as the City’s lien stays in 1st position; (2) remove trees along S Lumpkin right-of-way for the relocation of the buildings, then replace them at no cost to the City, and; (3) lease the City-owned building at 3535 B South Lumpkin Road for \$1 per year.

On May 23, 2017, Council approved, per Resolution #144-17, an extension to the MOA through August 31 2018 and the City’s partnership for the construction of a public parking lot, for access to the Riverwalk, that will be shared by Westville. Due to weather and moving delays by the contractor, Westville requested and was granted an extension until November 30, 2018 for normal operations to begin, per Resolution #224-18.

On October 27, 2020, Council approved, per Resolution #338-20, a Lessor’s Agreement with Southern States Bank and the City of Columbus that recognizes that the sublessor of Historic Westville is obtaining a loan as well as a Georgia Power Easement.

As of June 13, 2023, Historic Westville, Inc. has ceased operations in violation of the stipulation of MOA. On June 13, 2023, Council approved, per Resolution #194-23, an amendment to the MOA through December 31, 2023, to allow Historic Westville, Inc. to develop a strategic business plan to resume operations.

The property referred to as “Tract A” and “Tract B” has reverted back to the city.

Analysis: The lease agreement between the City and Historic Westville, Inc will allow Historic Westville, Inc. to operate the living history museum and sublease to Camp David RV Resort thru December 31, 2026. Historic Westville will collect rent from Camp David RV Resort to offset the operational expenses of the museum. If all provisions of the lease agreement are met, the lease agreement will be renewed for a 10-year period.

Financial Considerations: There are no financial obligations from the city.

Legal Considerations: The City Attorney's Office has reviewed the Lease Agreement.

Recommendation/Action: Approval is requested to execute a Lease Agreement with Historic Westville, Inc. for the operation of a living history museum.

A RESOLUTION

NO.

A RESOLUTION OF THE COUNCIL OF COLUMBUS, GEORGIA, REQUESTING APPROVAL FOR THE MAYOR OR HIS DESIGNEE TO EXECUTE A LEASE AGREEMENT WITH HISTORIC WESTVILLE, INC.

WHEREAS, the City entered a MOA with Historic Westville, Inc in August of 2013; and,

WHEREAS, the MOA allowed Historic Westville, Inc to sublet Tract B to a profit affiliate of Westville to be developed into an RV Park and primitive camping area; and,

WHEREAS, the MOA was voided in 2023 when Historic Westville, Inc. ceased operations and title to the property reverted back to the city; and,

WHEREAS, Historic Westville, Inc. is now under new leadership and ready to resume operations; and,

WHEREAS, the city desires to lease the property to Historic Westville, Inc. for the operation of a living history museum.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF COLUMBUS, GEORGIA, AS FOLLOWS:

That the Mayor or his designee is authorized to execute a Lease Agreement with Historic Westville, Inc. through December 31, 2026, and if all provisions are met, renew the Lease Agreement for a 10-year period from January 1, 2027 through December 31, 2036.

Introduced at a regular meeting of the Council of Columbus, Georgia held on the _____ day of December 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|---------------------------|--------|
| Councilor Allen voting | _____. |
| Councilor Anker voting | _____. |
| Councilor Chambers voting | _____. |
| Councilor Cogle voting | _____. |
| Councilor Crabb voting | _____. |
| Councilor Davis voting | _____. |
| Councilor Garrett voting | _____. |
| Councilor Hickey voting | _____. |
| Councilor Tuff voting | _____. |
| Councilor Tucker voting | _____. |

Lindsey McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

4. Safe Streets for All (SS4A) Safety Action Plan

Approval is requested to approve the Safe Streets for All (SS4A) Safety Action Plan for Columbus.

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|---|
| TO: | Mayor and Council |
| AGENDA SUBJECT: | Safe Streets for All (SS4A) Safety Action Plan |
| AGENDA SUMMARY: | Approval is requested to approve the Safe Streets for All (SS4A) Safety Action Plan for Columbus. |
| INITIATED BY: | Planning Department |

Recommendation: Approval is requested to approve the Safe Streets for All (SS4A) Safety Action Plan for Columbus.

Background: On September 13, 2022, council approved a resolution to apply for and receive an SS4A Grant in the amount of \$1,000,000.00 to perform an Action Plan for South Lumpkin Road. The city was notified on January 31, 2023, by the Office of the Secretary of Transportation that the grant application was selected and awarded to the City of Columbus. South Lumpkin Road Streetscape is in Band 1 on the 2022 TSPLOST list, however the SS4A Action Plan grant will postpone this project from starting with the other Band 1 projects. The Engineering and Planning Departments agree to utilize this grant for a City-Wide Action Plan and not on South Lumpkin Road. On August 22, 2023, council approved the staff to complete the paperwork to amend the application through the Office of the Secretary of Transportation. The grant change was approved in January 2024. Alfred Benesch & Company was chosen as the consultant for the action plan. The action plan is complete and must be approved by December 15, 2025.

Funds for this grant program were granted to support planning, infrastructure, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, micro mobility users, motorists, and commercial vehicle operations.

Analysis: The purpose of the SS4A grant is to improve road safety by significantly reducing and eliminating roadway fatalities and serious injury through safety action plan development and implementation focused on all users city wide.

Financial Considerations: The City was required to pay a 20% local match. TSPLOST Discretionary funds were used for the local match.

Legal Considerations: None.

Recommendation/Action: Approval is requested to approve the Safe Streets for All (SS4A) Safety Action Plan for Columbus.

RESOLUTION

NO. _____

A RESOLUTION TO APPROVE AND ADOPT A CITY OF COLUMBUS SAFE STREETS AND ROADS FOR ALL (SS4A) SAFETY ACTION PLAN.

WHEREAS, the Council of Columbus recognizes that traffic related fatalities and serious injuries are a significant public health issue that must be addressed through a safe, accessible, and equitable transportation network; and,

WHEREAS, between 2019 and 2023 there were 555 fatal and serious injury crashes in Columbus, and 35% of those crashes involved vulnerable road users; and,

WHEREAS, the U.S. Department of Transportation (USDOT) has established the Safe Streets and Roads for All (SS4A) program to support local initiatives in developing safety action plans that aim to eliminate roadway death and serious injuries; and,

WHEREAS, the City of Columbus applied for and was awarded an SS4A grant for the development of a city-wide Safety Action plan; and,

WHEREAS, the City of Columbus has conducted public engagement with local stakeholders and members of the public to aid in the development of a Safety Action Plan consistent with the SS4A program guidelines; and,

WHEREAS, a High-Injury Network has been established within the Columbus SS4A Safety Action Plan and identifies strategies aligned with a Safe Systems Approach to prioritize safety improvements; and,

WHEREAS, the Safety Action Plan establishes city-wide goals that influence planning, engineering, and policy actions that further reinforce safety improvements that contribute to achieving a goal of zero traffic-related deaths and serious injuries by the year 2050; and,

WHEREAS, the adoption of this Safety Action Plan represents the City's commitment to eliminating traffic related deaths and serious injuries while improving overall safety for all roadway users including pedestrians, cyclists, transit users, and micromobility users; and,

WHEREAS, the Council of Columbus affirms its leadership commitment to advance the strategies identified within the Safety Action Plan and the pursue implementation; and,

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF COLUMBUS, GEORGIA, AS FOLLOWS:

1. Approval and Adoption: The Council hereby adopts the Columbus Safe Streets and Roads for All Safety Action Plan as the official planning document for traffic safety improvements and investments within the City.

2. Implementation: City staff is directed to incorporate the strategies of the Safety Action Plan into relevant projects, program, and funding applications, in coordination with local, regional, and state partners.
3. Effective Date: This Resolution shall become effective immediately upon its adoption.

Introduced at a regular meeting of the Council of Columbus, Georgia held on the _____ day of _____, 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|---------------------------|-------|
| Councilor Allen voting | _____ |
| Councilor Anker voting | _____ |
| Councilor Chambers voting | _____ |
| Councilor Cogle voting | _____ |
| Councilor Crabb voting | _____ |
| Councilor Davis voting | _____ |
| Councilor Garrett voting | _____ |
| Councilor Hickey voting | _____ |
| Councilor Huff voting | _____ |
| Councilor Tucker voting | _____ |

Lindsey Mclemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

SAFETY ACTION PLAN

Item #4.

November 2025



On average, two people lose their lives in traffic crashes each month in Columbus. The Columbus Safety Action Plan is dedicated to each of their memories and seeks to honor their lives by creating a safer Columbus.

Thank you to those on the project management team and stakeholder advisory group who contributed to the development of the Columbus Safety Action Plan.

| PROJECT MANAGEMENT TEAM | |
|--|---|
| <i>Wil Johnson, AICP, Columbus Planning Department</i> | <i>R. Vance Beck, P.E., Columbus Engineering Department</i> |
| <i>Bailey Borkat, Columbus Planning Department</i> | <i>Brennan Hoy, E.I., Columbus Engineering Department</i> |
| <i>Altemese Wilson, Columbus Planning Department</i> | <i>John Ussery, P.E., Columbus Engineering Department</i> |

| STAKEHOLDER ADVISORY GROUP MEMBERS | |
|---|---|
| <i>Travis Anderson, Muscogee County School District</i> | <i>Daniel Trevorrow P.E., GDOT</i> |
| <i>Tracie Haddaway, River Valley Regional Commission</i> | <i>Justin Thrift, GDOT</i> |
| <i>John Morgan, River Valley Regional Commission</i> | <i>Andrew Torrey, GFDOT</i> |
| <i>Chance Corbett, Columbus Emergency Management Department</i> | <i>Stanford Taylor, GDOT</i> |
| <i>Michelle Brown Mang, Columbus Public Works Department</i> | <i>Ronald Sandoval, Columbus Fire and EMS</i> |
| <i>Lauren Vance, Columbus Risk Management Department</i> | <i>Daniel Holland, Columbus Fire and EMS</i> |
| | <i>Chelsea Weldon, Georgia Safe Routes to Schools</i> |

RESOLUTION

Item #4.

NO. _____

A RESOLUTION TO APPROVE AND ADOPT A CITY OF COLUMBUS SAFE STREETS AND ROADS FOR ALL (SS4A) SAFETY ACTION PLAN

WHEREAS, the Council of Columbus recognizes that traffic related fatalities and serious injuries are a significant public health issues that must be addressed through a sage, accessible, and equitable transportation network; and

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WHEREAS, the City of Columbus applied for and was awarded an SS4A grant for the development of a city-wide Safety Action plan; and,

WHEREAS, the City of Columbus has conducted public engagement with local stakeholders and members of the public to aid in the development of a Safety Action Plan consistent with the SS4A program guidelines; and,

WHEREAS, a High-Injury Network has been established within the Columbus SS4A Safety Action Plan and identifies strategies aligned with a Safe Systems Approach to prioritize safety improvements; and,

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WHEREAS, the Council of Columbus affirms its leadership commitment to advance the strategies identified within the Safety Action Plan and the pursue implementation; and,

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF COLUMBUS, GEORGIA, AS FOLLOWS:

1. Approval and Adoption: The Council hereby adopts the Columbus Safe Streets and Roads for All Safety Action Plan as the official planning document for traffic safety improvements and investments within the City.
2. Implementation: City staff is directed to incorporate the strategies of the Safety Action Plan into relevant projects, program, and funding applications, in coordination with local, regional, and state partners.
3. Effective Date: This Resolution shall become effective immediately upon its adoption.

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Each year Columbus experiences an average of **111 crashes** that result in death or life-altering injuries.

The personal and societal impacts of these crashes are immeasurable. The lives lost are irreplaceable, and those who survive often face lengthy recoveries and life-long disabilities that upend their lives.

Since 2019, fatal and severe injury (KSI) crashes have been on the rise in Columbus, **increasing by an average of 13%** each year and mirroring state and nationwide trends.

The Columbus Safety Action Plan is divided into three sections:

1

Action Plan Framework

This section provides an overview of the Safe Systems Approach and the safety action planning process; a review of the existing plans and initiatives related to traffic safety in Columbus; an analysis of historic crash and safety risk data; an overview of traffic safety trends in historically undeserved communities; and a summary of public and stakeholder engagement feedback received throughout the planning process.

2

Project & Strategy Recommendations

This section outlines priority project, program, and policy recommendations informed by the data analysis and public and stakeholder feedback summarized in Part 1. This includes a toolbox of engineering countermeasures, a summary of priority project recommendations, a list of actions and strategies to be undertaken by Columbus and their partners, and a framework for a future traffic safety educational program.

3

Performance Monitoring & Next Steps

This section establishes a framework for Safety Action Plan performance monitoring, reporting, and accountability and describes the next steps required to support the Action Plan's implementation.

PART 1: ACTION PLAN FRAMEWORK

SAFE SYSTEM APPROACH

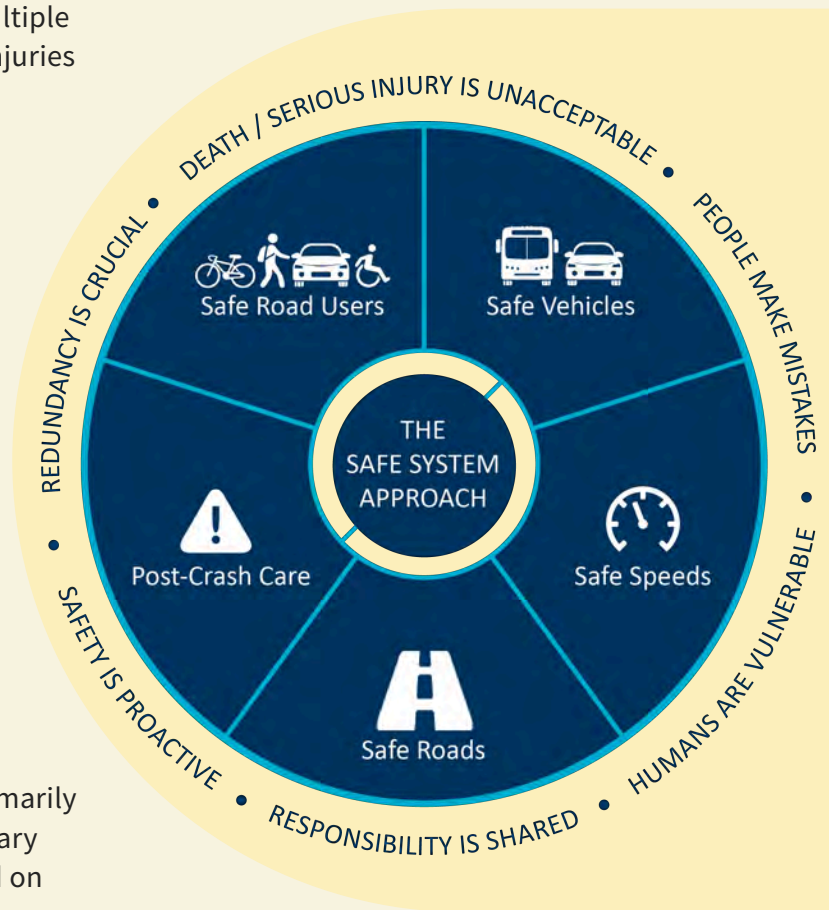
Item #4.

The Columbus Safety Action Plan is guided by the principles of **the Safe System Approach**, this system creates multiple layers of protection to prevent fatalities and serious injuries on the transportation network.

The Safe System Approach is grounded by six core principles:

1. Death and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is Proactive
6. Redundancy is Critical

The Safe System Approach is a departure from the traditional approach to road safety, which focuses primarily on crash reduction, assumes human error as the primary cause of crashes, and takes a reactive approach based on crash history. In contrast, **the Safe System Approach focuses on reducing crash severity in proactive manner and strives to create an environment where crashes are survivable.**



Traditional Approach

Safe System Approach

| | | |
|--|---------------------------|---|
| <i>All Crashes</i> | <i>Primary Focus?</i> | <i>Killed and Serious Injury (KSI) Crashes</i> |
| <i>Human Error</i> | <i>Cause of problems?</i> | <i>Broad system of variables that contribute to the conditions in which KSI crashes can occur</i> |
| <i>Individual Road Users</i> | <i>Responsibility?</i> | <i>Agencies and organization that influence the system (policymakers, planners, engineer)</i> |
| <i>Incremental and reactive solutions</i> | <i>Solution?</i> | <i>Proactive, systemic approach</i> |
| <i>Reduced injury and fatalities based on system-wide trends</i> | <i>Goals?</i> | <i>Zero fatalities and serious injuries</i> |

SAFE STREETS FOR ALL (SS4A) & SAFETY ACTION PLAN

Item #4.

The **Safe Streets for All (SS4A)** program was developed under the Federal Bipartisan Infrastructure Law enacted in 2021 to support local and regional efforts in eliminating roadway deaths and serious injuries.

SS4A allocates funding for both planning and implementation of roadway safety measures. This funding enables the development of a Safety Action Plan which allows advancement towards established goals while following a safe systems approach. The following components are integral to a successful action plan:



Leadership Commitment & Goal Setting

An official commitment to achieving zero fatalities and serious injuries from leadership and through policy action. This commitment shall establish a clear timeline, either by designating a target year for reaching zero or by defining bold reductions over time that lead toward the ultimate vision of zero deaths and serious injuries on Columbus's roadways.



Planning Structure

A task force, committee, or other implementation group shall be assembled and assigned oversight of the development, implementation, and ongoing monitoring of the Safety Action Plan.



Safety Analysis

Analysis of crash trends and existing conditions provides a baseline for fatalities and serious injuries throughout the existing system. This analysis considers crash locations, severity, and the experiences of all road users, with attention to both systemic issues and specific high-risk features.



Engagement & Collaboration

High level engagement with the public and stakeholders throughout the planning process, allowing for feedback and community level insights to influence the development of the action plan.



Policy & Process Changes

Analysis of existing policies, plans, and practices to identify opportunities for improvements in transportation and roadway safety. Recommendations for improved and revised policies, guidelines, and standards are included in the Safety Action Plan.



Strategy & Project Selections

Compilation of projects and strategies influenced by the Safety Analysis and Engagement & Collaboration process. Selected countermeasures will be safety focused and utilize multidisciplinary expertise to address roadway safety through a prioritized list with anticipated implementation time frames for specific projects and strategies.



Progress & Transparency

The Safety Action Plan shall be reviewed on a regular basis to measure progress over time and ensure transparency for residents and stakeholders. In addition to sharing the Safety Action Plan itself, information related to progress implementing Action Plan recommendations and reporting of traffic fatalities and serious injuries should be shared with the public.

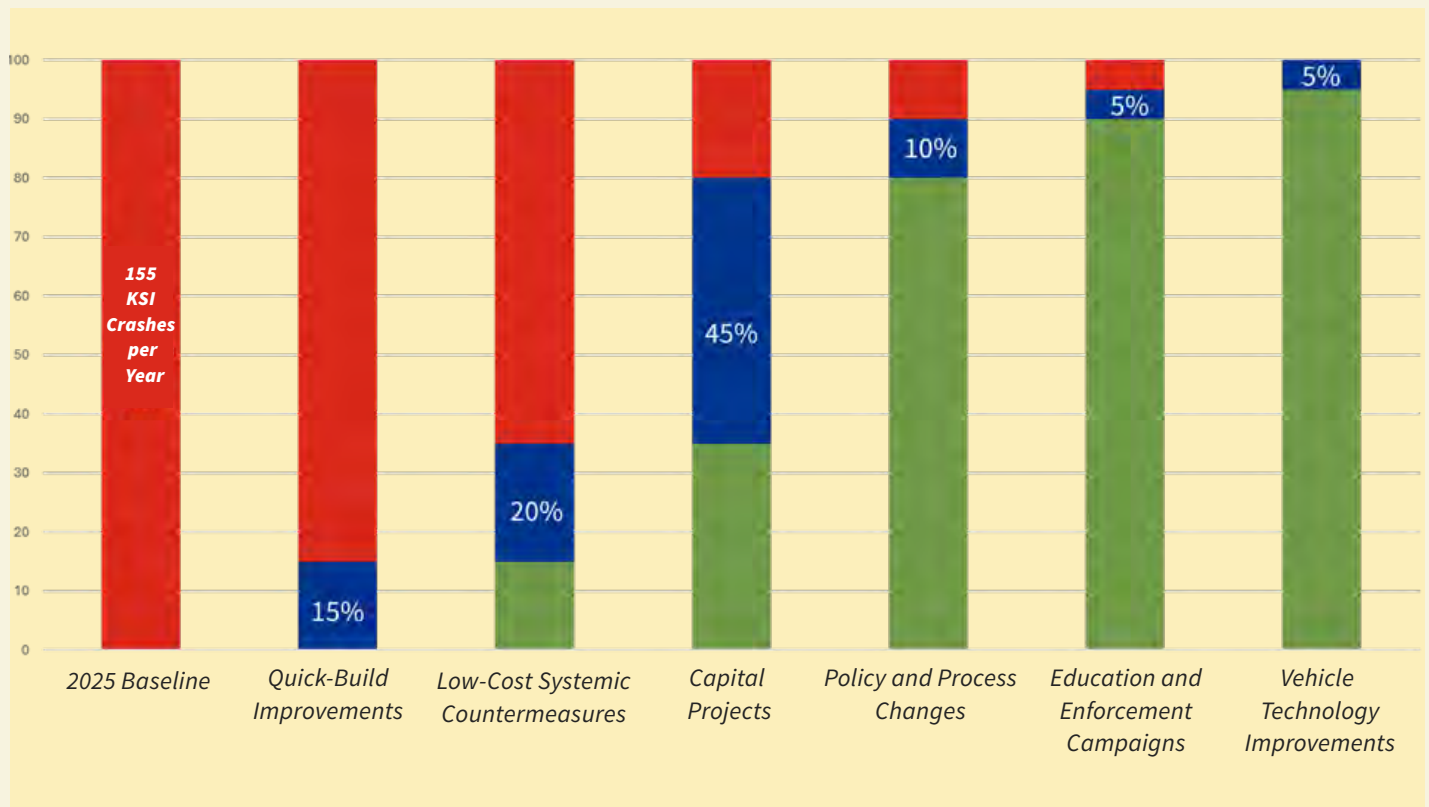
SAFETY ACTION PLAN GOALS

The Columbus Safety Action Plan recognizes that the only acceptable number of deaths and serious injuries is zero, and has established a **goal of zero traffic fatalities and serious injuries in Columbus by 2050.**

This goal is consistent with the Georgia Strategic Highway Safety Plan, which establishes an annual goal of zero fatalities and serious injuries, and the Columbus-Phenix City MPO 2050 Master Transportation Plan, which establishes aggressive annual crash reduction targets with a horizon year of 2050.

Achieving this ambitious goal will require a collaborative and collective effort across agencies and organizations including support from elected officials, engineers, planners, enforcement officers, educators, emergency responders, community organizations, and the public.

It will also require a multi-pronged approach that includes strategic infrastructure investments, thoughtful policy changes, targeted traffic enforcement and educational campaigns, and the leveraging of emerging trends and technologies. **This action plan will establish a series of data-driven strategies and project recommendations that will serve as a roadmap to help Columbus and their partners achieve the goal of zero.**



Although an ambitious goal, a combination of infrastructure and non-infrastructure strategies can work in unison to reduce fatalities and serious injuries to zero.

EXISTING PLANS & INITIATIVES

The Safety Action Plan was informed by past planning and policy efforts undertaken by the City of Columbus and their partners. This section summarizes several key local, regional, and statewide planning efforts and their relation to traffic safety in Columbus. **Appendix A** provides a full review of local plans and policies and their relevance to the Safety Action Plan.

Metropolitan Transportation Plan (2024)

The Columbus–Phenix City Metropolitan Planning Organization (MPO) is responsible for long-range transportation planning across jurisdictions in Georgia and Alabama, including Columbus, Phenix City, and surrounding counties. Its Metropolitan Transportation Plan (MTP), updated every five years with a 25-year horizon, establishes the region’s transportation vision and is implemented through the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). Safety is a core emphasis of the plan, consistent with federal and state goals, and is framed around the objective of reducing crashes and fatalities while enhancing system security.

The MTP includes a detailed regional safety analysis that highlights the scale of traffic crashes across the MPO boundary, with the highest concentrations occurring in Columbus along major corridors such as Downtown, Victory Drive, Veterans Parkway, and the 13th Street corridor. Pedestrian and bicycle safety concerns are a particular focus, as nearly all crash “hotspots” for these vulnerable road users are within Columbus city limits.

The plan also prioritizes active transportation by assessing sidewalk and trail coverage, identifying gaps, and scoring projects for Priority Complete Streets Corridors and Priority Sidewalk Areas. Policy recommendations, such as the adoption of active transportation design standards and the promotion of Safe Routes to School, further align the MTP with the goals of the Columbus Safety Action Plan and provide a clear framework that supports the city’s commitment to reducing fatalities and serious injuries.

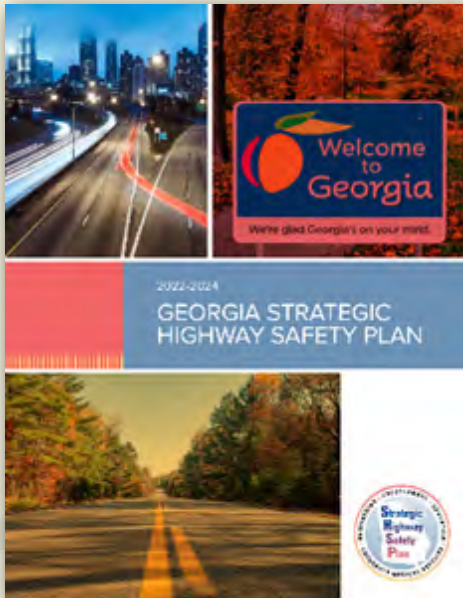


Georgia Strategic Highway Safety Plan (2021)

Item #4.

Prepared by the Governor's Office of Highway Safety and the Georgia Department of Transportation, the Georgia Strategic Highway Safety Plan (SHSP) establishes statewide safety performance goals and aligns with the vision of eliminating roadway fatalities and serious injuries. The SHSP measures outcomes across eight performance indicators, including total fatalities, serious injuries, non-motorist crashes, impaired driving, and speeding-related fatalities. The plan integrates the 4 E's of traffic safety (Engineering, Education, Enforcement, and Emergency Medical Services) along with a Safe Systems approach to guide strategies.

The SHSP identifies ten emphasis areas representing Georgia's most critical crash factors, such as pedestrian and bicycle safety, distracted and impaired driving, roadway departures, and commercial vehicle safety. For each emphasis area, the plan outlines targeted countermeasures, ranging from infrastructure solutions including road diets and roundabouts to non-infrastructure strategies such as educational campaigns and enforcement initiatives. With nearly half of all roadway fatalities within Georgia occurring on local roads, the SHSP underscores the importance of local safety planning and provides tools and guidance to help communities like Columbus develop focused interventions. The strategies and policies outlined in the SHSP provide a clear framework that supports and strengthens the Columbus Safety Action Plan's commitment to reducing fatalities and serious injuries.

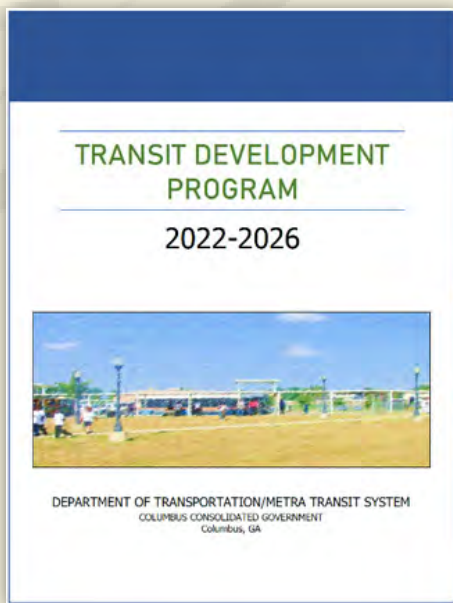


Minimum Grid, Maximum Impact (2015)

The Minimum Grid, Maximum Impact plan was developed to address the lack of walkable and bikeable connections within a two-mile radius of Uptown and Midtown Columbus. Built on extensive community engagement, the plan indicated strong public support for safer, more connected urban spaces and pedestrian focused design over traditional infrastructure. Feedback collected from the public indicated a project focus on mobility choice, street activation, and improving perceptions of accessibility, ultimately leading to a set of strategies that emphasized better connections, streets as public spaces, and expanded travel options for people walking, biking, and using transit.

To put these principles into action, the plan introduced a proposed mobility network connecting key civic, cultural, and commercial destinations and recommended a series of pilot projects in identified focus areas to test context-sensitive solutions such as traffic calming, bicycle facility expansion, and sidewalk improvements. The vision and recommendations of the Minimum Grid, Maximum Impact plan directly reinforces the Columbus Safety Action Plan by advancing connected, multimodal networks that reduce roadway risks and promote safer mobility for all users.





METRA Transit Development Program (2022)

Item #4.

The METRA Transit Development Program (TDP) guides fixed transit service in Columbus through the year 2026. METRA operates 10 fixed routes carrying more than 1.2 million annual trips each year, the TDP addresses system challenges such as equipment maintenance, facility upgrades, and adapting services to meet changing demand.

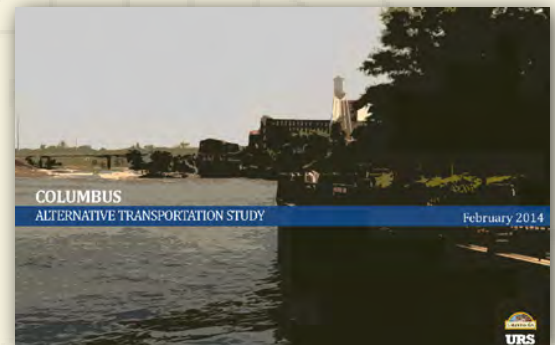
Key strategies include improving bus stops with shelters and benches, enhancing sidewalk access, providing 30-minute headways, and expanding routes as population and ridership grow. These investments improve transit accessibility, reliability, and user experience, supporting the Safety Action Plan by advancing safer and more connected transit options.

Columbus Alternative Transportation Study (2014)

The Columbus Alternative Transportation Study was completed in 2014 to encourage walking, biking, and trail use through expanded facilities and supportive policies. The plan recommends significant investments in sidewalks, multi-use trails, and bike lanes to better connect neighborhoods and community destinations, proposing nearly 150 miles of alternative transportation investments.

The plan also calls for adopting a Complete Streets framework and addressing pedestrian and bicycle conflict points with improved signals and intersection treatments.

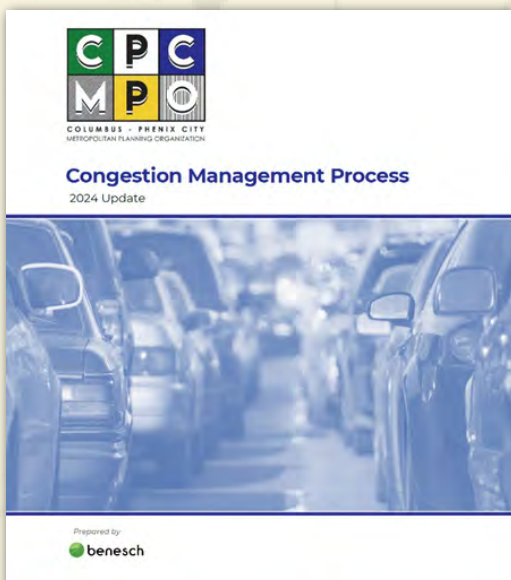
The strategies in this plan, which were provided over a decade ago, act as an early foundation that supports the Columbus Safety Action Plan by advancing safer, more connected travel options across the city.



Congestion Management Program (2024)

The Congestion Management Program (CMP), prepared by the Columbus-Phenix City MPO, evaluates traffic conditions on regionally significant roadways through a performance-based framework that links congestion management with safety. The 2024 update analyzed crash data from 2018–2022 and identified high-crash clusters that contribute to non-recurring congestion, which accounts for more than half of total congestion. From this analysis, 31 priority corridors were identified across the region including I-185, US-280, Buena Vista Road, US-27, 13th Street, and others to receive targeted congestion management and safety strategies.

By highlighting locations with the highest frequency and severity of crashes, the CMP provides a tool for prioritizing improvements and directly supports the Columbus Safety Action Plan's goal of reducing roadway and serious injuries.



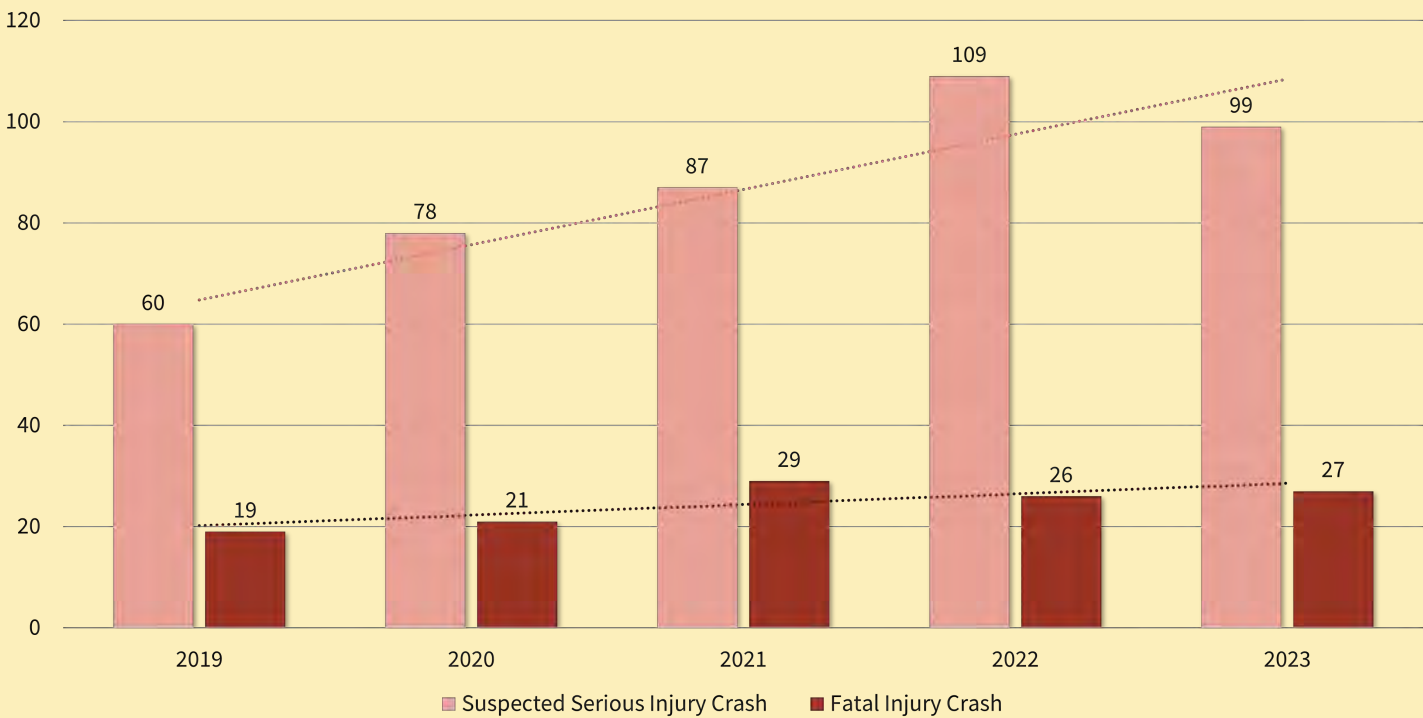
CRASH ANALYSIS & REVIEW

A detailed analysis of historic crash trends serves as a critical component of a safety action plan, providing a foundational step toward identifying and addressing the most pressing roadway safety challenges facing a community.

This section will analyze crash data from 2019-2023 and highlight key trends that are contributing to traffic safety issues in Columbus. The data evaluated in this analysis focuses on crashes events where people were killed or seriously injured, referenced as a KSI crash throughout this document. A full summary of crash data trends is found in **Appendix B**.

Annual Crash Trends

Annual KSI crashes have increased 59% from 2019 to 2023, **at an average of 13% per year**.



Roadway Characteristics

Understanding specific roadway conditions that are over-represented in KSI crashes can help to identify what types of roadways may be at higher risk for future crashes and help to suggest specific roadway design changes that can be implemented to reduce crash risk. The following roadway characteristics were **over-represented in KSI crashes**:

NUMBER OF LANES

Roadways with six or more lanes make up just 2% of the roadway network in Columbus but **account for 20% of all KSI crashes, and 30% of pedestrian and bicycle related KSI crashes**

ROAD OWNERSHIP

Roadways maintained by the Georgia Dept. of Transportation (GDOT) are about 15% of the city's overall roadway network. **Less than 38% of all crashes occur along state-maintained roadways but they account for 45% of all KSI crashes and 47% of pedestrian and bicycle related KSI crashes**

SPEED

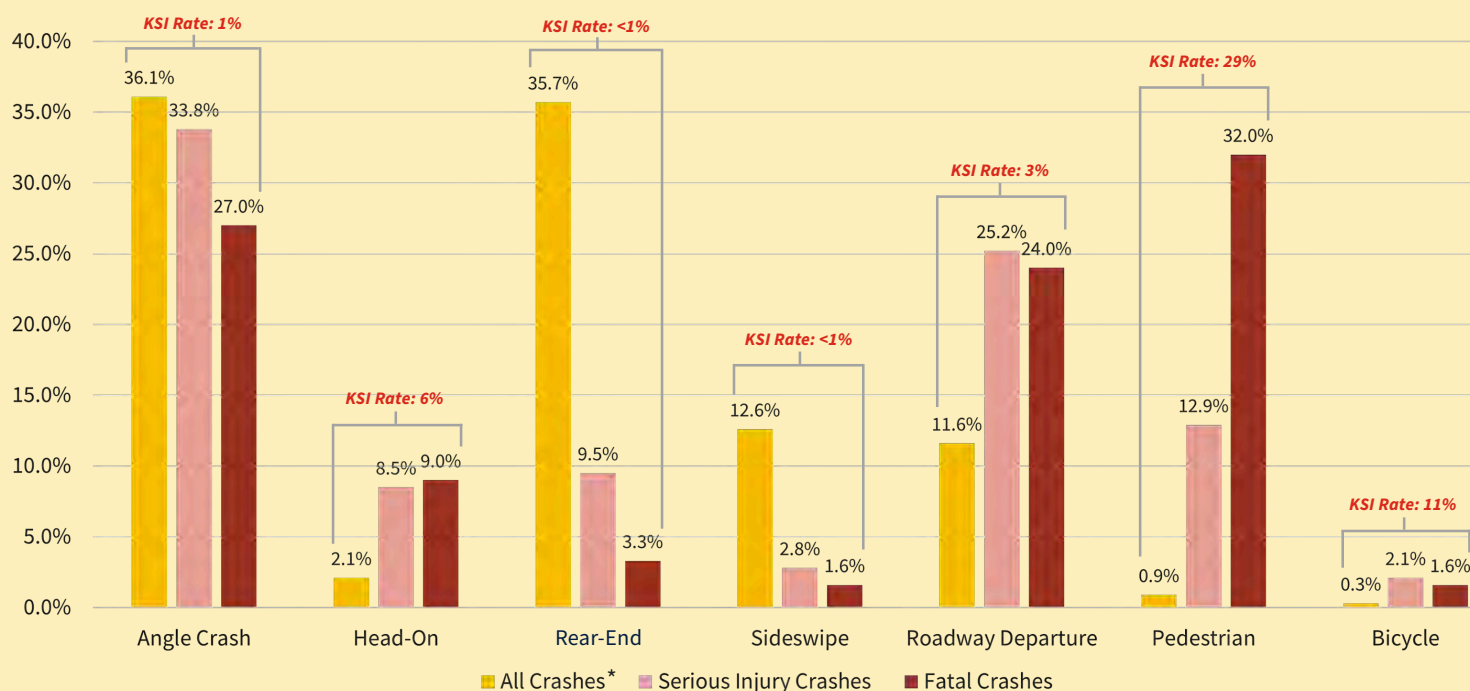
KSI crashes are more likely to happen on roadways posted 45 mph or higher. **These roadways account for 42% of all KSI crashes**

LIGHTING CONDITIONS

49% of all KSI crashes and 67% of pedestrian and bicycle related KSI crashes occurred at night under "Dark" lighting conditions. **1 in 5 KSI crashes occurred at locations without lighting**

Crash Types

Understanding what types of collisions are over-represented in KSI crashes can help to key in on focus crash types and identify specific engineering countermeasures that will address the crashes most likely to result in a serious injury or fatality.



Although some crash types, including rear-end and sideswipe crashes make up large percentages of total crashes in Columbus, they make up a much smaller percentage of KSI crashes, indicating that they are much less likely to result in a serious injury or fatality.

Angle crashes, roadway departure crashes, and crashes involving a cyclist or pedestrian are much more likely to result in a serious injury or fatality and **make up a combined 76 % of KSI crashes in Columbus**. As such, the safety action plan has identified these types of collisions as **Focus Crash Types** and will concentrate on strategies and countermeasures to eliminate these crashes.

Vulnerable Road Users

Vulnerable Road Users (VRUs), including pedestrians, bicyclists, and motorcyclists, are among the most at-risk groups on the roadway due to their limited physical protection in the event of a crash. These users face significantly higher rates of serious injuries and fatalities compared to occupants of motor vehicles.

1 in 1,000

of all crashes result in a Fatality or Serious Injury

Nearly 1 in 3

pedestrian related crashes resulted in a Fatality or Serious Injury

Over 1 in 10

bicyclist related crashes result in a Fatality or Serious Injury

Over 1 in 5

Motorcyclist Related Crashes resulted in Fatality or Serious Injury

Focus Crash Type Characteristics:

Roadway Departure

- Compared to all KSI crashes, **KSI roadway departure crashes are more likely to:**

- Occur on a roadway maintained by GDOT
- Occur in "Dark-Not Lighted" conditions
- Occur on a roadway with a posted speed limit of 50 mph or more
- Occur at curve locations

24%

of all fatal crashes

25.2%

of all serious injury crashes

Angle Crashes

- Compared to all KSI crashes, **KSI angle crashes at signalized locations are more likely to:**

- Occur on a roadway maintained by GDOT
- Occur on a roadway with a posted speed limit of 40 mph or more
- Occur on four-lane roads

27%

of all fatal crashes

- Compared to all KSI crashes, **KSI angle crashes at un-signalized locations are more likely to:**

- Occur on a roadway maintained by CCG
- Occur on a roadway with a posted speed limit of 35 mph or less
- Occur on two-lane roads

33.9%

of all serious injury crashes

Pedestrian and Bicycle

- Compared to all KSI crashes, **KSI angle crashes involving pedestrians or bicyclists are more likely to:**

- Occur on a multi-lane road
- Occur on a roadway with a posted speed limit of 45 mph or more
- Occur in dark lighting conditions

33.6%

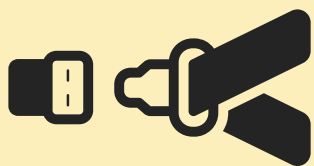
of all fatal crashes

15%

of all serious injury crashes

Behavioral Characteristics

Understanding which behavioral factors are over-represented in KSI crashes can help to identify what types of non-engineering interventions such as education and enforcement may be effective in eliminating risky road user behavior. The following behavioral factors were over-represented in KSI crashes:



34%

of KSI crashes were related to improper occupant protection (e.g. seatbelt use)

Crashes related to these behaviors demonstrated these common themes:

- Occur on a multi-lane road
- Occur on a roadway with a posted speed limit of 45 mph or more
- Occur at night on unlit roads



20%

of KSI crashes were related to drug or alcohol impairment

These behaviors were most frequently cited as contributing factors to these crash types:

ROADWAY DEPARTURE



ANGLE



HEAD-ON



PEDESTRIAN (impairment only)



22%

of KSI crashes were related to speeding or aggressive driving



HIGH-INJURY NETWORK (HIN)

Item #4.

Achieving the goal of eliminating traffic-related fatalities and serious injuries in Columbus requires a strategic, data-driven approach to safety investments. One key step in this process is the identification of a **High Injury Network (HIN)**, a prioritized set of street segments where KSI crashes are most concentrated. By focusing safety efforts along these corridors, the city can target resources where they will have the greatest impact.

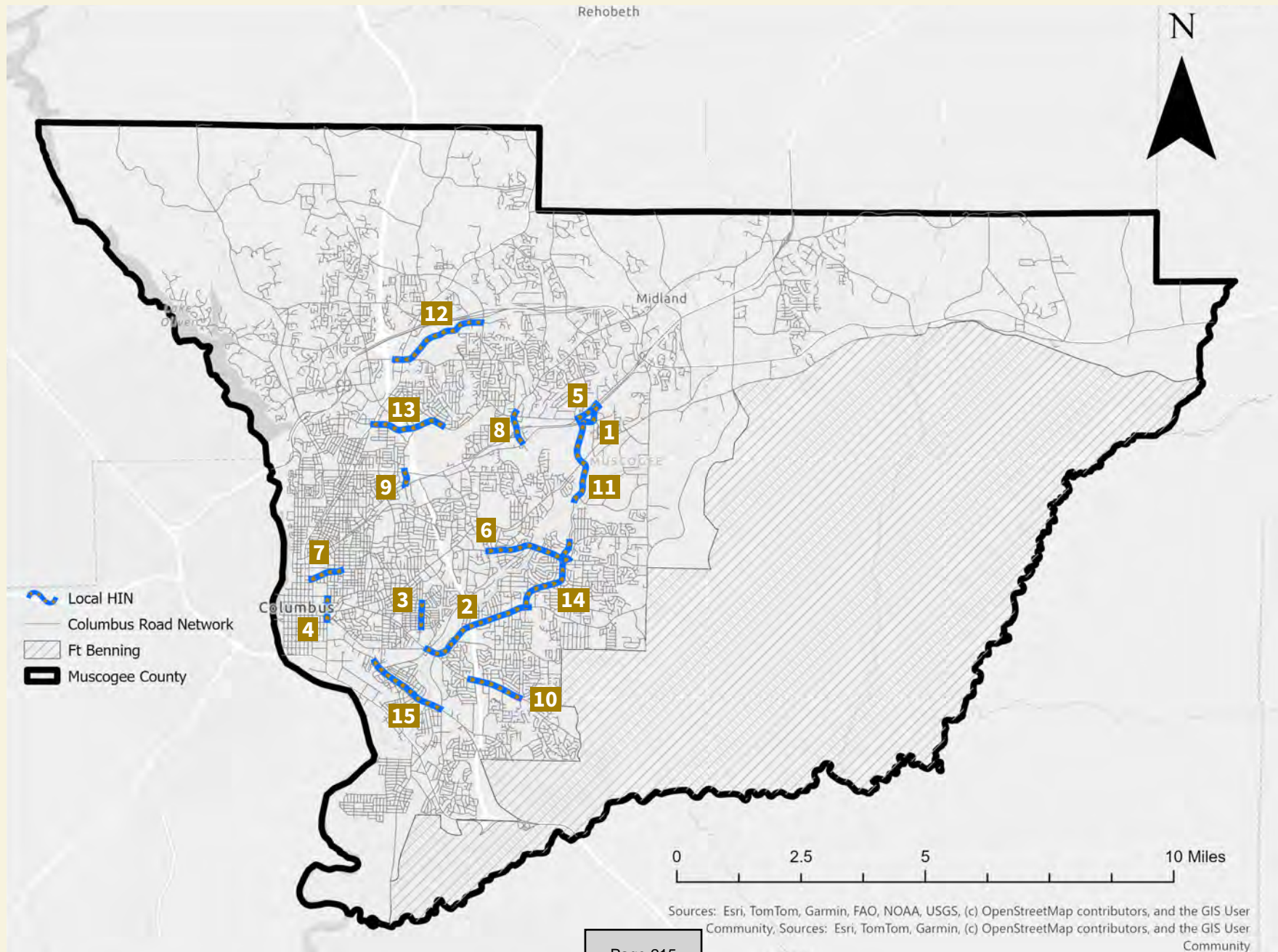
To develop the HIN, non-interstate KSI crashes from 2019 to 2023 were mapped to individual street segments. Segments were evaluated based on the frequency of KSI crashes, and where appropriate, adjacent segments with consistent patterns were grouped together to form a continuous corridor. HIN corridor segments were then separated by roadway ownership to create a Local HIN, consisting of roadways maintained by the Columbus Consolidated Government (CCG), and a State HIN, consisting of roadways maintained by the Georgia Department of Transportation (GDOT).

These 25 segments represent just 4% of Columbus' centerline miles, but account for 45% of all KSI crashes.

| Local HIN | | | | | |
|-----------------|--------------------|---|-------------|------------------------|-----------|
| HIN ID | On Street | From-To Street | KSI Crashes | Segment Length (miles) | KSI/ Mile |
| 1 | Milgen Road | West of Woodruff Farm Road to east of Statford Lane | 7 | 0.7 | 10.0 |
| 2 | Buena Vista Road | MLK Jr Blvd to east of Floyd Road | 24 | 2.5 | 9.6 |
| 3 | Rigdon Road | Melrose Drive to 8th Street | 5 | 0.6 | 8.3 |
| 4 | 10th Avenue | 13th Street to 9th Street | 4 | 0.5 | 8.0 |
| 5 | Gateway Road | Miller Road to Coca Cola Blvd | 4 | 0.6 | 6.7 |
| 6 | Forrest Road | Morris Road to east of Floyd Road | 11 | 1.8 | 6.1 |
| 7 | Linwood Blvd | 5th Avenue to 13th Avenue | 4 | 0.7 | 5.7 |
| 8 | Warm Springs Road | North of Miller Road to Milgen Road | 4 | 0.7 | 5.7 |
| 9 | Armour Road | North of Manchester Expressway to Warm Springs Road | 2 | 0.4 | 5.0 |
| 10 | Saint Marys Road | Playa Del Rey Drive to Lakefront Drive | 6 | 1.2 | 5.0 |
| 11 | Woodruff Farm Road | Milgen Road to south of Corporate Ridge Parkway | 8 | 1.7 | 4.7 |
| 12 | Whittlesey Blvd | West of Veterans Parkway to Moon Road | 8 | 2.1 | 3.8 |
| 13 | Airport Thruway | US 27 to Grumman Ave | 5 | 1.6 | 3.1 |
| 14 | Floyd Road | Branton Lane to Buena Vista Road | 5 | 1.9 | 2.6 |
| 15 | Cusseta Road | 26th Avenue to Fort Benning Road | 4 | 1.7 | 2.4 |
| Local HIN Total | | | 101 | 18.7 | ~5.8 |

LOCAL HIN MAP

Item #4.



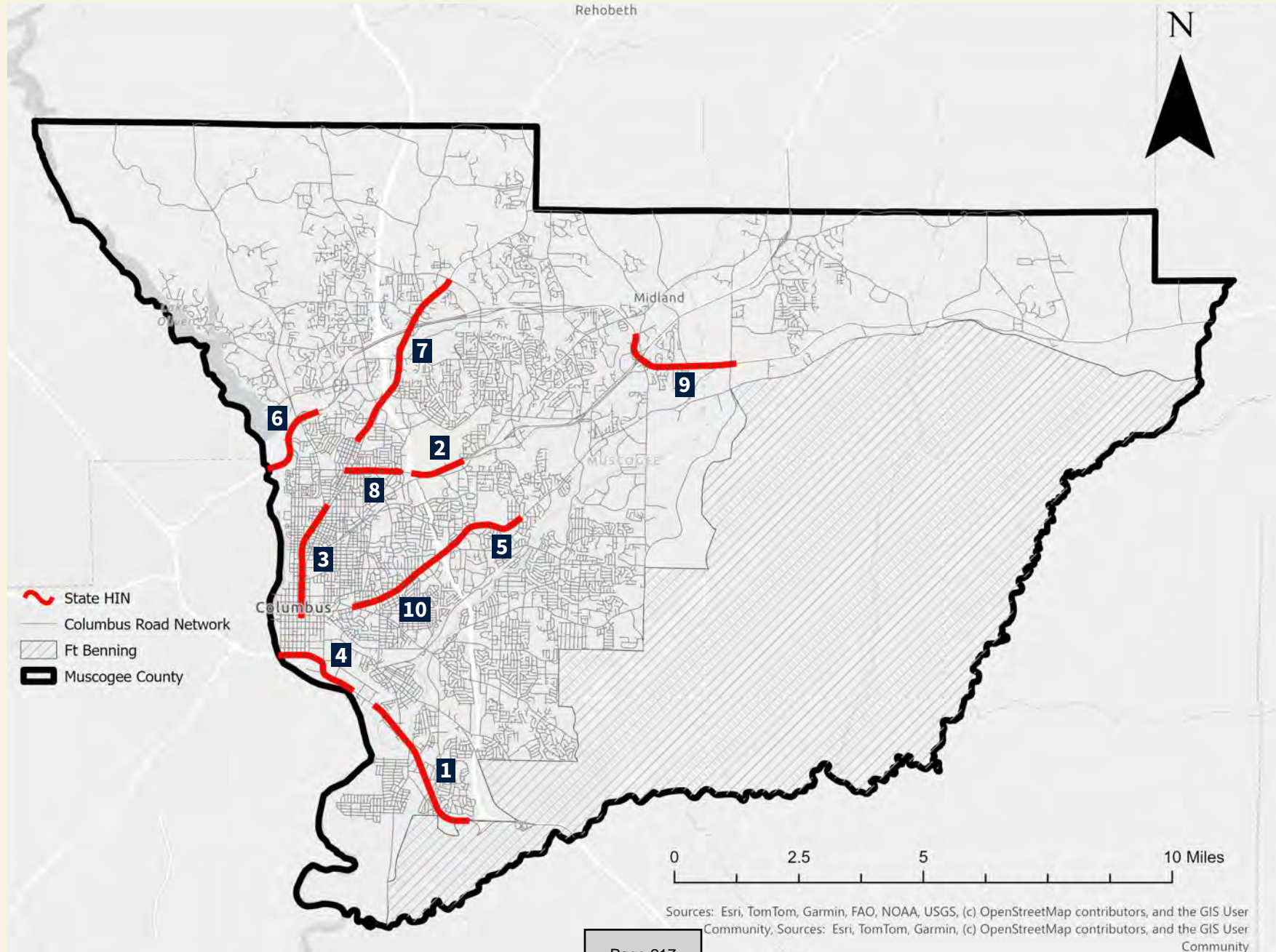
STATE HIGH-INJURY NETWORK (HIN)

Item #4.

| State HIN | | | | | |
|-----------------|--|---|-------------|------------------------|-----------|
| HIN ID | On Street | From-To Street | KSI Crashes | Segment Length (miles) | KSI/ Mile |
| 1 | US 280/Victory Drive | 30th Ave to I-185 | 25 | 3.2 | 7.8 |
| 2 | US Alt 27/Manchester Expressway | I-185 to Reese Road | 8 | 1.1 | 7.3 |
| 3 | US 27/Veterans Parkway | River Road to 10th Street | 17 | 2.4 | 7.1 |
| 4 | US 280/4th Street/Martha Berry Parkway | State line to west of 22nd Avenue | 12 | 1.8 | 6.7 |
| 5 | SR 22/Macon Road | Rigdon Road to Reese Road | 15 | 2.6 | 5.8 |
| 6 | US 80/ J R Allen Parkway | State line to east of River Road | 9 | 1.7 | 5.3 |
| 7 | US 27/Veterans Parkway | Williams Road to Alexander Street | 19 | 3.8 | 5.0 |
| 8 | US Alt 27/Manchester Expressway | US 27 to Armour Road | 7 | 1.7 | 4.1 |
| 9 | US 80/Beaver Run Road | North of Flat Rock Road to Technology Parkway | 4 | 1.6 | 2.5 |
| 10 | SR 22/Wynnton Road | Buena Vista Road to 13th Street | 2 | 1 | 2.0 |
| State HIN Total | | | 118 | 2.9 | ~5.7 |

STATE HIN MAP

Item #4.



BICYCLE & PEDESTRIAN HIN

Item #4.

Given the over-representation of bicycle and pedestrian crashes in Columbus, and the unique needs of active mode users, a Bicycle and Pedestrian HIN was also identified to **highlight priority corridors with a high frequency of bicycle and pedestrian crashes and/or high risk for bicycle and pedestrian users.**

The HIN was developed by combining bicycle and pedestrian crash data, with the results of a bicycle and pedestrian risk assessment that scored each corridor segment on a number of safety risk factors including the number of lanes, posted speed limit, presence of walking and biking facilities, traffic volumes, and roadway condition. A full summary of the Bicycle and Pedestrian High-Injury Network methodology is included in **Appendix C**. A full summary of the Risk Assessment methodology is included in **Appendix D**.

Local Bike/Ped HIN

| HIN ID | On Street | From-To Street | KSI Crashes | Segment Length (miles) | KSI/Mile |
|--------|------------------------|--|-------------|------------------------|----------|
| 1 | Buena Vista Road | Wynnton Rd to Doris Dr | 11 | 7.0 | 1.6 |
| 2 | Fort Benning Rd | Cusseta Rd to US 280 | 2 | 1.7 | 1.2 |
| 3 | Saint Marys Rd | Bunker Hill Rd to Valley Crest Dr | 2 | 0.9 | 2.2 |
| 4 | Steam Mill Rd | Buena Vista Rd to Pinecrest Dr | 1 | 2.2 | 0.5 |
| 5 | Milgen Rd | Miller Rd to Flat Rock Rd | 1 | 1.6 | 0.6 |
| 6 | Linwood Blvd | 5th Avenue to 13th Avenue | 2 | 0.7 | 2.9 |
| 7 | 17th St | 1st Ave to Marilon Dr | 1 | 2.6 | 0.4 |
| 8 | Forest Rd | Elm Dr to Woodruff Farm Rd | 1 | 1.6 | 0.6 |
| 9 | Floyd Rd | Forrest Rd to Booth St | 2 | 0.2 | 10 |
| 10 | Cusseta Rd | 10th Ave to 30th Ave | 1 | 2.1 | 0.5 |
| 11 | Illges Rd | Buena Vista Rd to E Wynnton Ln | 1 | 1.0 | 1 |
| 12 | Brown Ave | Wynnton Rd to Cusseta Rd | 1 | 1.4 | 0.7 |
| 13 | Whittlesey Blvd | Main St to Moon Rd | 1 | 1.8 | 0.6 |
| 14 | Woodruff Rd | Warm Springs Rd to 45th Rd | 1 | 0.6 | 1.7 |
| 15 | Woodruff Farm Rd | Milgen Rd to Macon Rd | 1 | 0.8 | 1.3 |
| 16 | Warm Springs Connector | Warm Springs Rd to Cooper Creek Park | 1 | 0.7 | 1.4 |
| 17 | Miller Rd | Bishop Dr to Old Towne Dr/Lakeshore Rd | 2 | 0.9 | 2.2 |
| 18 | Armour Rd | Sidney Simons Blvd to Warm Springs Rd | 2 | 0.9 | 2.2 |
| 19 | Blackmon Rd | J R Allen Pkwy W to Big Oak Dr | 1 | 0.9 | 1.1 |

BICYCLE & PEDESTRIAN HIN

Item #4.

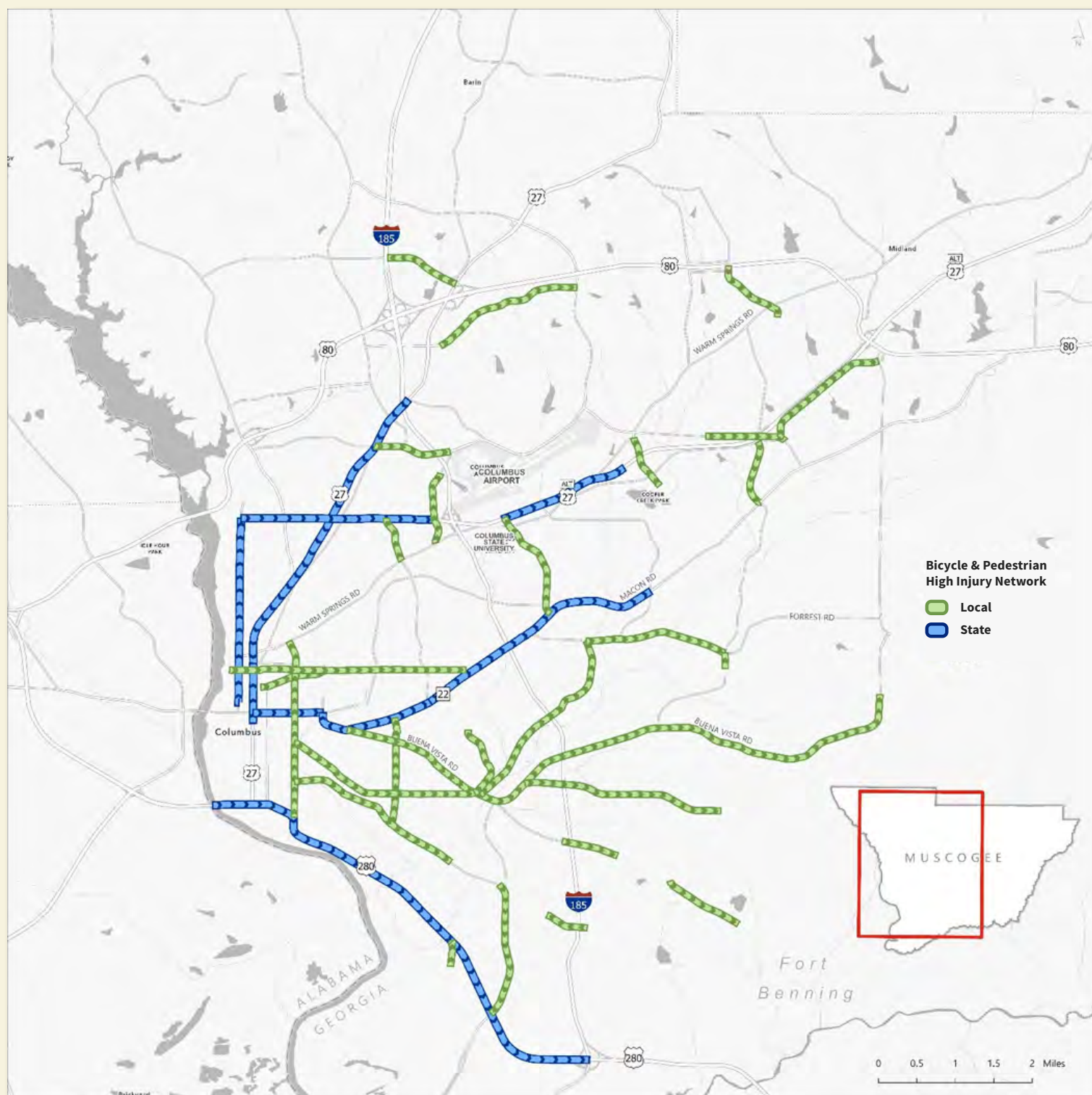
| Local Bike/Ped HIN | | | | | |
|--------------------------|----------------------------|------------------------------|-------------|------------------------|----------|
| HIN ID | On Street | From-To Street | KSI Crashes | Segment Length (miles) | KSI/Mile |
| 20 | Morris Rd | Buena Vista Rd to Forrest Rd | 0 | 2.5 | - |
| 21 | University Ave | Manchester Rd to Macon Rd | 0 | 1.4 | - |
| 22 | 10th Ave | Talbotton Rd to US 280 | 0 | 2.3 | - |
| 23 | Martin Luther King Jr Blvd | 10th Ave to Buena Vista Rd | 0 | 2.2 | - |
| 24 | Airport Thruway | Veterans Pkwy to Armour Rd | 0 | 0.9 | - |
| 25 | Saint Marys Rd | Oakley Dr to McCartha Dr | 0 | 0.6 | - |
| 26 | Old Cusset Rd | Cusseta Rd to Hanover Ave | 0 | 0.5 | - |
| 27 | S Lumpkin Rd | US 280 to Hawthorne Dr | 0 | 0.3 | - |
| 28 | Double Churches Rd | I-185 to US 27 Alt | 0 | 0.9 | - |
| Local Bike/Ped HIN Total | | | 35 | 41.2 | ~0.9 |

| State Bike/Ped HIN | | | | | |
|--------------------------|--------------------------|--|-------------|------------------------|----------|
| HIN ID | On Street | From-To Street | KSI Crashes | Segment Length (miles) | KSI/Mile |
| 1 | US 27/Marth Berry Hwy | Lindsey Creek Pkwy to Georgia State Line | 17 | 5.8 | 2.9 |
| 2 | US 27/Veterans Pkwy | 18th St to W Britt David Rd | 15 | 3.9 | 3.8 |
| 3 | SR 85 | 2nd Ave to Armour Rd | 7 | 2.1 | 3.3 |
| 4 | US 27/4th Ave | 12th St to 18th St | 1 | 0.8 | 1.3 |
| 5 | Macon Rd | 13th St to Reese Rd | 4 | 3.0 | 1.3 |
| 6 | Wynnton Rd | Buena Vista Rd to 13th St | 1 | 1.0 | 1 |
| 7 | SR 85/2nd Ave | 14th St to 45th St/Manchester Expy | 1 | 2.4 | 0.4 |
| 8 | 13th St | US 27/4th Ave to SR 22/13th Ave | 0 | 0.8 | - |
| 9 | Buena Vista Rd | SR 22/13th St to Wynnton Rd | 0 | 0.4 | - |
| 10 | Columbus Manchester Expy | University Ave to US 27 Ramp to Warm Springs Connector | 0 | 1.5 | - |
| Local Bike/Ped HIN Total | | | 46 | 21.7 | ~1.8 |

BICYCLE & PEDESTRIAN HIN

Item #4.

The Bicycle and Pedestrian HIN represents 5.6% of the overall roadway network in Columbus and includes both state and local roadways.



RISK ANALYSIS

Item #4.

Although an analysis of historic crash trends provides a strong foundation for understanding a community's safety needs, a review of crash data alone may not tell the whole story. Crashes, by their nature, are rare and random events, and for every crash that does occur, there may be several other instances where collisions are narrowly avoided.

To address this, **the Safety Action Plan conducted an analysis using Replica®, a platform that uses various data sources and modeling techniques to provide insights into user activities and behaviors.** The analysis:

- Identified areas with high levels of bicycle and pedestrian activity, to highlight areas with higher exposure for vulnerable road users.
- Established a network of “high risk” corridors where unsafe travel behaviors such as speeding, phone handling, and sudden acceleration or braking were most prevalent.
- Highlighted locations where vulnerable users and populations may be subject to elevated risk using an analysis of the demographic and modal splits on each high-risk corridor.

This information was used to help define and prioritize the priority project corridors and justify specific safety recommendations presented in **Part 3 of the Safety Action Plan.** Major findings are summarized below. A full summary of the analysis methodology can be found in **Appendix E.**

Top 10 Pedestrian and Bicycle Demand Areas

| Rank | Demand Area |
|------|--|
| 1 | Columbus State University |
| 2 | Northern Portion of Downtown |
| 3 | Victory Drive Corridor near Benning Drive |
| 4 | Ivy Park Neighborhood |
| 5 | River Road at Veterans Parkway |
| 6 | Cusseta Road Corridor near Fort Benning Road |
| 7 | Buena Vista Road Corridor east of I-185 |
| 8 | Armour Road Corridor |
| 9 | Fort Benning Road Corridor |
| 10 | North Lumpkin Road Corridor |

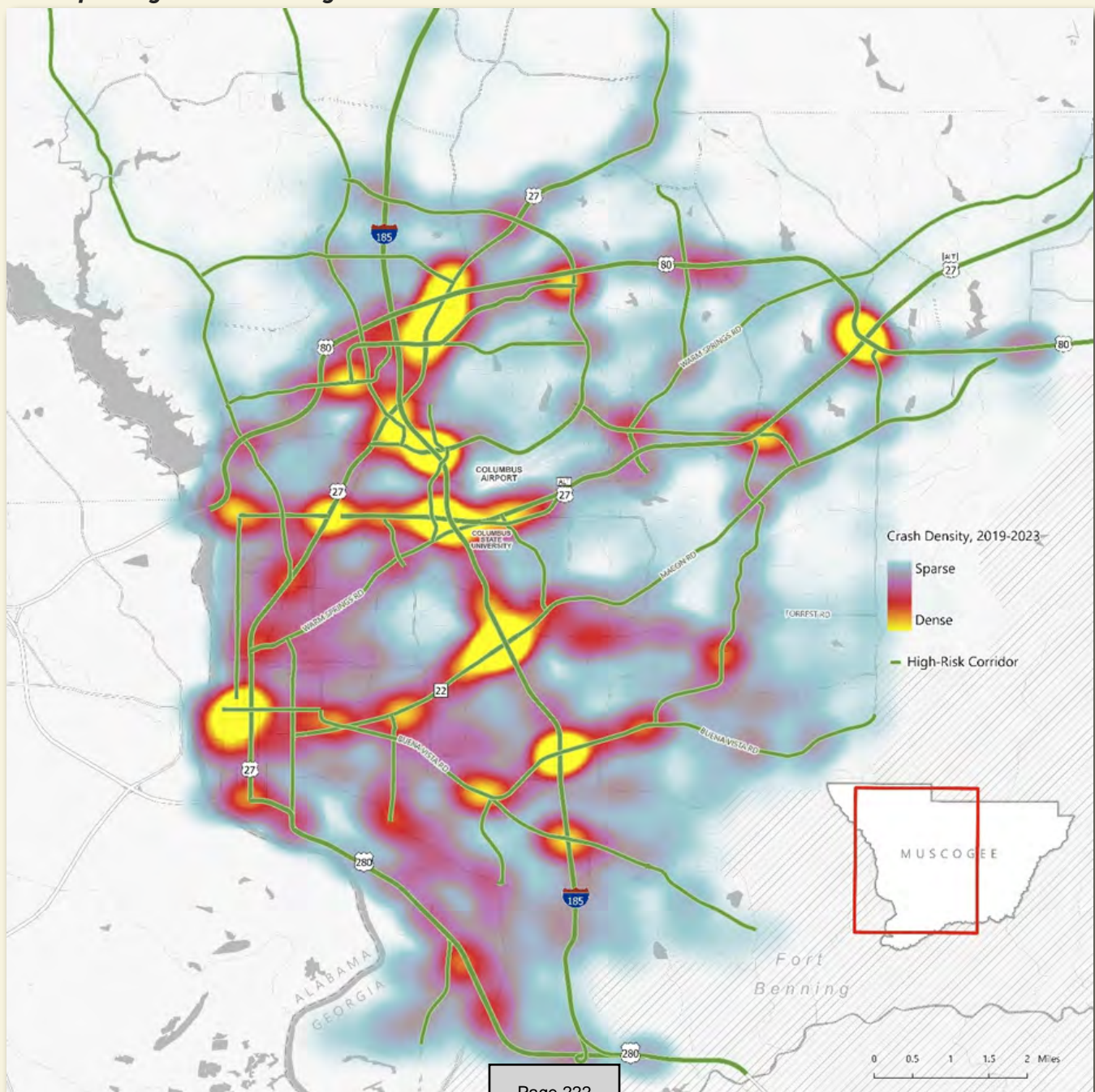


Using the Replica© Safe Street Planner Tool, each road segment was assigned a Risk Score on a scale of 0-100. The risk score can be understood as a percentile representing potential risk for users along an individual corridor in relation to all other corridors based on how many risky driving events and how many trips intersect on the corridor.

A score of 100 represents the riskiest corridors, while a score of 0 represents the lowest risk. Roadways with a risk score of 90 and above were identified as a “High-Risk Corridor”. There are 56 corridors with a score of 90-100, making up 27.1% of the overall roadway network and 85.2% of the risky driving events in the area.

As shown on map below, although **there is considerable overlap between high-crash and High-Risk Corridors, there are many areas that experienced relatively low crash frequencies but may be at higher risk for future crashes.** These locations may warrant further evaluation and monitoring.

Overlap of High-Crash and High-Risk Corridors

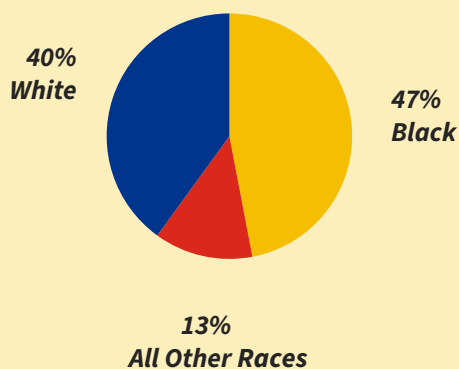


UNDERSERVED COMMUNITY IMPACT ANALYSIS

An Underserved Community Impact Analysis was conducted as part of the Safety Action Plan process. This analysis was conducted to better understand the demographic makeup of Columbus, and to determine how traffic safety trends impact federally designated areas of persistent poverty and historically underserved communities.

The full analysis can be found in **Appendix F**. Key insights are compiled below:

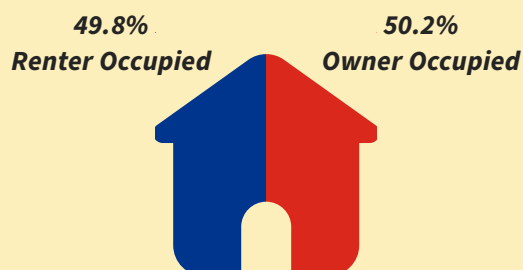
Columbus is a racially and economically diverse city with a population of approximately 47% Black or African American residents and 40% White residents.



The median household income in Columbus is \$56,662, about 3/4 of the state average and just 70% of the national average

| Median Income | |
|---------------|----------|
| U.S. | \$80,610 |
| Georgia | \$74,632 |
| Columbus | \$56,662 |

Nearly half of all households are renter-occupied, indicating the importance of providing equitable access for residents who may rely on public transit, personal vehicles or non-motorized modes of travel



The overlap of disability, lower income, and limited transportation options compounds accessibility challenges, especially in neighborhoods affected by historic underinvestment

~50%

Residents over the age of 65 that report having a disability

>30%

Residents under 65 that report having physical or mobility limitations

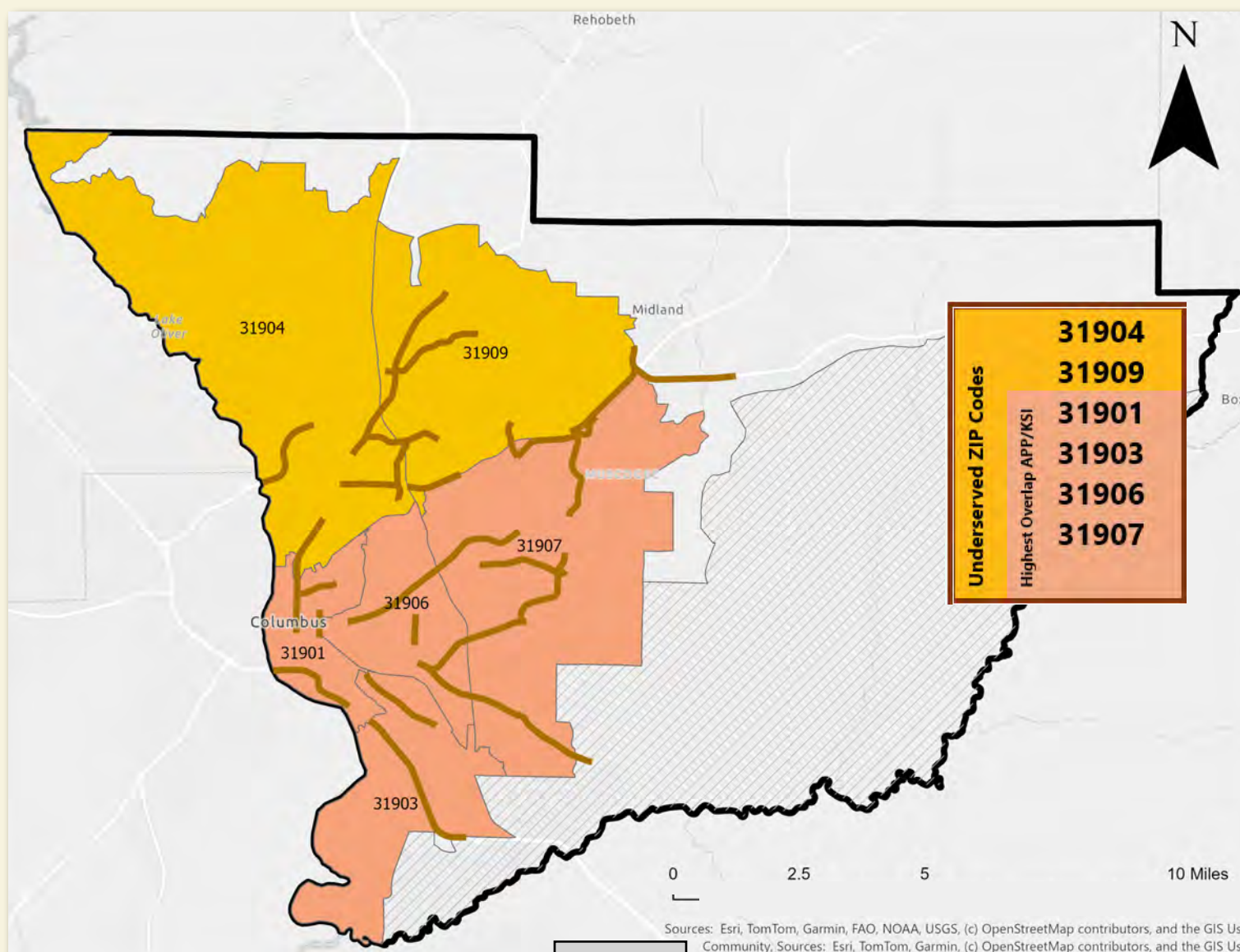
Crash and Safety Findings

Between 2019 and 2023, Columbus recorded **7,902 traffic crashes, including 487 that resulted in fatalities or serious injuries**, as a result **Columbus has a KSI rate of 6.2% compared to the statewide average of 2.17%.**

Federally Designated Areas of Persistent Poverty (APPs) were mapped to identify where long-term economic hardship overlaps with transportation risk. The study evaluated Socioeconomic indicators across ZIP codes and found six ZIP codes characterized as historically underserved, with four ZIP codes showing the highest overlap of poverty and crash exposure.

These four zip codes (31901, 31903, 31906, and 31907) represent approximately 52% of the City's overall population but account for 69% of citywide KSI crashes, and 67% of citywide bicycle and pedestrian crashes. 58% of the city's High Injury Network falls within these zip codes. In particular 31901, which encompasses Downtown Columbus, has experienced more than double the citywide fatality rate and triple the citywide bicycle and pedestrian crash rate.

Although these zip codes account for a majority of the City's population and many of it's busiest corridors, these over-representations of KSI and bicycle and pedestrian crashes suggest a relationship between underserved community designation and safety outcomes.



Community and stakeholder engagement was a critical part of the Safety Action Plan development process, and the feedback received was used to inform the development of the priority project recommendations and actionable strategies.

This section provides a summary of the various outreach efforts used throughout the action planning process and the key takeaways that were used to inform the development of the Safety Action Plan.

Stakeholder Advisory Committee

A Stakeholder Advisory Committee was established to guide the plan’s development and provide feedback at key project milestones.

The stakeholders met three times during the action plan development process, and will meet for a fourth time following plan adoption to discuss implementation. The meetings also included discussion of parallel planning efforts including the Columbus Safe Access to School Plan. A full summary of stakeholder committee meetings can be found in **Appendix G**.

Meeting 1: May 19, 2025

Introduction of the safety action plan scope and schedule, overview of citywide crash trends, discussion of draft High-Injury-Network and identification of other priority safety areas.

Meeting 2: July 8, 2026

Discussion of action plan goal setting, review of focus crash type trends, review of priority countermeasures and potential actionable strategies.

Meeting 3: September 16, 2025

Overview of education and public awareness framework, discussion of project development and prioritization process, review of project recommendations.



Stakeholder Advisory Committee Members

| |
|---|
| Columbus Consolidated Government Planning |
| Columbus Consolidated Government Engineering |
| Columbus Consolidated Government Public Works |
| Columbus Consolidated Government Deputy City Manager |
| GDOT District 3 |
| GDOT Safe Routes to School |
| GDOT State Safety Engineering |
| GDOT Preconstruction Engineering |
| GDOT Intermodal |
| GDOT Office of Planning |
| GDOT Office of Planning |
| Fort Benning Public Works |
| METRA |
| Muscogee County School District Operations and Facilities |
| Mayor’s Commission for Persons with Disabilities |
| River Valley Regional Commission |
| Law Enforcement/Public Safety |
| Emergency Management |
| Columbus State University |
| Columbus Consolidated Government Risk Manager |

Focus Group Meetings

Active Transportation Focus Group: May 20, 2025

The project team met with members of the Columbus bicycle and pedestrian community to discuss the Safety Action Plan and gather feedback on perceptions of safety while walking and biking. Major discussion points included a desire for more bicycle and pedestrian connectivity, a need for more pedestrian crossings on busy corridors, and pedestrian safety issues along the Victory Drive and Veterans Parkway Corridor.

Mayor's Commission for Persons with Disabilities

The project team held a workshop with members of the Mayor's Commission for Persons with Disabilities to discuss the Safety Action Plan and gather feedback regarding accessibility and safety concerns around Columbus. Major discussion points included a desire for more pedestrian accommodations, better lighting, and more pedestrian crossings on busy corridors.

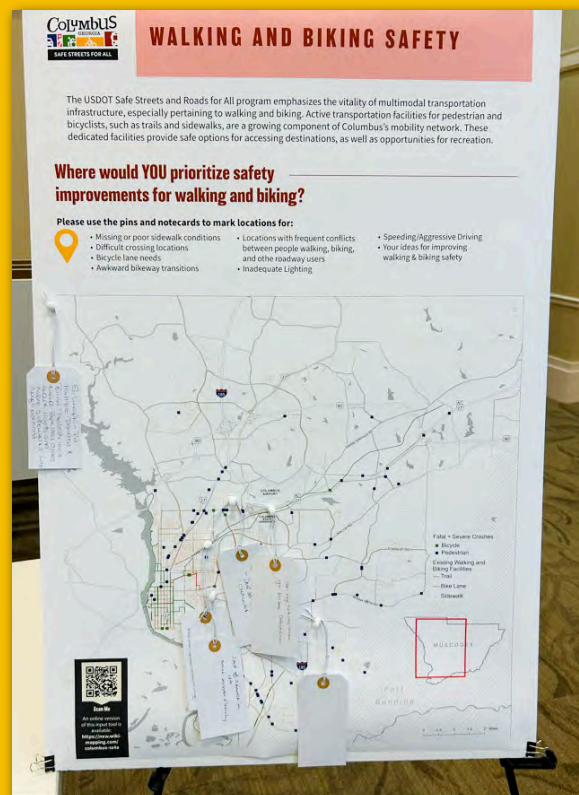
Public Outreach

Public Meeting 1: May 19, 2025

The project team shared informational boards providing an overview of the high-level findings of the Citywide Crash Analysis, seeking feedback on the draft High-Injury-Network, and requesting information on known safety issues and locations. Information related to parallel planning efforts including the Safe Access to School plan was also shared. A presentation was given providing a high-level overview of the safety action plan scope, schedule and initial findings and the project team facilitated an open and answer session with meeting participants. The feedback received was used to refine the High-Injury-Network and inform actionable strategy development.

Public Meeting 2: September 16, 2025

The project team shared informational boards providing an overview of safety countermeasures and a summary of priority project recommendations. Recommendations from the Safe Access to School Plan, and Bicycle and Pedestrian Framework were also shared. The feedback received was used to refine project recommendations and policy recommendations.



Web Survey

An online survey was developed and made public to gather community insights regarding public perceptions of safety and to better understand the public's priorities regarding traffic safety issues in Columbus. The survey ran from April 22, 2025 to September 22, 2025 and received 135 responses. A full summary of survey results is provided in

Appendix H.

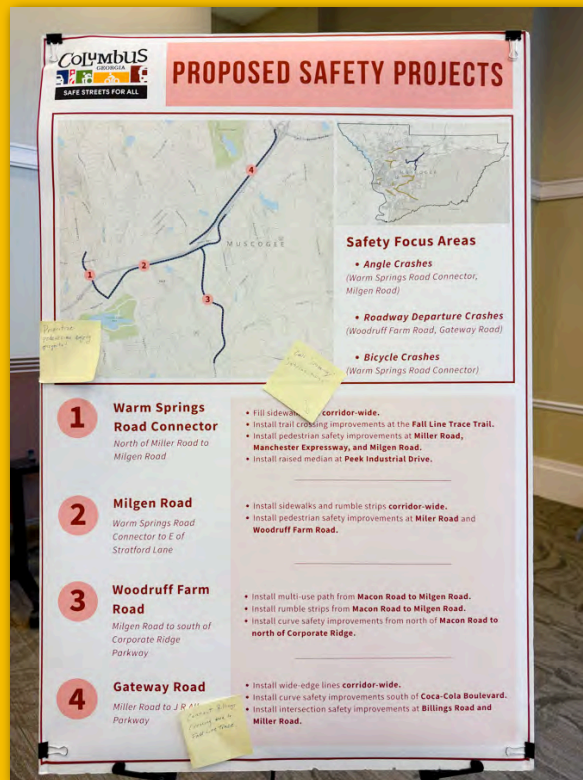
- 35% of participants claimed that either they or someone close to them had been killed or seriously injured in a traffic crash in Columbus
- Over half of participants felt that roadways in Columbus are less safe than they were five years ago
- 60% of respondents reported observing vehicle speeding on a daily basis
- Respondents' top priorities for improving safety in Columbus included: Constructing more pedestrian and bicycle facilities, reducing impaired, distracted and inattentive driving, reducing speeding and aggressive driving, and improving roadway and intersection lighting

Interactive Web Map

An [interactive web map](#) was also published to provide the public with an opportunity to highlight safety issues at specific locations throughout Columbus. Participants were invited to describe the safety issues at a given location, and were given the option to upload a photo, and to respond to previously submitted comments.

The web-map received 93 submissions. The feedback received was used to refine the High-Injury-Network and inform priority project recommendations.

- 65% of responses related to bicycle and pedestrian safety issues
- Areas with high concentrations of submissions included:
 - Downtown Columbus
 - Buena Vista Road
 - Wynnnton Road/Macon Road
 - I-185 interchanges



PART 2:

PRIORITY PROJECTS AND STRATEGY RECOMMENDATIONS

PROVEN SAFETY COUNTERMEASURES TOOLBOX

Item #4.

The Federal Highway Administration's (FHWA) Proven Safety Countermeasures initiative provides **evidence-based strategies that have consistently demonstrated success in reducing traffic-related fatalities and serious injuries** nationwide.

Integrated with the Safe System Approach, these strategies are not only designed to prevent crashes but also to reduce the severity of crashes when they do occur. Their effectiveness across a variety of roadway environments and community types makes them especially valuable for cities like Columbus.

As part of this Safety Action Plan, appropriate FHWA Proven Safety Countermeasures have been identified and recommended to improve safety outcomes across Columbus's transportation network. **These countermeasures address key risk areas, such as speed management, intersection safety, and the protection of pedestrians and bicyclists, and align with the elements of the Safe System.**

This section provides an overview, in the proceeding tables, of the most recommended proven safety countermeasures, highlights its anticipated Crash Reduction Factor (CRF) and relative cost (low, mid, high) and discusses any relevant implementation considerations.

These countermeasures fall into the following four categories, each with an example below:

BICYCLE PEDESTRIAN

Focused on crashes involving bicyclists or pedestrians

ROADWAY DEPARTURE

Focused on crashes that occur when a vehicle leaves the road or crosses the roadway centerline

INTERSECTION

Focused on angle crashes that occur at signalized or unsignalized intersections

CROSSCUTTING

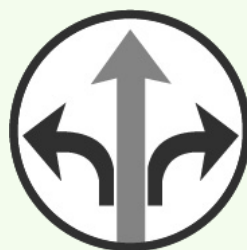
Countermeasures that can reduce crashes across several different safety focus areas



CROSSWALK VISIBILITY ENHANCEMENTS



ENHANCED DELINEATION FOR HORIZONTAL CURVES



DEDICATED TURN LANES AT INTERSECTIONS



LOCAL ROAD SAFETY PLANS

BICYCLE/ PEDESTRIAN

| COUNTERMEASURE | DESCRIPTION | CRF | COST | IMPLEMENTATION CONSIDERATIONS |
|------------------------------------|---|-----|-------------|--|
| Bicycle Facilities | Dedicated on or off-street facilities to accommodate bicycle traffic. Includes bicycle lanes and shared use paths | 49% | Low to Mid | Separated or protected facilities are preferred on higher speed and higher volume roadways. FHWA's Bikeway Selection Guide provides guidance on facility selection |
| Crosswalk Visibility Enhancements | Improved lighting and signing and pavement markings at crosswalks | 40% | Low | More robust visibility enhancements may be required at high-speed or multi-lane crossings |
| Leading Pedestrian Interval | Signal phasing strategy that gives pedestrians a 3-7 second head start before vehicles receive a green light | 13% | Low | Can be implemented systemically at locations with anticipated pedestrian demand. Existing signal cabinet equipment may need to be upgraded to implement at some locations |
| Medians and Refuge Islands | An area between opposing lanes of traffic that can be used by pedestrians as refuge while crossing the street | 56% | Mid | A refuge island should be considered at multi-lane pedestrian crossings. Refuge islands may also be considered as an interim measure at locations where new crosswalks may not be justified |
| Pedestrian Hybrid Beacons | A traffic control device designed to help pedestrians cross higher-speed roadways at unsignalized crossing locations | 55% | Mid | Most applicable on roadways where posted speeds exceed 35 mph, on roadways with six or more travel lanes, or on four lane roadways where a median is not provided. MUTCD Chapter 4J provides additional details on PHB application requirements and warrants |
| Rectangular Rapid Flashing Beacons | A beacon used to enhance pedestrian conspicuity and increase driver awareness at unsignalized crossing locations | 47% | Low | Most applicable on roadways where posted speeds do not exceed 35 mph, on roadways with four lanes where a median is provided, and on roadways with three or fewer lanes where there is significant pedestrian demand |
| Road Diets | A reallocation of roadway space which typically involves repurposing an existing vehicle lane to accommodate bicycle facilities, pedestrian facilities, and/or a median | 47% | Mid to High | FHWA establishes 20,000 AADT as an upper threshold for road diets on four-lane roadways. Future traffic projections should also be considered, and traffic analysis at key intersections should be conducted |

ROADWAY DEPARTURE

| | | | | |
|--|---|---------|-------------|--|
| Enhanced Delineation for Horizontal Curves | Includes a variety of signing and striping improvements that can be implemented within or in advance of curves | 18%-38% | Low | Improvements can be made together or in isolation. Can be applied systemically with more robust enhancements prioritized at locations with elevated crash risk or crash history |
| Roadside Design Improvements at Curves | Roadside improvements to improve safety at curves including clear zone clearing, slope flattening and shoulder widening | 8-44% | Mid to High | Improvements can be made together or in isolation. Can be applied systemically with more robust enhancements prioritized at locations with elevated crash risk or crash history |
| Rumble Strips and Stripes | Milled or raised elements on the pavement intended to alert drivers that their vehicle has left the travel lane | 51%-64% | Low | Can be installed systemically on center line and edge lines of rural roadways. Lower profile strips can be used at locations near residential areas where noise may be a concern |

ROADWAY DEPARTURE (cont.)

| COUNTERMEASURE | DESCRIPTION | CRF | COST | IMPLEMENTATION CONSIDERATIONS |
|-----------------|---|-----|------|---|
| Wider Edgelines | Travel lane edgelines that are the maximum width of 6 inches, that help enhance the visibility of travel lane boundaries and the road alignment ahead | 37% | Low | Can be installed systemically on all roadways, especially at locations with elevated roadway departure crash risk |

INTERSECTIONS

| | | | | |
|--|---|---------|------------|--|
| Retroreflective Signal Backplates | A retroreflective backplate added to traffic signal heads to improve signal visibility | 15% | Low | Structural analysis may be required to ensure that existing signal support structures can accommodate the added wind load |
| Corridor Access Management | Control of entry and exist points along a roadway, primarily through the reduction of driveway density and installation of raised medians | 5-23% | Low to Mid | Converting full access medians to closed or bi-directional medians can be an effective method of reducing intersection conflicts and crashes. Alternative access points and nearby U-turn opportunities should be considered when installing medians |
| Roundabouts | An alternative intersection design that reduces vehicle speeds and conflict points | 78%-82% | High | An intersection control evaluation may be necessary to determine roundabout feasibility |
| Multiple Low-Cost Countermeasures at Stop-Controlled Intersections | A package of low-cost signing and marking strategies meant to increase driver awareness and recognition of the intersection and potential conflicts. Includes doubled up signage, warning beacons, and supplemental pavement markings | 10-27% | Low | Improvements can be made together or in isolation. Can be applied systemically with more robust enhancements prioritized at locations with elevated crash risk or crash history |
| Yellow Change Intervals | Regular assessment of yellow change intervals to ensure that drivers are given enough time to safely stop during a yellow indication, preventing red light running | 8-14% | Low | USDOT recommends that agencies establish a procedure to regularly assess and update yellow change intervals |

CROSSCUTTING

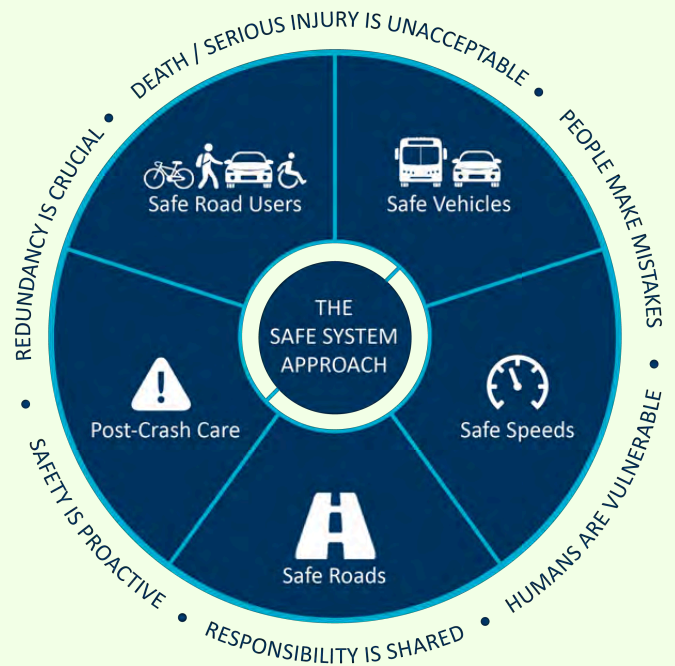
| | | | | |
|----------|---|---------|------------|--|
| Lighting | Installing new or upgrading existing lighting at intersections or along corridors | 28%-42% | Low to Mid | Lighting fixtures can often be mounted on existing utility poles to save cost. Coordination with Georgia Power may be required |
|----------|---|---------|------------|--|

ACTIONABLE STRATEGIES

Item #4.

The data from the safety and risk analysis, combined with the input received from community outreach and stakeholder engagement has informed the development of actionable strategies that CCG and its partners can take to address the traffic safety trends identified throughout this plan. These strategies are organized under each of the safe streets elements.

| STRUCTURE OF RECOMMENDATIONS | |
|------------------------------|--|
| ACTION | <i>The description of each priority action recommendation</i> |
| CATEGORY | <i>The type of recommendation (project, program, or policy)</i> |
| LEAD AGENCY | <i>The agency or agencies that will be primarily responsible for carrying out or implementing the recommended action</i> |
| TIMEFRAME | <i>The relative timeframe associated with implementing each recommendation</i> |
| COST | <i>The relative cost figure associated with each recommendation considering potential capital costs and additional staff resources</i> |



| CATEGORY | DESCRIPTION OF RECOMMENDATION |
|------------|---|
| Project | Specific, location based infrastructure improvements |
| Program | The agency or agencies that will be primarily responsible for carrying out or implementing the recommended action |
| Policy | Changes to rules, regulations, or guidelines |
| COST | |
| - | Can be completed with existing resources |
| \$ | Will require minimal capital expenditures or additional staff resources |
| \$\$ | Will require moderate capital expenditures or additional staff resources |
| \$\$\$ | Will require extensive capital expenditures or additional staff resources |
| TIMELINE | |
| Short-Term | 0-3 Years |
| Mid-Term | 3-5 Years |
| Long-Term | 5+ Years |

SAFE ROADS

Item #4.

| ACTION | CATEGORY | LEAD AGENCY | TIME FRAME | COST |
|---|----------|-------------|------------|--------|
| Systematically implement Leading Pedestrian Intervals (LPIs) at signalized intersections along the Bicycle and Pedestrian HIN and at high bicycle and pedestrian activity locations. | Project | CCG/GDOT | Mid-Term | \$ |
| Evaluate opportunities to increase pedestrian crossing density through installing mid-block pedestrian crosswalks, traffic signals, and all-way-stops where appropriate. Install median refuge islands where not feasible. Prioritize locations along the Bicycle and Pedestrian HIN and at high bicycle and pedestrian activity locations. | Project | CCG/GDOT | Mid-Term | \$\$ |
| Review intersection geometry at signalized intersections along the Bicycle and Pedestrian HIN and at high bicycle and pedestrian activity locations. Identify opportunities to reduce curb radii and eliminate or improve slip lanes where present. | Project | CCG/GDOT | Mid-Term | \$\$ |
| Evaluate under-capacity roadways for opportunities to implement road diets, reallocating roadway space for bicycle and pedestrian facilities and median refuge. | Project | CCG | Long-Term | \$\$\$ |
| Explore opportunities to install separated bicycle infrastructure, prioritizing high-risk and high-crash locations. | Project | CCG/GDOT | Long-Term | \$\$ |
| Fill critical sidewalk gaps at high priority locations. | Project | CCG/GDOT | Mid-Term | \$\$ |
| Repair existing locations to meet ADA standards at priority locations | Project | CCG/GDOT | Long-Term | \$\$ |
| Identify and prioritize suitable candidate intersections for roundabout installation or conversion. Prioritize intersections along the High-Injury-Network and locations with high concentrations of angle crashes. | Project | CCG | Long-Term | \$\$\$ |
| Identify and prioritize suitable candidate intersections for all-way-stop installation. Prioritize locations along the High-Injury-Network and low volume intersections with high concentrations of angle crashes. | Project | CCG | Short-Term | \$ |
| Identify and prioritize signalized intersection locations for the implementation of protected/permissive signal phasing. | Project | CCG | Short-Term | \$ |
| Systemically review and optimize red and yellow clearance intervals at signalized intersections. | Project | CCG | Short-Term | \$ |
| Systemically install retroreflective borders on signal back plates where missing. | Project | CCG/GDOT | Short-Term | \$ |
| Evaluate corridors with existing two-way-left-turn-lanes for opportunities to install raised medians. Install spot medians where full conversion is not feasible. | Project | CCG/GDOT | Mid-Term | \$\$ |
| Pilot red light running detection and prevention ITS systems at priority intersections. | Project | CCG/GDOT | Short-Term | \$ |



SAFE ROADS (cont.)

| ACTION | CATEGORY | LEAD AGENCY | TIME FRAME | COST |
|---|----------------|------------------------------------|-------------------|-------------|
| <i>Systematically install low cost lane departure countermeasures on high crash and high risk roadways and curves</i> | <i>Project</i> | <i>CCG/GDOT</i> | <i>Mid-Term</i> | <i>\$\$</i> |
| <i>Prioritize walking and biking improvements near schools in coordination with the Columbus Safe Access to School Plan</i> | <i>Program</i> | <i>CCG</i> | <i>Long-Term</i> | <i>\$\$</i> |
| <i>Evaluate resurfacing and pavement maintenance programs and projects for opportunities to implement safety countermeasures</i> | <i>Program</i> | <i>CCG/GDOT</i> | <i>Mid-Term</i> | <i>\$\$</i> |
| <i>Implement low-cost, quick-build safety improvements at strategic priority safety locations to pilot solutions for permanent construction</i> | <i>Program</i> | <i>CCG</i> | <i>Short-Term</i> | <i>\$</i> |
| <i>Commence a systemic street lighting enhancement program to evaluate, identify, and improve lighting along roadways and at intersections</i> | <i>Program</i> | <i>CCG/GDOT/ Georgia Power</i> | <i>Mid-Term</i> | <i>\$\$</i> |
| <i>Evaluate existing maintenance of traffic (MOT) processes and requirements to ensure that all roadway users are prioritized and protected, with an emphasis on ensuring walking and bicycling mobility and access</i> | <i>Policy</i> | <i>CCG</i> | <i>Short-Term</i> | <i>-</i> |
| <i>Develop an intersection evaluation policy requiring that changes to an intersection undergo a formal evaluation of multiple control types including alternative intersection designs</i> | <i>Policy</i> | <i>CCG</i> | <i>Short-Term</i> | <i>-</i> |
| <i>Conduct Road Safety Audits (RSAs) at priority safety locations, and locations with upcoming capital projects to identify opportunities to implement proven safety countermeasures</i> | <i>Policy</i> | <i>CCG/GDOT</i> | <i>Short-Term</i> | <i>-</i> |
| <i>Evaluate the existing Traffic Impact Assessment (TIA) process for opportunities to incorporate traffic safety into the site development process</i> | <i>Policy</i> | <i>CCG</i> | <i>Short-Term</i> | <i>-</i> |
| <i>Explore opportunities to install separated bicycle infrastructure, prioritizing high-risk and high-crash locations</i> | <i>Policy</i> | <i>CCG</i> | <i>Short-Term</i> | <i>-</i> |

SAFE SPEEDS

| ACTION | CATEGORY | LEAD AGENCY | TIME FRAME | COST |
|---|----------|--------------------------------|------------|------|
| Install Dynamic Speed Feedback Signs at priority locations along the HIN and at locations with documented speeding issues | Project | CCG | Short-Term | \$ |
| Ensure appropriate and consistent spacing of posted speed limit signs at priority locations along the HIN and at locations with documented speeding issues | Project | CCG/GDOT | Short-Term | \$ |
| Identify opportunities to incorporate speed management strategies and self-enforcing roadway design into the project development process, design or redesign streets and intersections to manage speeds as appropriate for the intended use and context of the roadway | Project | CCG | Long-Term | \$\$ |
| Explore signal timing and coordination strategies to reinforce posted and target speeds on priority corridors | Project | CCG | Short-Term | \$ |
| Develop a Speed Management Program to develop a toolbox of context sensitive speed management tools, establish network-wide target speeds, and identify priority speed management corridors for implementation | Program | CCG | Short-Term | \$ |
| Develop a residential traffic calming program to address speeding and aggressive driving on neighborhood streets. Consider partnering with home owner associations and other neighborhood groups to co-fund improvements, while setting aside funding for neighborhoods in lower income neighborhoods to ensure equitable program delivery. | Program | CCG/ Neighborhood Groups | Mid-Term | \$ |
| Collaborate with local law enforcement to program, fund, and conduct high-visibility speed enforcement campaigns aimed at increasing awareness and compliance of safe speeds. | Program | CCG/CPD/ MSO | Short-Term | \$\$ |
| Evaluate existing practices for establishing design and posted speeds and identify opportunities to incorporate safety history and context sensitivity into the speed selection process | Policy | CCG | Short-Term | - |
| Incorporate performance measures that prioritize roadway user safety over driver/vehicle performance measures such as vehicle delay, speed, etc. when evaluating roadway operations and design. | Policy | CCG | Short-Term | - |



SAFE USERS

| ACTION | CATEGORY | LEAD AGENCY | TIME FRAME | COST |
|---|----------------|-------------------------------------|-------------------|---------------|
| <i>Update City Code "Article XI: Pedestrians' Rights and Duties Sec 20-11.6 Prohibited Crossing" to remove language restricting pedestrian crossings outside of a marked crosswalk upon through streets or parkways, and at locations where overhead crosswalks are available, to eliminate the potential for excessive out-of-direction travel requirements for bicyclists and pedestrians</i> | <i>Policy</i> | <i>CCG</i> | <i>Short-Term</i> | <i>-</i> |
| <i>Increase staffing for dedicated traffic patrol units, and conduct focused enforcement campaigns centered on reducing speeding and impaired driving, and improving seat belt use</i> | <i>Policy</i> | <i>CCG/CPD/SSO</i> | <i>Mid-Term</i> | <i>\$\$\$</i> |
| <i>Support state level legislation to reduce the legal Blood Alcohol Content (BAC) level to 0.5%, consistent with recommendations from FHWA, NHTSA, and other leading safety organizations</i> | <i>Policy</i> | <i>CCG</i> | <i>Short-Term</i> | <i>-</i> |
| <i>Support and encourage driver's education and transportation safety programs for local high school students</i> | <i>Program</i> | <i>CCG/GDOT /Safe Kids Columbus</i> | <i>Short-Term</i> | <i>\$</i> |
| <i>Leverage existing state and national safety education programs including "Keep Georgia Safe" and "Drive Alert Arrive Alive" and "Click it or Ticket", by sharing materials at public facing City facilities and on social media</i> | <i>Program</i> | <i>CCG</i> | <i>Short-Term</i> | <i>-</i> |
| <i>Develop a safety marketing campaign targeted at young male drivers to promote safe driving behaviors</i> | <i>Program</i> | <i>CCG/GDOT</i> | <i>Short-Term</i> | <i>\$</i> |
| <i>Partner with other governmental agencies and non-profits to distribute safety equipment including reflective clothing and bicycle lights</i> | <i>Program</i> | <i>CCG/GDOT /Safe Kids Columbus</i> | <i>Short-Term</i> | <i>\$</i> |
| <i>Support Safe Access to School Educational programing in coordination with the Columbus Safe Access to Schools Plan</i> | <i>Program</i> | <i>CCG/GDOT /Safe Kids Columbus</i> | <i>Short-Term</i> | <i>-</i> |

SAFE VEHICLES

| ACTION | CATEGORY | LEAD AGENCY | TIME FRAME | COST |
|--|----------|-------------|------------|------|
| Explore opportunities to implement and expand intelligent transportation system (ITS) technologies to improve vehicle and traffic safety and leverage new in-vehicle technologies | Project | CCG/GDOT | Mid-Term | \$ |
| Explore and identify opportunities to improve the function of current and emerging vehicle safety features (e.g., lane departure warnings and lane assist features) through regular roadway maintenance practices that include enhanced pavement markings and lighting | Project | CCG/GDOT | Mid-Term | \$ |
| Invest in vehicle technologies like automated school bus enforcement cameras that observe drivers who illegally pass stopped school buses | Program | CCG/MCSD | Mid-Term | \$\$ |
| Explore opportunities to update City fleet vehicles with the latest safety technologies, including speed limiters, driver behavior monitoring | Program | CCG | Mid-Term | \$\$ |
| Display targeted safety messages on City fleet vehicles with wraps or bumper stickers | Program | CCG | Short-Term | \$ |



POST CRASH CARE

| ACTION | CATEGORY | LEAD AGENCY | TIME FRAME | COST |
|---|----------|-------------|------------|------|
| Develop a citywide crash review and response program to systematically analyze KSI crashes. The program should involve a multidisciplinary team including planners, engineers, law enforcement, and EMS | Program | CCG | Short-Term | \$ |
| Identify opportunities to implement emergency vehicle traffic signal preemption technology | Program | CCG/GDOT | Mid-Term | \$ |
| Monitor and report crash response times, work to identify opportunities to reduce the time it takes to arrive at a crash scene | Mid-Term | CCG | Mid-Term | \$ |

EDUCATION PROGRAM FRAMEWORK

Item #4.

A critical component of the overall strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all, includes the incorporation of a safety education and awareness campaign.

A strong safety culture in a community enables a foundation for understanding the transportation system and the opportunity for participation in creating a safer environment for all users. Human behavior is not easy to change, yet with thoughtful, comprehensive approaches that consider an understanding of human behavior and the environment in which people live, the Columbus Consolidated Government (CCG) can foster a comprehensive strategy of programs, policies, countermeasures, and community awareness and education to significantly improve roadway safety to eliminate crashes related to serious injury and fatalities.

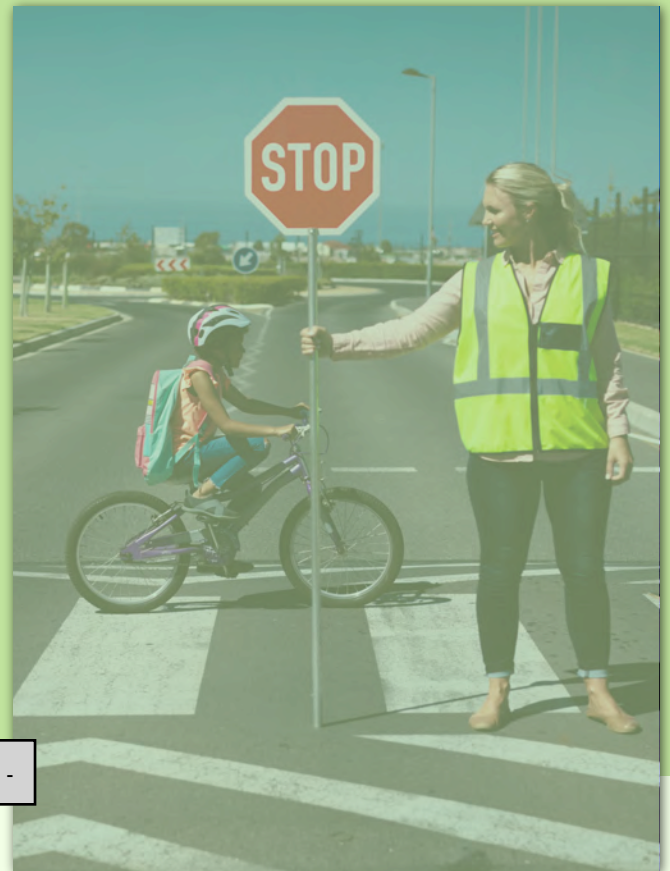
Education and Awareness Integration Framework

The Transportation Safety Committee, with representation from CCG and key strategy and implementation partners, will serve as the lead group to foster a culture of safety and its importance to quality of life in Columbus. The committee should meet on a quarterly basis at an established time and location to demonstrate a focused commitment to safety. A long-term plan for safety education and awareness should be established and regularly updated. The strategy should include campaigns to be implemented over the coming year. Each meeting should include a review of previous and upcoming safety education and awareness campaigns, events, and strategies.

As safety policy and infrastructure countermeasures are implemented, a paired education and awareness campaign should be launched to explain how transportation system users can best realize the safety benefits of the implemented countermeasures. A proposed timeline for implementation and monitoring of education and awareness campaigns in conjunction with policy and infrastructure countermeasure treatments is outlined in the “Implementation and Monitoring” section below.

Education and Awareness Partners

Partners with varying geographic and discipline representation throughout the community must be involved in safety education and awareness. All campaigns should be focused on the facts related to safety coupled with an emphasis on its impact on quality of life to the overall community. This initial group should be invited and encouraged to participate in the quarterly Transportation Safety Committee meetings and to promote educational and awareness campaigns designed to improve safety and quality of life in Columbus. Active outreach should be utilized to continuously expand the list of education and awareness partners. Opportunities to engage and support sharing key information regarding safety education and awareness campaigns should be advertised to reach a wide audience of potential community partners.



Education and Awareness Toolbox

A variety of tools should be implemented to support safety education and awareness. All campaigns and programs should be housed on a central safety education webpage for community partners to access for use within their organization's communication channels and social media pages. A sample of education and awareness tools to be organized by the Transportation Safety Committee and promoted by the education and awareness partners are listed below:

- *Safe Routes to School Program implemented and maintained in each school*
- *Safety awareness meetings*
- *Focus groups*
- *Surveys*
- *Web campaigns*
- *Social media campaigns*
- *Pop-up community events*
- *Booths at regular municipal events*
- *Safety pledge cards to sign at community events*
- *Safety banners to sign at community events*
- *Social media badges*
- *Stickers of support for safety*
- *Art contests*
- *Essay contests*
- *Videos featuring local citizens or leaders*
- *Safety quizzes*
- *Dashboards*
- *ArcGIS StoryMaps*
- *Radio or podcast interviews*
- *Radio and social media advertisements*
- *Commissioner and municipal newsletters*
- *Newspaper articles*

Selecting an Education or Awareness Campaign

Safety education and awareness campaigns will focus on a variety of needs within the community. Campaigns should be selected to address an array of safety concerns based on countermeasures being implemented, back to school, holidays, enforcement campaigns, and targeted demographic groups identified through safety data. Campaign activities should be implemented, measured, evaluated, and adjusted on continuous basis.

Examples of potential safety and education and awareness campaigns topics, implementation timelines and measures of success are summarized in the proceeding tables.

Education and Awareness Partners

| |
|--|
| <i>Columbus Council (Board of Commissioners)</i> |
| <i>Columbus Consolidated Government City Manager</i> |
| <i>Columbus Consolidated Government Engineering</i> |
| <i>Columbus Consolidated Government Planning</i> |
| <i>Columbus Consolidated Government Fire and Emergency Medical Services</i> |
| <i>Columbus Consolidated Government Risk Manager</i> |
| <i>Columbus Consolidated Government Police</i> |
| <i>Muscogee County Sheriff's Office</i> |
| <i>Muscogee County School District</i> |
| <i>METRA</i> |
| <i>River Valley Regional Commission</i> |
| <i>High School and College Social Clubs</i> <i>Elementary School Programs</i> |
| <i>Greater Columbus Chamber of Commerce</i> |
| <i>Choose Columbus</i> |
| <i>Safe Routes to School</i> |
| <i>Fort Benning/ Ft. Moore Public Works and Communications</i> |
| <i>Columbus State University</i> |
| <i>Senior Centers</i> |
| <i>Midtown Columbus</i> |
| <i>Mayors Commission for Persons with Disabilities</i> |
| <i>Department of Family and Children's Services (DFACS)</i> |
| <i>Valley Healthcare System</i> |
| <i>Veterans Hospital</i> |
| <i>Wheeledstrian</i> |
| <i>Access 2 Independence</i> |
| <i>Service Organizations (Rotary, Lions Club, Scouts, Boys and Girls Club)</i> |
| <i>Dragonfly Trails</i> |
| <i>Bicycle Columbus</i> |
| <i>Motorcycle Clubs</i> |
| <i>American Association of Retired Persons (AARP)</i> |
| <i>Columbus Emergency Management</i> |
| <i>Piedmont Columbus Regional Hospital</i> |
| <i>Columbus Health Department</i> |

Target Campaign Topics and Implementation Timelines

| TARGET TOPIC | SAFETY EDUCATION & AWARENESS FOCUS |
|--|--|
| Speeding | Combination with targeted law enforcement campaigns |
| Impaired Driving/Drinking and Driving | Combination with targeted law enforcement campaigns |
| Aggressive Driving | Patience, courtesy, and defensive driving techniques. |
| Vehicle Occupant Protection | Uniform school zone signage, speeds in school zones, roadway markings and flashing lights, pedestrians, drop off and pick up procedures and times, Addy's Law per stopped school buses, Safe Routes to School program elements |
| Holidays: Halloween, Memorial Day, Fourth of July, Labor Day, New Year's Eve | Drinking and Driving, nighttime roadway safety for drivers and pedestrians, safety alternatives |
| Bicycle and Pedestrian | Signage education, share the road, reflective clothing, lights |
| Shared the Road Awareness | Roadway rules for vehicles, golf carts, bicycles, pedestrians |
| Intersection Safety | Left turns (protected and unprotected), roundabout operations, yielding, red light running |
| Young/New Drivers | Distracted driving, roadway signage and markings education |
| Safe Routes for Seniors | Needs and preferences to safely walk, access transit, or drive |
| Railroad Crossings | Procedures for safe vehicle and pedestrian crossing |
| Reentering Roadway After Tire Slip off Edge | Slow speed, check traffic, steer back on roadway gently |
| Deer/Wildlife | Brake firmly and stay in travel lane |

| IMPLEMENTATION TIMELINE | STRATEGIC ELEMENTS | MEASURE OF SUCCESS |
|-------------------------|---|--|
| Winter/Spring 2026 | Establish Safety Action Plan Implementation as a primary Transportation Committee agenda item once per quarter with status updates on implementation progress on each monthly agenda. | Quarterly agenda items should focus on upcoming elements of the plan – countermeasure implementation, policy adoptions, and education, awareness, and enforcement campaigns. |
| Spring/Summer 2026 | <p>Select a safety and awareness campaign focused on one key safety topic to develop and launch in Summer/Fall 2026. Refer to the “Selecting a Campaign” section above.</p> <p>Build a coalition of education and awareness partners for support in the outreach process. Ensure all organizations are prepared to participate in plan implementation in a consistent manner.</p> <p>Create central online storage location for campaign messaging infographics and strategy information. Ensure all partners are aware of and have access to the site.</p> | <p>The Transportation Committee selects safety and Awareness campaign.</p> <p>Partner database is established.</p> <p>Education and awareness campaign materials are developed and disseminated.</p> |

Target Campaign Topics and Implementation Timelines (cont.)

| IMPLEMENTATION TIMELINE | STRATEGIC ELEMENTS | MEASURE OF SUCCESS |
|----------------------------------|---|---|
| Winter/Spring 2026 | Establish Safety Action Plan Implementation as a primary Transportation Committee agenda item once per quarter with status updates on implementation progress on each monthly agenda. | Quarterly agenda items should focus on upcoming elements of the plan – countermeasure implementation, policy adoptions, and education, awareness, and enforcement campaigns. |
| Spring/Summer 2026 | <p>Select a safety and awareness campaign focused on one key safety topic to develop and launch in Summer/Fall 2026. Refer to the “Selecting a Campaign” section above.</p> <p>Build a coalition of education and awareness partners for support in the outreach process. Ensure all organizations are prepared to participate in plan implementation in a consistent manner.</p> <p>Create central online storage location for campaign messaging infographics and strategy information. Ensure all partners are aware of and have access to the site.</p> | <p>The Transportation Committee selects safety and Awareness campaign.</p> <p>Partner database is established.</p> <p>Education and awareness campaign materials are developed and disseminated.</p> |
| Fall 2026 | <p>Kick off the safety and awareness campaign with partner promotion, website updates, social media outreach, and community events.</p> <p>Emphasize consistent messaging with partners and encourage promotion of campaign.</p> | <p>Implement the first safety and awareness campaign.</p> <p>Maintain communication and ensure consistency with partners.</p> |
| Winter 2026 | <p>Develop a safety and awareness campaign focused on one key policy or infrastructure countermeasure to launch in Spring 2027.</p> <p>Continue to add partners to the coalition of education and awareness partners for support.</p> | <p>Select and develop a second campaign topic. Tie the campaign to planned or implemented safety countermeasures.</p> <p>Grow partners for support database.</p> |
| Spring 2027 | <p>Implement the second safety and awareness campaign with partner promotion, website updates, social media outreach, and community events.</p> <p>Emphasize consistent messaging with partners and encourage promotion of campaign.</p> | <p>Implement the second safety and awareness campaign.</p> <p>Maintain communication and ensure consistency with partners.</p> |
| Annually after the initial year. | <p>Publish the first Annual Report on Safety Action highlighting baseline safety data, summaries of education and awareness campaigns, and updated safety data post campaign and countermeasure implementation. Include successful activities, challenges, upcoming goals, and the measures to be used during the coming year to monitor achievement of goals.</p> <p>Continue to select, develop, promote, and measure a minimum of two safety education and awareness campaign topics per year.</p> <p>Maintain and grow a strong relationship partner network to support and promote safety education and awareness.</p> | <p>Progress toward vision zero milestones with reporting throughout the implementation of the Safety Action Plan.</p> <p>Implementation of a minimum of two safety education and awareness campaigns annually through the endurance of the implementation of the Safety Action Plan.</p> <p>Continue to identify obstacles and adjust education and awareness activities to increase reach and effectiveness.</p> |

PRIORITY PROJECT DEVELOPMENT & PRIORITIZATION

Item #4.

In addition to the Actionable Strategies detailed in the previous section, the **Columbus Safety Action Plan has also identified and developed a list of priority infrastructure projects** that CCG and GDOT can pursue to address safety needs along the High Injury Network and other priority locations.

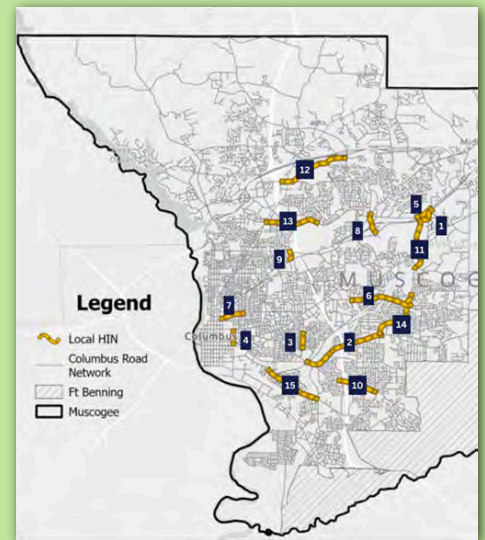
Priority projects were identified, developed, and prioritized using a three-step process:

Step 1: Project Identification

The 25 corridors identified as part of the High Injury Network were used as the foundational basis for priority project identification.

The initial High Injury Network limits were then adjusted based on the following factors to establish priority project limits:

- Extended to include adjacent concentrations of focus crash types
- Extended to include adjacent high-risk corridor segments
- Adjusted to match limits of overlapping Complete Streets projects identified in the 2050 MTP
- Extended based on feedback received through the public and stakeholder outreach process
- Adjusted based on feedback from CCG staff



Step 2: Priority Project Screening

Once the priority project limits were defined, each project corridor was screened to identify potential safety recommendations.

The screening included a detailed analysis of corridor crash trends, and a review of individual crash reports to identify opportunities to correct documented crash issues. Each corridor was also screened for opportunities to implement systemic safety improvements.

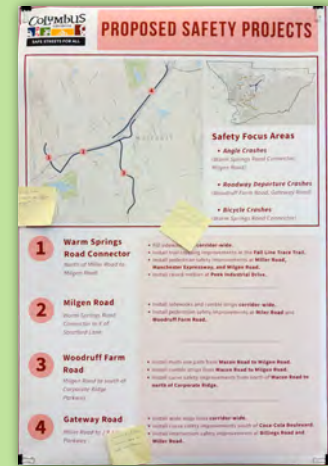
The recommended improvements featured many of USDOT's Proven Safety Countermeasures, and other safety interventions that are recognized as design best practices. More information on the specific safety countermeasures and how they were applied can be found in the **Proven Safety Countermeasures** section.



Step 3: Prioritization

The project prioritization methodology was developed with input from CCG staff and the project stakeholder group and is primarily based on safety and risk-based factors.

Other considerations including overlap with underserved areas, priority MTP projects, and community feedback were also incorporated into the project prioritization methodology. Local and State roadways were prioritized separately.



PRIORITY PROJECT SCORING

| FOCUS AREA | METRIC | POTENTIAL POINTS |
|-------------------------------|---|------------------|
| Safety Score | Relative number of K/SI Crashes per mile | 5 |
| Risk Score | Relative Replica Safe Streets Planner Risk Score | 3 |
| Ped/Bike Score | Project overlaps with pedestrian/bicycle HIN | 2 |
| Focus Crash Score | Project overlaps with focus crash priority area(s) | 2 |
| Underserved Area Score | Project within an underserved area zip code | 1 |
| Planned Projects Score | Project overlaps with a priority Complete Streets project in the 2050 MTP | 1 |
| Engagement Score | Project corridor was called out in public and stakeholder outreach | 1 |
| TOTAL POTENTIAL POINTS | | 15 |

The following tables summarize the results of the project prioritization process and detail the recommendations for each local and GDOT priority project. Additional information can be found in **Appendix I**.

LIST OF LOCAL PRIORITY PROJECTS

Item #4.

| LOCAL PROJECTS | | | | |
|----------------|-----------------------------|--|---|-------|
| PROJECT ID | STREET NAME | PROJECT LIMITS | RECOMMENDATION SUMMARY | SCORE |
| 1 | Buena Vista Road | MLK Jr Boulevard to E of Floyd Road | Landscaped Medians: Dogwood Drive to Floyd Road Intersection Safety Improvements: Floyd Road Crosswalk with Rectangular Rapid Flashing Beacons: Tennessee Drive, Celia Drive | 11.8 |
| 2 | Saint Mary's Road | Buena Vista Road to Moye Road | Road Diet: Buena Vista Road to Robin Road Crosswalk with Rectangular Rapid Flashing Beacons: Meadow Drive, Nightingale Drive Pedestrian Intersection Safety Improvements: Oakley Drive, I-185, Farr Road Roundabout: Leary Avenue Rumble Strips: McCartha Drive to Moye Road Widen Shoulders: Northstar Drive to Moye Road | 10.7 |
| 3 | Warm Springs Road Connector | N of Miller Road to Milgen Road | Fill sidewalk gaps: Corridor-wide Pedestrian Intersection Safety Improvements: Miller Road, Manchester Expressway, Milgen Road Trail Crossing Improvements: Fall Line Trace Trail Access Management: Peek Industrial Drive | 10.6 |
| 4 | Forrest Road | Morris Road to E of Floyd Road | Curve Safety Improvements: Tupelo Drive to Palomino Drive Roundabout: Reese Road Access Management: Wesley Drive, east of Morris Road Intersection Safety Improvements: Welborn Drive, Morris Road | 10.1 |
| 5 | Milgen Road | Warm Springs Road Connector to E of Stratford Lane | Sidewalk: Corridor-wide Rumble Strips: Corridor-wide Pedestrian Intersection Safety Improvements: Miller Road, Woodruff Farm Road | 8.8 |
| 6 | 10th Avenue | 13th Street to 9th Street | Road Diet: Corridor-wide Pedestrian Intersection Safety Improvements: 13th Street, Wynnton Road, Martin Luther King Junior Boulevard Roundabout: Wynnton Road Lighting: 13th Street | 8.8 |

LOCAL PROJECTS

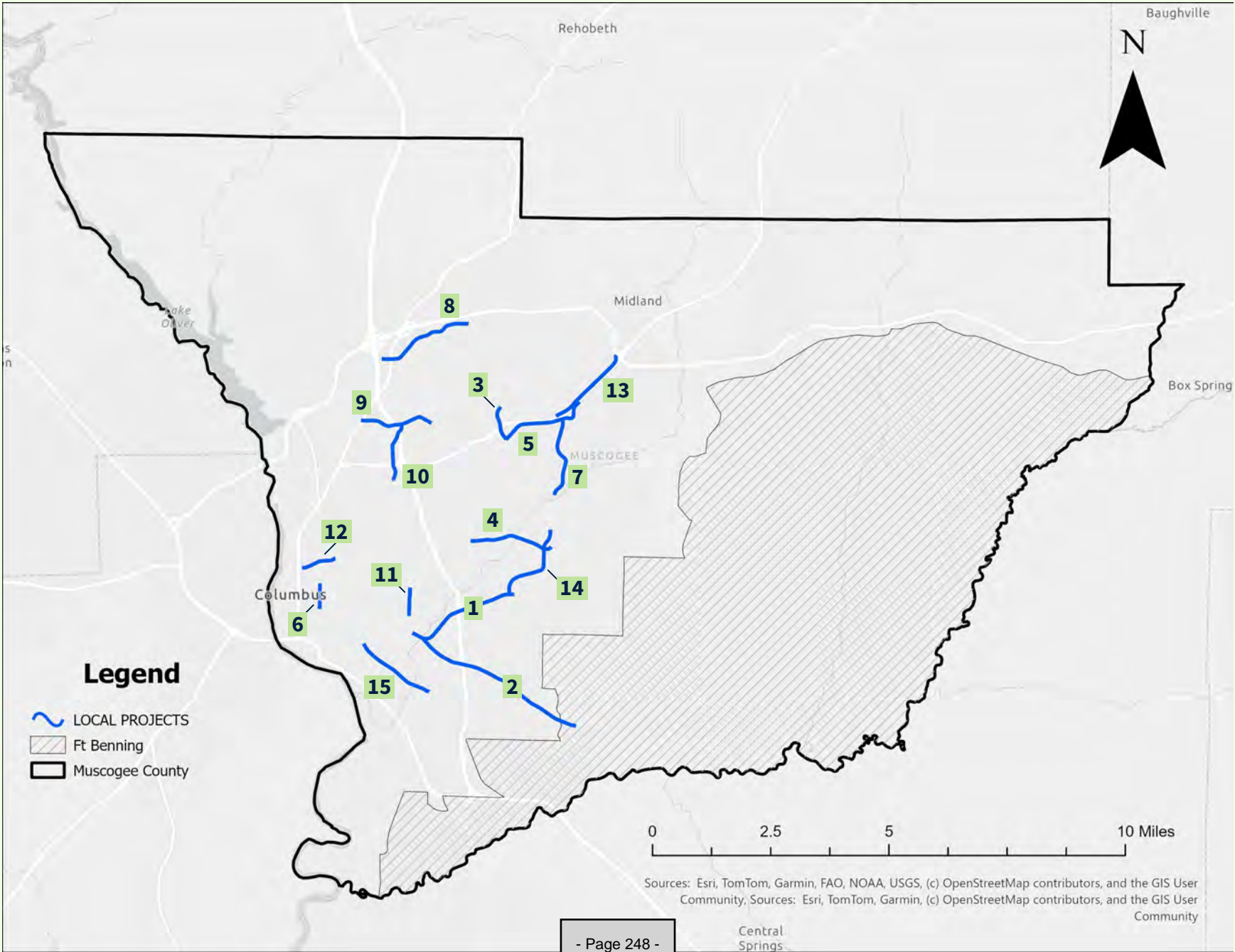
| PROJECT ID | STREET NAME | PROJECT LIMITS | RECOMMENDATION SUMMARY | SCORE |
|------------|----------------------|---|--|-------|
| 7 | Woodruff Farm Road | Milgen Road to S of Corporate Ridge Parkway | Rumble Strips: Macon Road to Milgen Road Multi-Use Path: Macon Road to Milgen Road Curve Safety Improvements: North of Macon Road, north of Corporate Ridge Protected Left-Turn Phasing: Macon Road | 8.8 |
| 8 | Whittlesey Boulevard | W of Veterans Pkwy to Moon Road | Intersection lighting: Corridor-wide Multi-Use path: Corridor-wide Fill Sidewalk Gaps: Corridor-wide Access Management: Hamilton Park Road, Walmart Entrance, Livingston Drive Crosswalk with Pedestrian Hybrid Beacon (PHB): Between Weems Road and Adams Farm Drive Curve Safety Improvements: From Adams Farm Drive to Moon Road | 8.1 |
| 9 | Airport Thruway | US 27 to Grumman Avenue | Sidewalks: Corridor-wide Pedestrian Intersection Safety Improvements: Britt David Road, Earnie Shelton Drive, Walmart Entrance, Armor Road, I-185, Sidney Simons Boulevard, Whitesville Road, Veterans Parkway Access Management: From 23rd Avenue to I-185 Protected left-turn phasing: I-185 Roundabout: Britt David Road | 7 |
| 10 | Armour Road | Airport Thruway to Warm Springs Road | Road Diet: Manchester Expressway to Airport Thruway Sidewalk: Warm Springs Road to I-185 Pedestrian Intersection Safety Improvements: Warm Springs Road, Sidney Simons Boulevard, Manchester Expressway | 7 |
| 11 | Rigdon Road | Melrose Drive to 8th Street | Multi-Use Path: Corridor-wide (west side of roadway) Sidewalk: Rigdon Road to 8th Street Intersection Safety Improvements: Melrose Drive, Rigdon Road, 8th Street Crosswalk with Rectangular Rapid Flashing Beacons: Rigdon Road Curve Safety Improvements: Rigdon Road | 6.7 |

LOCAL PROJECTS

| PROJECT ID | STREET NAME | PROJECT LIMITS | RECOMMENDATION SUMMARY | SCORE |
|------------|-------------------|----------------------------------|--|-------|
| 7 | Linwood Boulevard | 5th Ave to 13th Ave | Multi-Use Path: Corridor-wide Pedestrian Safety Intersection Improvements: 10th Avenue Crosswalk with Rectangular Rapid Flashing Beacons: 11th Avenue | 6 |
| 8 | Gateway Road | Miller Road to J R Allen Parkway | Wide Edge Lines: Corridor-wide Curve Safety Improvements: South of Coca-Cola Boulevard Intersection Safety Improvements: Billings Road, Miller Road | 5.6 |
| 9 | Floyd Road | Branton Lane to Buena Vista Road | Road Diet: Corridor-wide Curve Safety Improvements: Gardiner Drive to Floyd Court Crosswalk with Rectangular Rapid Flashing Beacons: Booth Street Pedestrian Intersection Safety Improvements: Luna Dive, Hunter Road, Forrest Road | 5.6 |
| 10 | Cusseta Road | 26th Avenue to Fort Benning Road | Crosswalk with Rectangular Rapid Flashing Beacons: 28th Avenue, 30th Avenue, 32nd Avenue | 3.5 |

LOCAL PRIORITY PROJECTS MAP

Item #4.



LIST OF STATE PRIORITY PROJECTS

Item #4.

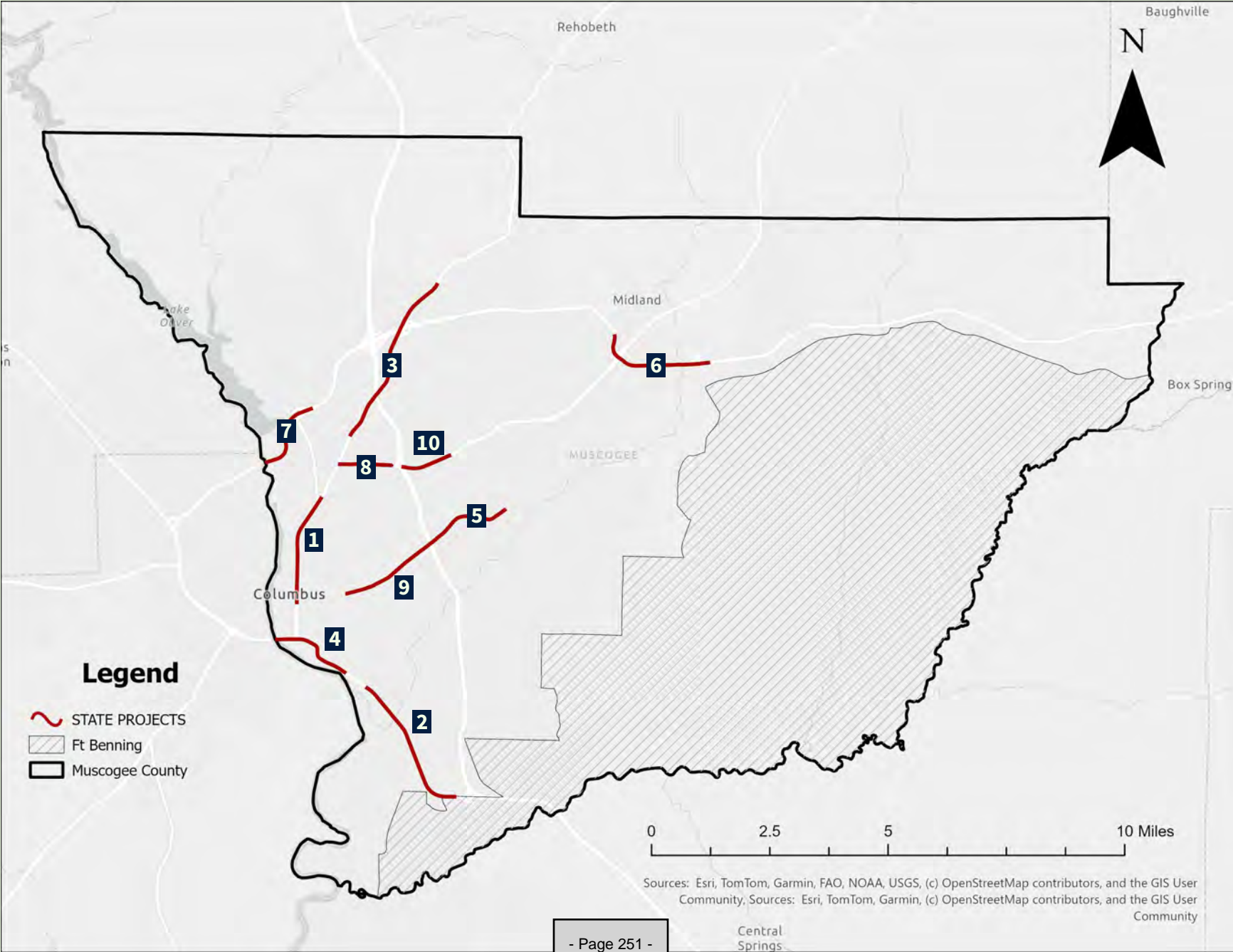
| STATE PROJECTS | | | | |
|----------------|------------------------|-------------------------------|---|-------|
| PROJECT ID | STREET NAME | PROJECT LIMITS | RECOMMENDATION SUMMARY | SCORE |
| 1 | US 27/Veterans Parkway | River Road to 10th Street | Pedestrian Intersection Safety Improvements: River Road, 23rd Street, Talbotton Road, 13th Street, 14th Street Intersection Lighting: Talbotton Road Protected Left Turn Phasing: 13th Street, 14th Street Crosswalk with Pedestrian Hybrid Beacon (PHB): 29th Street, 18th Street | 11 |
| 2 | US 280/Victory Drive | 30th Ave to I-185 | Multi-Use Path: Corridor-wide Sidewalk: I-185 to Matthews Street Curve Safety Improvements: Engineer Drive Pedestrian Intersection Safety Improvements: Elvan Avenue, Leary Road, Lumpkin Road Intersection Lighting: Lumpkin Road Access Management: Morgan Drive, Marathon Drive, Lumpkin Road, Airview Drive, Clay Drive, 30th Avenue | 10.5 |
| 3 | US 27/Veterans Parkway | Moon Road to Alexander Street | Multi-Use Path: Alexander Street to Britt Davis Road (east side of roadway) Sidewalk: Alexander Street to Ogletree Street (west side of roadway), Adams Farm Road to Tower Road (west side of roadway) Pedestrian Intersection Safety Improvements: Airport Thruway, Whitesville Road, Britt Davis Road Access Management: Britt David Road to Gepca Road, Lake Loop to Old Moon Road Protected Left Turn Phasing: Airport Thruway, Commercial Drive Intersection Lighting: Commercial Drive | 10 |
| 4 | US 280/4th Street | State Line to 30th Avenue | Multi-Use Path: 30th Avenue to 6th Avenue Crosswalk with Pedestrian Hybrid Beacon (PHB): Riverwalk Trailhead Curve Safety Improvements: Lumpkin Boulevard, 10th Avenue High Friction Surface Treatment: Lumpkin Boulevard to 10th Avenue Access Management: 6th Avenue, 3rd Avenue Intersection Lighting: Veteran's Parkway | 8.1 |

STATE PROJECTS

| PROJECT ID | STREET NAME | PROJECT LIMITS | RECOMMENDATION SUMMARY | SCORE |
|------------|---------------------------------|---|--|-------|
| 5 | SR 22/Macon Road | Rigdon Road to Reese Road | Pedestrian Intersection Safety Improvements: Boxwood Boulevard, I-185 Sidewalk: Forrest Road to Reese Road Rumble Strips: Forrest Road to Reese Road Access Management: Norris Road to Forrest Road, Dell Drive Crosswalk with Pedestrian Hybrid Beacon (PHB): Citizens Way | 8 |
| 6 | US 80/Beaver Run Road | W of Flat Rock Road to Technology Parkway | Rumble Strips: Corridor-wide Curve-Safety Improvements: Ruffie Way, Talokas Lane Sidewalk : Flat Rock Road to Psalmond Road | 6.8 |
| 7 | US 80/J R Allen Parkway | State Line to E of River Road | Rumble Strips: Corridor-wide where missing Curve-Safety Improvements: Chattahoochee River to 2nd Avenue, 2nd Avenue to River Road High-Friction Surface Treatment: Chattahoochee River to 2nd Avenue, 2nd Avenue to River Road Lighting: Chattahoochee River to 2nd Avenue | 6.6 |
| 8 | US Alt 27/Manchester Expressway | US 27 to Armour Road | Pedestrian Intersection Safety Improvements: Armour Road, Woodruff Road, 17th Avenue, Veterans Parkway Intersection Lighting: Armour Road Protected Left Turn Phasing: Armour Road Crosswalk with Pedestrian Hybrid Beacon (PHB): 42nd Street | 5.8 |
| 9 | SR 22/Wynnton Road | Buena Vista Road to Rigdon Road | Road Diet: 13th Street to Buena Vista Road Pedestrian Intersection Safety Improvements: 13th Street, Peacock Avenue, 18th Avenue Intersection lighting: Peacock Avenue Sidewalk: Jeanete Avenue to Buena Vista Road Crosswalk with Rectangular Rapid Flashing Beacons (RRFBs): Eberhart Avenue Access Management: 13th Street to Lawyers Lane, Brown Avenue to Henry Avenue | 4.1 |
| 10 | US Alt 27/Manchester Expressway | I-185 to Reese Road | Pedestrian Intersection Safety Improvements: I-185, University Avenue, Reese Road Intersection Lighting: Fall Line Trace Trail Head Entrance Intersection Safety Improvements: I-185 | 3.3 |

CDOT PRIORITY PROJECTS MAP

Item #4.



PART 3:

PERFORMANCE MONITORING AND NEXT STEPS

Performance Measures and Monitoring

Implementation of this Safety Action Plan and progress towards the goal of zero fatalities and serious injuries will occur over the course of several years. Over this time, Columbus and their partners are committed to monitoring citywide safety trends, reporting on progress towards Action Plan recommendation implementation, and measuring the safety impact of completed projects.

This information will be shared each year in a publicly facing annual report and displayed online with a regularly updated Action Plan Dashboard. The following performance measures should be considered:

System Performance

These performance measures track the citywide transportation safety performance from year to year. They are used to highlight long-term trends and communicate how, when, and where fatal and serious injury crashes are occurring to the public. Much of this data can be accessed easily online using [GDOT's Crash Data Dashboard](#) and will also be available via the Action Plan Dashboard.



| MEASURE | DESCRIPTION | METRICS | SOURCE |
|--|--|-------------------|----------------------|
| Total Fatal/Severe Injury Crashes | Total number of citywide KSI crashes during the reporting year | Number of Crashes | Crash Data Dashboard |
| Bicycle and Pedestrian Severe Injury Crashes | Total number of citywide KSI crashes involving bicyclists or pedestrians during the reporting year | Number of Crashes | Crash Data Dashboard |
| Fatal/Severe Injuries by Manner of Collision | Total number of citywide KSI crashes broken down by manner of collision, with an emphasis on focus crash types | Number of Crashes | Crash Data Dashboard |
| Fatal/Severe Injury Crashes vs Previous Year | Comparison of the total number of citywide KSI crashes in the reporting year based on the previous year | Number of Crashes | Crash Data Dashboard |
| Fatal/Severe Injury Crashes on HIN | Total number of KSI crashes that occurred on the High-Injury-Network during the reporting year | Number of Crashes | Crash Data Dashboard |



Priority Project Progress

These performance measures track progress towards the implementation of traffic safety infrastructure projects. They are used to reinforce accountability in project implementation, communicate progress to the public, and to measure the safety impact of projects following implementation. Much of this data can be collected via CCG and GDOT CIP/work programs, through regular Stakeholder Meeting updates, and through GDOT's crash querying platform.

| MEASURE | DESCRIPTION | METRICS | SOURCE |
|-------------------------------------|--|--|----------------------|
| Priority Projects Implementation | Progress towards the implementation of priority projects identified in the Safety Action Plan | Projects programmed or added to priority lists, grants applied for, project development activities, projects completed | CCG/GDOT |
| Other Safety Project Implementation | Progress towards the implementation of safety projects that incorporate the strategies outlined in the Action Plan, but were not identified as priority projects | Projects programmed or added to priority lists, grants applied for, project development activities, projects completed | CCG/GDOT |
| Priority Project Performance | Evaluation of the safety performance of completed priority projects | Post construction change in fatal/severe injury crashes | Crash Data Dashboard |

Actionable Strategies Progress

This reporting metric tracks progress towards the non-infrastructure related Action Plan strategies and summarizes ongoing educational and enforcement efforts. They are used to reinforce accountability in strategy implementation and report ongoing efforts to the public. Much of this data can be collected via regular Stakeholder Meeting updates.



| MEASURE | DESCRIPTION | METRICS | SOURCE |
|--|---|--|--------------------|
| Strategy Implementation | <i>Progress towards the implementation of actionable strategies recommended in the Safety Action Plan</i> | Progress on implementing recommended strategies | CCG/GDOT/ Partners |
| Bicycle and Pedestrian Severe Injury Crashes | <i>Total number of citywide KSI crashes involving bicyclists or pedestrians during the reporting year</i> | Educational campaigns launched, materials developed, events held, people reached | CCG/GDOT/ Partners |
| Fatal/Severe Injuries by Manner of Collision | <i>Total number of citywide KSI crashes broken down by manner of collision, with an emphasis on focus crash types</i> | Warnings/tickets issued, enforcement details held, grants awarded | CPD/MSO |

Achieving zero deaths and serious injuries is an ambitious goal, but it is essential to safeguard the well-being of our community's residents and visitors.

Eliminating fatalities and serious injuries in Columbus by 2050 will require continued commitment from city leadership, safety partners, and all road users. The projects, strategies, and policies outlined in this Safety Action Plan establish a road map for achieving this vision.





APPENDIX A:

Item #4.

PLANS POLICIES AND BEST PRACTICE REVIEW TECHNICAL MEMO

APPENDIX B:

CRASH ANALYSIS TECHNICAL MEMO

Item #4.

APPENDIX C:

Item #4.

BICYCLE and PEDESTRIAN HIGH INJURY NETWORK ANALYSIS MEMO

APPENDIX D:

Item #4.

BICYCLE and PEDESTRIAN RISK ASSESSMENT RESULTS MEMO

APPENDIX E:

TRANSPORTATION SYSTEM USAGE MEMO

Item #4.

APPENDIX F:

UNDERSERVED COMMUNITY IMPACT ANALYSIS MEMO

Item #4.

APPENDIX G:

OUTREACH EVENT SUMMARY

Item #4.

APPENDIX H:

PUBLIC SURVEY RESULTS

Item #4.

APPENDIX I:

PRIORITY PROJECT RECOMMENDATION SHEETS

Item #4.



File Attachments for Item:

5. Public Transportation Agency Safety Plan (PTASP) Annual Update

Approval is requested for the annual update to METRA's Public Transportation Agency Safety Plan (PTASP), and authorization is requested to approve, submit, and implement this Safety Plan through METRA and in compliance with federal requirements.

METRA TRANSIT SYSTEM

SAFETY PLAN

DECEMBER 2025



AS REVISED: 12-31-2025

REV. 4

AUTHORIZATIONS

Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation Act granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of transportation bus systems throughout the United States. On July 19, 2018, the FTA promulgated its final rule 49 CFR Part 673 - Public Transportation Agency Safety Plan (PTASP), which requires recipients of FTA Chapter 5307 funds to develop and implement a safety plan based on Safety Management Systems (SMS) principles and methods.

METRA establishes this Safety Plan as our department's commitment to system safety and the principles of SMS. The objectives of our plan are to:

- Increase the safety of our transportation system by proactively identifying, assessing, and controlling risks;
- Continually improve safety performance;
- Improve the commitment of transportation leadership to safety; and
- Foster a culture of safety awareness and responsiveness.

METRA is committed to implementing a systematic and comprehensive safety program. Leadership will visibly demonstrate its commitment to safety by monitoring hazards, enforcing, and supporting safety programs, and promoting an open and transparent environment to discuss and address safety issues.

This Safety Plan was developed by the Georgia Department of Transportation (GDOT), and METRA has adopted it to comply with FTA Part 673 requirements and is scaled to our operations. Our board of commissioners, the director of transportation, and the mobility coordinator have reviewed and approved this Safety Plan and assure that its contents establish a comprehensive SMS framework and meet the requirements of C.F.R. Part 673.

To ensure that the necessary processes are in place to accomplish both enhanced safety at the local level and the goals of the National Public Transportation Safety Plan (NPTSP), METRA has adopted this PTASP and the tenets of SMS, including a Safety Management Policy and the processes for Safety Risk Management (SRM), Safety Assurance, and Safety Promotion, per 49 United States Code (U.S.C.) 5329(d)(1)(A). While safety has always been a primary function at CATS, this document lays out a process over the next several years to fully implement an SMS that complies with the final PTASP rule, as amended.

Additionally, the FTA recently released a Notice of Proposed Rulemaking (NPRM) with proposed revisions to the NPTSP to address the new requirements in the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act to further advance transit safety. This Plan supersedes the one the FTA published in January 2017. It lays out a performance-based approach to reduce injuries and fatalities on transit systems under the FTA's safety jurisdiction. If these changes are ratified, this plan will be updated to include safety training for maintenance staff as well as de-escalation training for all safety sensitive personnel.

Furthermore, in April 2024, the FTA made important updates to the PTASP regulations to improve safety management and performance monitoring for transit agencies. These updates stress the need for decisions based on data and proactive risk management. Key changes include using advanced safety performance metrics to provide a more complete view of safety by recording a wider range of incidents and near-misses. This helps agencies spot potential hazards earlier and take action to prevent them. Additionally, the FTA now requires more thorough training programs

for transit staff, focusing on modern SMS practices and emergency preparedness to create a knowledgeable workforce focused on the culture of safety.

The updated PTASP regulation also adds stronger oversight and accountability measures for 5307 agencies. These agencies must now conduct regular safety audits and submit detailed reports on their safety performance and compliance with SMS as detailed in their PTASP plans. These reports should include specific plans for addressing any safety issues identified and providing a commitment to continuous improvement. The regulation also highlights the importance of management in promoting a safety-first culture and encouraging executives to be actively involved in safety planning and decision-making processes, thereby promoting safety communications in a top-down and bottom-up feedback.

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. At METRA, all levels of management, administration and operations are responsible for the safety of their customers and themselves.

This PTASP will be distributed to all transportation employees and will be reviewed and updated annually.

| Approved/Certified by | Date |
|--|------|
| Everett Fleming, Transportation Director/CSO | |

| Revision Record | | | | |
|-----------------|-------------|---|---------------|--|
| Revision # | Review Date | Reviewer | Revision Date | Approved By |
| 1 | __/__/21 | | | |
| 2 | 11/09/22 | Robert Sheridan, Transit Compliance Officer, METRA Transit System | 12/12/22 | <ul style="list-style-type: none"> • METRA Safety Committee- 12/12/22 • Rosa Evans, Accountable Executive- 12/12/22 • Metropolitan Planning Organization (MPO) – Technical Coordinating Committee- 1/12/23 • MPO – Policy Coordinating Committee- 1/17/23 • Columbus, GA City Council- 3/14/23 |
| 3 | 12/31/23 | Robert Sheridan, Transit Compliance Officer, METRA Transit System | 12/31/23 | <ul style="list-style-type: none"> • METRA Safety Committee- 12/27/23 • Rosa Evans, Accountable Executive- 12/27/23 |
| 4 | 12/31/24 | Robert Sheridan, Transit Compliance Officer, METRA Transit System | 12/31/24 | <ul style="list-style-type: none"> • METRA Safety Committee- 12/27/24 • Rosa Evans, Accountable Executive- 12/27/24 |
| 5 | __/__/25 | | | |

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Definitions

Accident: An event that involves any of the following – loss of life; a report of a serious injury to a person; a collision of a public transit vehicle; an evacuation for life safety reasons at any location, at any time, whatever the cause.

Accountable Executive: A single, identifiable person who has ultimate responsibility for carrying out the PTASP of a public transportation agency; responsibility for carrying out the Agency's Transit Asset Management (TAM) Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's PTASP, in accordance with 49 U.S.C. § 5329(d), and the agency's TAM Plan in accordance with 49 U.S.C. § 5326.

Agency Leadership and Executive Management: Those members of agency leadership or executive management (other than an accountable executive, CSO, or SMS executive) who have authorities or responsibilities for day-to-day implementation and operation of an agency's SMS.

Chief Safety Officer: An adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A CSO may not serve in other operational or maintenance capacities, unless the CSO is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Event: Any accident, incident, or occurrence.

Hazard: A condition that has the potential to cause injury, illness, death, or property damage.

Fatality: A death or suicide confirmed within 30 days of a reported event. Does not include deaths in or on transit property that are a result of illness or other natural causes; collision (including suicides), fire, hazardous material spill, Acts of God, system or personal security event (including suicides), and other safety events.

Hazard Likelihood: Probability of a hazard occurring.

Hazard Severity: The effect/damaging result of a hazards consequence.

Incident: An event that involves any of the following – a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Investigation: The process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.

Injury: Any damage or harm to people that requires immediate medical attention away from the scene because of a reportable event. Agencies must report each person transported away from the scene for medical attention as an injury, whether or not the person appears to be injured.

Key staff: A group of staff or committees to support the accountable executive, CSO, or SMS executive in developing, implementing, and operating the agency's SMS.

National Public Transportation Safety Plan: The plan to improve the safety of all public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

Notice of Proposed Rulemaking: A proposed new regulation or proposed changes to an existing regulation. A federal agency is only allowed to issue regulations if authorized to do so by Congress, so the NPRM also provides the statutory authority under which the agency is proposing the regulation. The NPRM also explains the background and history of the issue that generated the regulation, and avenues for public participation.

Occurrence: An event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

Passenger: A person, other than an operator, who is on board, boarding, or alighting from a vehicle on a public transportation system for the purpose of travel.

Preventative Maintenance: Regular, scheduled, and/or recurring maintenance of assets (equipment and facilities) as required by manufacturer or vendor requirements, typically for the purpose of maintaining assets in satisfactory operating condition. Preventative maintenance is conducted by providing systematic inspection, detection, and correction of anticipated failures either before they occur or before they develop into major defects. Preventative maintenance is maintenance, including tests, measurements, adjustments, and parts replacement, performed specifically to prevent faults from occurring. The primary goal of preventative maintenance is to avoid or mitigate the consequences of failure of equipment.

Public Transportation Agency Safety Plan: The documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and this part.

Performance Target: A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.

Reportable: An event occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle, excluding occupational safety events occurring in administrative buildings.

Risk: An assessed probability and severity calculation to classify the overall potential consequences of a hazard.

Safety Assurance: A list of defined safety performance indicators for each priority risk and associated targets the agency will use to determine if it is achieving the specified safety goals.

Safety Committee: A committee convened by a joint labor-management process comprised of an equal number of frontline employees (selected by a labor organization representing the plurality of the frontline workforce employed by the recipient or, if applicable, a contractor to the recipient, to the extent frontline employees are represented by labor organizations) and management.

Safety Events: Events that include but are not limited to slips, trips, falls, smoke, power failure, maintenance-related issues, or electric shock. To be reported as a major event, these events must **either** meet the fatality, evacuation, or property damage threshold **or** result in two or more injured persons. Other safety events that cause only one person to be

immediately transported from the scene for medical attention, and that do not trigger any other reporting threshold, are reported on the Non-Major Monthly Summary Report form. The FTA includes other safety events that occur in a transit maintenance facility and meet a reporting threshold but continues to exclude occupational safety events occurring in administrative buildings.

Safety Management Policy: A transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of the agency's employees regarding safety.

Safety Management System: The formal, top-down, data-driven, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.

Safety Management System Executive: A CSO or an equivalent.

Safety Objective: A general goal or desired outcome related to safety.

Safety Performance: An organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

Safety Performance Measure: An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Safety Performance Monitoring: Activities aimed at the quantification of an organization's safety effectiveness and efficiency during service delivery operations through a combination of safety performance indicators and safety performance targets (SPTs).

Safety Performance Target: A performance target related to safety management activities.

Serious injury: Any injury which 1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); 3) Causes severe hemorrhages, nerve, muscle, or tendon damage; 4) Involves any internal organ; or 5) Involves second or third degree burns, or any burns affecting more than 5 percent of the body surface.

Safety Promotion: A combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety Risk: The assessed probability and severity of the potential consequence(s) of a hazard, using as reference the worst foreseeable, but credible, outcome.

Safety Risk Assessment: The formal activity whereby a transit agency determines SRM priorities by establishing the significance or value of its safety risks.

Safety Risk Management: A process within a transit agency's Safety Plan for identifying hazards, assessing the hazards, and mitigating safety risk.

Safety Risk Mitigation: The activities whereby a public transportation agency controls the probability or severity of the potential consequences of hazards.

Safety Risk Probability: The likelihood that a consequence might occur, taking as reference the worst foreseeable, but credible, condition.

Safety Risk Severity: The anticipated effects of a consequence, should the consequence materialize, taking as reference the worst foreseeable, but credible, condition.

Serious Injury: Any injury which:

- Requires hospitalization for more than 48 hours, commencing within 7 days from the date that the injury was received;
- Results in a fracture of any bone (except simple fractures of fingers, toes, or nose);
- Causes severe hemorrhages, nerve, muscle, or tendon damage;
- Involves any internal organ; or
- Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Small Public Transportation Provider: A recipient or subrecipient of federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

State: A State of the United States, the District of Columbia, the Territories of Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of Good Repair: The condition in which a capital asset is able to operate at a full level of performance.

State Safety Oversight Agency: An agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR Part 674.

Transit Agency: An operator of a public transportation system.

Transit Asset Management Plan: The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.

Vehicle Revenue Miles (VRM): The miles that vehicles are scheduled to or actually travel while in revenue service. VRMs include layover/recovery time and exclude deadhead, operator training, vehicle maintenance testing, and school bus and charter services.

Acronyms

| | |
|---------|---|
| ADA | Americans with Disabilities Act |
| AE | Accountable Executive |
| CAP | Corrective Action Plan |
| CDC | Centers for Disease Control and Prevention |
| C-PCMPO | Columbus-Phenix City Metropolitan Planning Organization |
| CSO | Chief Safety Officer |
| DR | Demand Response |
| FTA | Federal Transit Administration |
| FY | Fiscal Year |
| GDOT | Georgia Department of Transportation |
| KPI | key performance indicator |
| MAP-21 | Moving Ahead for Progress in the 21st Century |
| MPO | Metropolitan Planning Organization |
| NPRM | Notice of Proposed Rulemaking |
| NPTSP | National Public Transportation Safety Plan |
| NTD | National Transit Database |
| PTASP | Public Transportation Agency Safety Plan |
| SMS | Safety Management System |
| SPT | safety performance target |
| SRM | Safety Risk Management |
| TAM | Transit Asset Management |
| UPT | Unlinked Passenger Trip |
| U.S.C. | United States Code |
| VRM | Vehicle Revenue Miles |

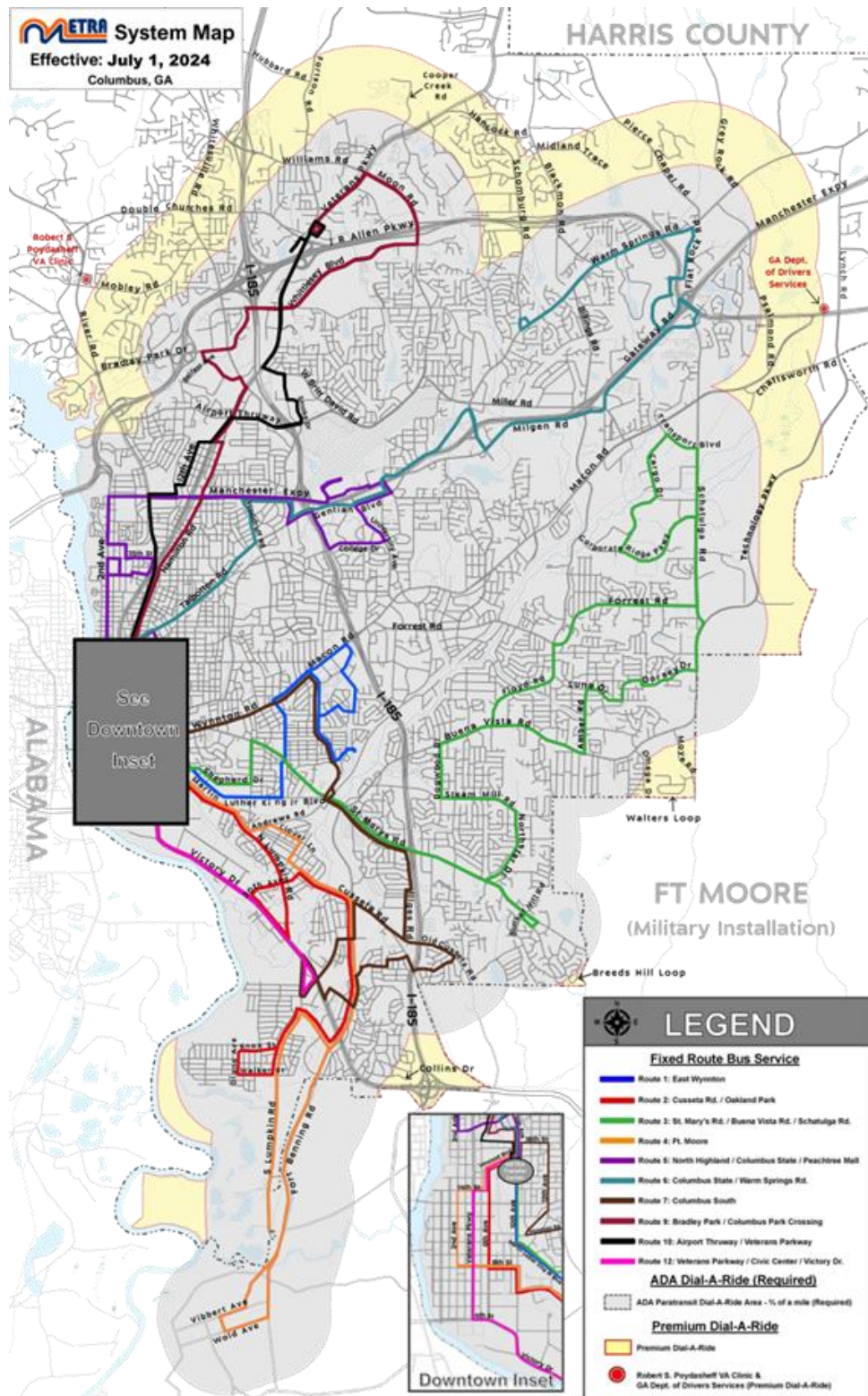
1 Transit Agency Information

METRA, a service of the Columbus Consolidated Government, provides fixed-route bus transit along ten routes within the urbanized area of Muscogee County, along with Americans with Disabilities Act (ADA)-compliant comparable paratransit. Service is offered between 5:30 AM and 08:00 PM, Monday through Saturday.

| | | | | |
|--|---|---------|--|-------------------------------|
| Transit Agency Name | METRA Transit System | | | |
| Transit Agency Address | 814 Linwood Boulevard, Columbus, Georgia 31901 | | | |
| Accountable Executive (Name and Title) | Everett Fleming Transportation Director | | | |
| Chief Safety Officer (Name and Title) | Karen Samayoa, Chief Safety Officer | | | |
| Mode(s) of Service Provided (e.g., Fixed Route, Demand Response, ADA Paratransit, etc.) | Fixed Route and ADA Paratransit | | List All FTA Funding Types (e.g., 5307, 5310, 5311) | Sections 5307, 5339, and 5303 |
| Vehicles Operated in Maximum Service, by Mode | Fixed Route: 50 (Currently running Saturday's service of 15 due to staffing shortages) | | ADA Paratransit: 9 | |
| Mode(s) of Service Contracted Out to Third-Party Operators | N/A | | | |
| Name of Third-Party Operator (if applicable) and contact person | N/A | | | |
| Does the agency provide transit services on behalf of another transit agency or entity? | Yes | No X | Description of Arrangement(s) | N/A |
| Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided | N/A | | | |

| | | |
|--|---------------------|----------------------------------|
| Are any transit employees represented by a Labor Union? If so, please describe. | No | |
| No. of Fixed Bus Routes: | 10 | |
| Annual Vehicle Revenue Miles (VRM) | Fixed-Route Bus VRM | Demand Response/ Paratransit VRM |
| | 903,849 | 310,156 |
| Annual Unlinked Passenger Trips (UPT) | Fixed-Route Bus UPT | Demand Response/ Paratransit UPT |
| | 764,706 | 33,150 |

Figure 1 – METRA System Map



2 Safety Management

2.1 Safety Management Policy – 673.23(a)

METRA strives to provide the safest and most secure experience for the riding public and our employees. All levels of management and employees are accountable for the delivery of the highest level of safety performance, starting with the transportation director. Every employee must practice workplace safety; use equipment, tools, and materials properly; and be trained in the agency's work rules and procedures for their respective areas of responsibility, including contingency plans for abnormal and emergency conditions.

METRA is committed to:

- Supporting an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results as paid to other management systems of the organization;
- Integrating the management of safety as a primary responsibility of all managers and employees, including contractors;
- Defining for all staff, managers, and employees alike; their accountability; and responsibility for the delivery of the organization's safety performance and the overall implementation of our Safety Plan;
- Establishing and implementing a proactive safety program to manage risks to a level that is acceptable and consistent with safety performance;
- Ensuring protections for any employee who discloses a safety concern through the employee safety reporting program;
- Complying with, and wherever possible, exceeding, the expectations of legislative and regulatory requirements and standards;
- Ensuring all staff are provided with adequate and appropriate safety-related information, personal protective equipment, and training; are competent in safety management matters, and are allocated only to tasks commensurate with their skills;
- Communicating the purpose and benefits of the Safety Management System (SMS) to all staff, managers, supervisors, and employees. This communication will specifically define the duties and responsibilities of each employee throughout the organization, and all employees will receive appropriate information and SMS training;
- Verify the SMP is signed by the transportation director (accountable executive) to convey that SMS is important to the highest level of the organization;
- Establishing and measuring our safety performance against realistic and data-driven safety performance indicators and safety performance targets (SPTs);
- Continually improving our safety performance through management processes that ensure appropriate safety management actions are taken and are effective; and
- Ensuring externally supplied systems and services to support our operations are delivered to meet our safety performance standards.

This PTASP describes our safety efforts and programs, and through our thorough implementation of such efforts and programs we explicitly show our commitment to system safety based on SMS principles, per 49 CFR Part 673.

2.2 Employee Safety Reporting – 673.23(b)

Employees are required to embrace METRA's safety goals and objectives and are encouraged to report safety concerns, issues, or hazards. Executive management has established a safety reporting process for employees to voice their safety concerns without fear of retribution or blame. All frontline personnel will be responsible for utilizing this program as necessary. Our employees (including contractors) have a duty to report any unsafe condition to their supervisor, manager, or the CSO. Unsafe conditions may include issues with policies, procedures, physical conditions, events, or information about an issue, among others.

All violations of agency safety rules or procedures (including regulatory requirements of the agency) may result in disciplinary action. No action will be taken against any employee who communicates a safety condition through our reporting program unless such disclosure indicates an illegal act, gross misconduct or negligence, or a deliberate or willful disregard of our rules, policies, and procedures. Once actions to remediate a safety violation have been determined, they shall be communicated throughout the organization and carried out.

2.3 Safety Management Policy Communication – 673.23(c)

METRA staff are informed of their responsibilities related to safety and the requirements of our Safety Plan during onboarding. Communicating the purpose and benefits of this Safety Plan and SMS principles among executive and senior management, supervisors, and frontline staff is the most important job of all our employees. All employees understand their respective safety roles and obligations to identify and assess safety risks in the workplace and in agency operations. Fostering and reinforcing these obligations through regular agency-wide communications and programs are critical functions of senior management and the CSO, including but not limited to:

- METRA safety committee and other safety-related meetings;
- Operator meetings with supervisors and managers;
- Newsletters;
- Safety bulletins;
- Safety emails and text message alerts;
- Supervisor radio communication with operators;
- One-on-one communication between supervisors and frontline employees;
- Meetings with contractors;
- Committee meetings; and
- Safety campaigns.

2.4 Safety Responsibilities

The purpose of this Safety Plan is to maintain a formal safety program and establish a coordinated safety effort responsive to the needs of the operating, maintenance, and support departments. We emphasize the goal of all personnel and contractors working toward minimizing the occurrence of customer and employee accidents and incidents by providing safe revenue service to our customers and a safe work environment for our employees.

The following personnel lead the organization in the implementation of our Safety Plan:

Accountable Executive – Transportation Director (Everett Fleming , current incumbent)

- Establishes and sets an organizational example for safety objectives and goals;
- Directs human resources;
- Manages agency finances;
- Oversees operations and maintenance programs;
- Promotes and communicates safety policy and programs;
- Participates in regular meetings with key staff to understand the status of safety programs and data; and
- Ultimately holds responsibility for all agency safety outcomes.

CSO – Transit Compliance Officer (Karen Samayoa , current incumbent)

- Manages and implements the day-to-day elements of the PTASP and SMS throughout the agency;
- Has a direct line of reporting to the AE;
- Is an adequately trained individual who is responsible for safety at the agency;
- Chairs safety meetings with key departmental managers, including Operations and Maintenance;
- Participates in formal meetings with the FTA and GDOT on safety regulatory and program topics;
- Reports Safety Performance Measures/Targets to the Columbus-Phenix City Metropolitan Planning Organization (C-PCMPO);
- Develops and implements safety policies, procedures, and programs;
- Supervises and oversees work of assigned safety staff, conducts performance reviews with staff, and initiates appropriate actions related to such;
- Directs the hazard management process and provides notification of reportable accidents, incidents, and hazardous conditions;
- Investigates employee and vehicle accidents/incidents and injuries and works to develop programs to reduce accidents and injuries;
- Conducts inspections and researches safety codes, standards, and regulations;
- Compiles and analyzes health and safety statistics;
- Produces safety reports, records, documents, and manifests;
- Accesses and updates database safety-related files;
- Coordinates staff safety meetings and attends meetings, conferences, and group functions related to safety;
- Develops and conducts training sessions relating to safety issues;
- Identifies health and safety concerns, analyzes reports and information;
- Develops programs for accident/injury prevention, and submits recommendations to reduce the frequency of accidents;
- Develops departmental and organizational key performance indicators (KPIs); and
- Conducts risk identification, evaluation, control, funding, and administration.

Other key management positions responsible for day-to-day implementation of METRA's SMS include:

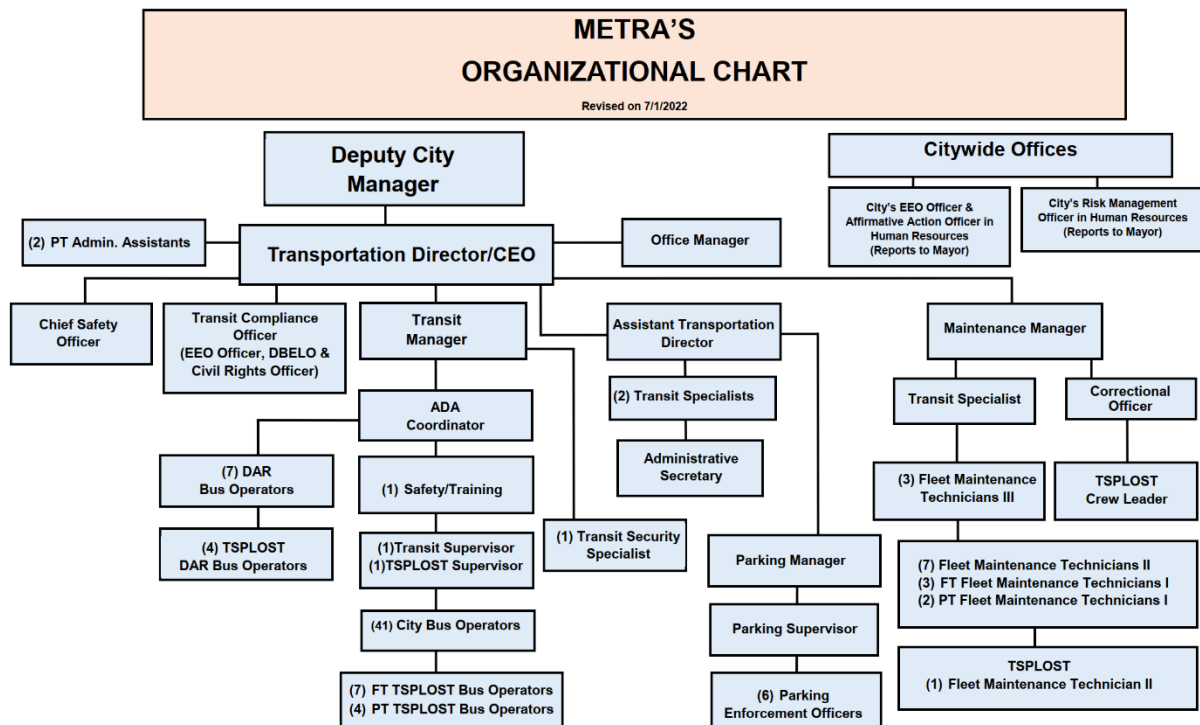
- Maintenance Manager – This position is responsible for the maintenance of METRA revenue vehicles;
- Transit Operations Manager – This position is responsible for day-to-day operation of METRA's fleet; and
- Safety and Training Coordinator – This position is responsible for education, training, and testing of METRA's vehicle operators.

These personnel have the following authorities, accountabilities, and responsibilities:

- Participate as members of the METRA safety committee;
- Complete training on Safety Plan elements;
- Oversee day-to-day operations of the Safety Plan in their departments;
- Modify policies in their departments consistent with the implementation of the Safety Plan, as necessary; and
- Provide subject matter expertise to support implementation of the Safety Plan as requested by the transportation director or the CSO, including SRM activities, investigation of safety events, development of safety risk mitigations, and monitoring of mitigation effectiveness.

The METRA Organization Chart is provided in **Figure 2**.

Figure 2 – Organizational Chart for METRA



2.5 Safety Committee

The CSO will periodically convene meetings of the safety committee to discuss safety program issues, safety data/performance indicators, and Safety and TAM Plan updates, among various other issues that pertain to overall agency safety matters. The safety committee is an executive-level function that will include the transportation director and key representatives from Operations and Maintenance and will be chaired by the CSO. The objectives of regular meetings of the safety committee are to ensure that the transportation director is well versed in the implementation of the Safety Plan, KPIs, and other important data and that executive-level staff have a regular multidisciplinary forum to discuss pertinent safety issues and policy.

In accordance with the Bipartisan Infrastructure Law amendments to 49 United States Code (U.S.C.) Section 5329(d), METRA has established a safety committee composed of an equal representation of both frontline staff and management representatives. The primary responsibility of the safety committee is to, at a minimum:

- Review and approve changes to the ASP including updated safety targets and risk reduction targets proposed by the CSO and county commission
- Identify and recommend risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment;
- Identify mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and
- Identify safety deficiencies for purposes of continuous improvement.

The safety committee shall be convened by a joint labor-management process consisting of an equal number of frontline employees and an equal number of management representatives. METRA's frontline workers are not represented by a labor organization and are selected by the agency. The safety committee shall consist of the following members.

- The CSO (as committee chair);
- One maintenance technician;
- One Dial-A-Ride/paratransit bus operator;
- One fixed-route bus operator;
- The safety and training coordinator *or* transit supervisor; and
- The ADA coordinator.

Meetings are conducted quarterly and last 1 hour. Special meetings may be convened as needed by the CSO.

2.6 Agency Safety Plan Development Requirements

In compliance with changes made by the Bipartisan Infrastructure Law to 49 U.S.C § 5329(d), METRA's ASP will be developed in cooperation with frontline employees or representatives. Strategies developed to minimize the exposure of the public, personnel, and property to hazards; unsafe conditions; and infectious diseases shall be consistent with guidelines set by the Centers for Disease Control and Prevention or a state health authority. Performance targets shall be based on the safety performance criteria and state of good repair standards established in this PTASP

as developed in cooperation with frontline employees or representatives and reviewed and approved by METRA's safety committee and the governing body, based on the safety performance measures established under the NPTSP.

3 Safety Risk Management (673.25)

3.1 Safety Risk Management Program

METRA promotes the proactive identification and evaluation of hazards before they escalate into accidents or incidents. This Safety Plan and its programs must be effective in identifying and minimizing hazards in the operational environment. All operations must be viewed from a systems perspective in that the safety-critical functions of one group may impact those of one or more others. This focus on system safety is meant to foster the understanding of the interdependence of actions on overall safety. As such, our hazard management program involves a multi-disciplinary review process that is ultimately managed by the safety committee, led by the CSO. There are three basic objectives:

- Hazard identification;
- Hazard assessment; and
- Hazard resolution.

3.2 Safety Risk Identification

Safety Risk identification and resolution is a core element of the Safety Plan emphasizing timely correction, anticipation, and reconciliation of unsafe conditions before a serious accident, injury, or damage occurs. Our risk management program includes the following sources and practices:

- Employee safety reporting;
- FTA or state;
- Driver, dispatcher, supervisory, and maintenance performance information;
- Rules compliance checks;
- ADA compliance reviews;
- Asset conditions assessments;
- Camera and event recorder reviews;
- Environmental information;
- Safety observations;
- Pre- and post-trip inspections;
- Vehicle, facility, and equipment inspections;
- Internal safety investigations;
- Fitness for duty checks;
- Accident reports;
- Compliance programs;
- CDC communications regarding exposure to infectious diseases and other biohazards;
- Items identified through Safety Assurance activities (e.g., Safety Rule Testing)
- Safety committee reviews; and
- Public feedback/complaints.

METRA emphasizes the timely identification, anticipation, reconciliation, and correction of unsafe conditions before a serious accident, injury, or damage occurs. To ensure we provide as safe and

reliable transportation services as possible, we have established a process by which hazards are identified, analyzed for potential impact on the operating system, and resolved in a manner acceptable to management and applicable regulatory agencies. All management, staff, contractors, and suppliers are required to implement high standards of safety and system assurance throughout the design, construction, testing, and operational phases of our projects. Safety risks that cannot be eliminated with design mitigations, including the implementation of safety warning devices, are usually addressed by training and/or written procedures to prevent mishaps. Most hazards are identified in the field, reported, entered in reports, and addressed by the responsible departments through routine corrective measures that do not require special attention.

Safety risks can be identified through a host of sources ranging from daily experience (accidents, incidents, or safety concerns), gathered data, and information submitted by patrons, to detailed analyses and assessments of existing conditions, among others. Once hazard causes, consequences, and likelihood of occurrence have been assessed, priorities for resolution can be established. The risks associated with hazards are accepted, minimized, controlled, or identified for future remedy. However, safety efforts must continue to ensure that the implementation of hazard remedies do not create new safety concerns.

3.3 Safety Risks Assessment

Hazard assessments shall include specific inputs, reviews, and comments from any department and personnel, as necessary. To categorize the severity of a hazard, the likely effects on passengers, employees, public and equipment must be established. Hazard severity ratings are based on categories from Military Standard 882E and require system key agency stakeholders to make subjective determinations of the worst case that could be anticipated to result from design inadequacies, human error, component failure or malfunction. Hazard severity categories are defined to provide a qualitative measure of the worst credible mishap resulting from personnel error, environmental conditions, design inadequacies, and procedural deficiencies for a system, subsystem, or component failure or malfunction. **Table 1** below summarizes the hazard severity categories. It reflects the principle that not all hazards pose an equal amount of risk to personnel safety.

Table 1 – Safety Risk Severity

| Characteristics | | | | |
|---------------------------|--|---|---|---|
| Severity Level | People | Equipment/Services | Financial | Reputational |
| Catastrophic 1 | Several deaths and/or numerous severe injuries (per event) | Total loss of equipment or system interruption, requiring months to repair | Estimated loss in excess of \$5 million | Ongoing media coverage, irreparable reputational damage, government intervention (weeks to months) |
| Critical 2 | Low number of deaths and/or severe injuries (per event) | Significant loss of equipment or system interruption, requiring weeks to repair | Estimated loss in the range of \$500,000 to \$5 million | Prolonged media campaign, serious reputational damage, sustained government involvement (days to weeks) |

| Characteristics | | | | |
|----------------------------|--|---|--|---|
| Major 3 | Minor injury and possible serious injury (per event) | Some loss of equipment or system interruption, requiring 7 days or less to repair | Estimated loss in the range of \$50,000 to \$500,000 | Adverse media coverage, reputational damage, government involvement |
| Marginal 4 | Possible minor injury (per event) | Some loss of equipment, no system interruption, less than 24 hours to repair | Estimated loss in the range of \$1000 to \$49,999 | Local media coverage and some reputational damage |
| Insignificant 5 | No injury | Minor damage to equipment, no system interruption, no immediate repair necessary | Estimated loss is likely less than \$1000 | No adverse media or reputational damage |

The probability that a hazard will occur during the planned life expectancy of a system element, subsystem, component, or daily operational function can be described subjectively in potential occurrences per unit time, event, population, items, or activity. A qualitative hazard likelihood may be derived from research, analysis, and evaluation of historical safety data or a similar system. The CSO, departmental managers, or the safety committee can assign a probability rating to a particular event or a specific hazard. Supporting rationale for assigning a hazard likelihood is documented in hazard analysis reports, memos, or minutes from meetings. The assessment of the probability of hazard occurrence will consider specific system operations based on the current system configuration. Hazard frequency levels to be considered are shown in **Table 2**.

Table 2 – Safety Risk Likelihood

| Likelihood | Specific Item | Fleet / Inventory | Frequency |
|------------------------|---|--|---|
| A Frequent | Likely to occur frequently in the life of an item | Continuously experienced | 26 or more events in a year |
| B Probable | Will occur often in the life of an item | Will occur frequently in the system | 13 to 25 events in a year |
| C Occasional | Likely to occur sometime in the life of an item | Will occur several times | 6 to 12 events in one year, or less than 24 events in 5 years |
| D Remote | Unlikely but possible to occur in the life of an item | Unlikely, but can be expected to occur | 1 to 5 events in one year or less than 10 events in 10 years |
| E Improbable | Unlikely to occur but possible | Unlikely to occur, but possible | 1 event in 25 years |
| F Eliminated | Incapable of occurrence. This level is used when potential hazards are identified and later eliminated. | | |

The Safety Risk Index (**Table 3**) combines hazard categories, severity, and probability to constitute a chart to assist in the evaluation of specific hazards and their associated levels of risk.

Table 3 – Hazard Risk Index

| Hazard Categories | | | | | |
|------------------------|-------------------|---------------|------------|---------------|--------------------|
| Frequency | 1 Catastrophic | 2 Critical | 3 Major | 4 Marginal | 5 Insignificant |
| A Frequent | 1A | 2A | 3A | 4A | 5A |
| B Probable | 1B | 2B | 3B | 4B | 5B |
| C Occasional | 1C | 2C | 3C | 4C | 5C |
| D Remote | 1D | 2D | 3D | 4D | 5D |
| E Improbable | 1E | 2E | 3E | 4E | 5E |
| F Eliminated | 1F | 2F | 3F | 4F | 5F |

| Hazard Risk Index | Risk Decision Criteria |
|------------------------|---|
| Unacceptable | Hazard must be mitigated |
| Undesirable | Requires acceptance from management |
| Acceptable with Review | Hazard may be accepted with management review |
| Acceptable | Risk level is acceptable |
| Eliminated | No hazard remains |

3.4 Safety Risk Mitigation

Once a risk has been evaluated, the agency will determine a course of action to address a given risk. Ideally, a risk may be reduced to the lowest acceptable level by eliminating the source of the hazard or another acceptable process. The hierarchy of hazard controls are established as:

- **Elimination** – Physically remove the hazard
- **Substitution** – Replace the hazard
- **Engineering controls** – Isolate people from the hazard
- **Administrative controls** – Change the way people work
- **Personal protective equipment** – Protect the worker with PPE

For example, if a special service route has experienced incidents, such hazards will be eliminated when such special service is also eliminated. In other instances, for example, the CSO and safety committee may utilize accident/incident data over time to discuss the hazards of vehicle rear-ending and evaluate the type, severity and probability of these accidents and mitigation measures to prevent these mishaps in the future. Such mitigations may include new standard operating procedures, policies, additional training requirements, public awareness campaigns, or even vehicle design changes.

This methodology may be applied for the analysis of risks of day-to-day operations as well as for preliminary hazard assessments when designing new system infrastructure. During the safety certification process to develop system expansions, identified hazards can be addressed by designing system elements for minimum risk and/or incorporating safety and warning devices.

3.5 Safety Risk Tracking

Some more complex safety risks may require the use of a tracking log that may consist of the following information:

- Assigned hazard number;
- Date hazard identified;
- Hazard title;
- Hazard description;
- Sources from which the hazard was identified;
- The element of operation affected by the hazard;
- Initial hazard classification;
- Current hazard classification; and
- Corrective Action Plan (CAP).

The safety risk tracking log, when used, is updated regularly until the hazard CAP has been closed out. All captured data is analyzed for the identification of developing trends to ensure future safety risks/hazards can be mitigated and/or eliminated. A sample log is displayed in **Table 4**.

Table 4 – Sample Safety Log

| Hazard ID | Hazard Type | Source | Identification Date | Description | Hazard Rating (Likelihood and Consequence) | Mitigation | Status of Feedback with Reporter (if applicable) | Updated Hazard Rating (after mitigation) |
|-----------|-------------|--------|---------------------|-------------|--|------------|--|--|
| | | | | | | | | |
| | | | | | | | | |

4 Safety Assurance – 673.27(a)

The purpose of Safety Assurance is to evaluate the overall effectiveness of safety risk controls established under the SRM program. The transportation director and CSO are responsible for monitoring and evaluating day-to-day operations to ensure that:

- 1) Emerging risks are identified;
- 2) METRA is in compliance with regulatory requirements applicable to the Safety Plan; and
- 3) The Safety Plan meets safety goals and objectives.

Safety Assurance programs provide important feedback and data into the SRM process and vice versa to promote safer operations. Through our SRM and Safety Assurance activities, we will evaluate the adequacy of procedures, processes, personnel performance, our data collected, and compliance with procedures and programs.

4.1 Safety Performance Monitoring and Measuring – 673.27(b)

49 CFR Part 673.27 requires transit agencies to establish activities to:

- Monitor its system for compliance with, and sufficiency of, the agency's procedures for operations and maintenance;
- Monitor its operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended;
- Conduct investigations of safety events to identify causal factors; and
- Monitor information reported through any internal safety reporting programs.

4.2 Monitoring Operations and Maintenance Compliance – 673.27(b)(2)

The transportation director (also the AE) has the ultimate responsibility of affording the riding public and employees safe and secure operations. Each employee is required to carry out specific system safety responsibilities in compliance with their job specifications, agency rules and regulations and this PTASP. Each department generates its own performance data used for the detection of trends or problems in operations and maintenance prior to the development of a major safety concern. Among the various Safety Assurance activities overseen by the transportation director and CSO include:

- Fleet operations;
- Road supervision;
- Fleet maintenance;
- Drug and Alcohol Program;
- TAM;
- Resource planning;
- Internal operations reviews;
- Accident/incident investigations and other means to determine causal factors;
- Contractor safety efforts;
- Data collection and analysis;
- Security activities;

- Bus vehicle operator annual safety rides; and

It is the task of the CSO to monitor and measure the safety performance of operations through data provided from the various departments and periodically report to the transportation director and safety committee. Using collected data and assessing trends, we develop minimum performance standards to meet agency safety targets and goals. From there, we may create KPIs that show us whether or not we are achieving our safety targets and goals. Selected data is accumulated and analyzed for ongoing trending and performance measurement, including fatalities, injuries to passengers and/or personnel, system reliability, and other safety-related events. This data comes from various sources, including but not limited to:

- Event reports;
- Observations of operations reports;
- Internal and external inspection, survey, and audit reports;
- Safety suggestions from employees (e.g., ESRP) and customers;
- Historical knowledge;
- Seasonal events and effects;
- Environmental considerations;
- New equipment or facility deployments;
- Fleet issues;
- Process reviews and audits;
- Training efforts; and
- Peer reviews.

Monitoring and measurement of our Safety Assurance program establishes a baseline that we can use to compare criteria and conditions at other specific points in time. Once a baseline is established through monitoring and measurement, data can be used as criteria in evaluating operations to reduce risk and overall safety objective/goal achievement. Ongoing monitoring is built into our operations, performed continually, and responsive to change. Ongoing monitoring includes regular management and supervisory activities, comparisons, reconciliations, and other routine actions.

4.3 Safety Performance Measures and Targets – 673.11(a)(3)

Among the various KPIs that we use are the five safety performance measures that are required by the NPTSP:

- Fatalities – Total number of reportable¹ fatalities and rate per total VRM by mode;
- Assaults on Transit Workers – Total number of assaults on transit workers;
- Injuries – Total number of reportable injuries and rate per total VRM by mode;
- Safety Events – Total number of reportable events and rate per total VRM by mode; and
- System Reliability – Mean distance between major mechanical failures by mode.

¹ The thresholds for “reportable” fatalities, injuries, and events are defined in the NTD Safety and Security Reporting Manual.

These safety performance measures are based on data submitted to the National Transit Database (NTD). Our annual performance targets for these measures are presented below in **Table 5**. These safety performance targets will be shared with the Columbus Planning Department to aid in their planning processes. METRA will coordinate with GDOT and the C-PCMPO in the creation of state and Metropolitan Planning Organization (MPO) safety performance targets, as requested.

Table 5 – FY 2026 Safety Performance Measures and Targets

| MB/DO (per 100,000 VRM) | | | | | | | | | |
|-------------------------|------------|---------------------|----------|------------------|-----------------------------|------------------|---------------|-----------------------|----------------------|
| Mode - MB | Fatalities | Rate* of Fatalities | Injuries | Rate of Injuries | Assaults on Transit Workers | Rate of Assaults | Safety Events | Rate of Safety Events | System Reliability** |
| 2022 Actual | 0 | 0.00 | 0 | 0.00 | | | 0 | 0.00 | 967,500 |
| 2023 Actual | 0 | 0.00 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | 903,867 |
| 2024 Actual | 0 | 0.00 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | 903,849 |
| Average | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 925072.00 |
| 2026 SPT (MB) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 878818.40 |

| DR/DO (per 100,000 VRM) | | | | | | | | | |
|-------------------------|------------|--------------------|----------|------------------|-----------------------------|------------------|---------------|-----------------------|--------------------|
| Mode - DR | Fatalities | Rate of Fatalities | Injuries | Rate of Injuries | Assaults on Transit Workers | Rate of Assaults | Safety Events | Rate of Safety Events | System Reliability |
| 2022 Actual | 0 | 0.00 | 1 | 0.50 | | | 1 | 0.50 | 199,998 |
| 2023 Actual | 0 | 0.00 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | 274,818 |
| 2024 Actual | 0 | 0.00 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0.00 | 310,156 |
| Average | 0.00 | 0.00 | 0.33 | 0.17 | 0.00 | 0.00 | 0.33 | 0.17 | 261657.33 |
| 2026 SPT (DR) | 0.00 | 0.00 | 0.32 | 0.16 | 0.00 | 0.00 | 0.32 | 0.16 | 248574.47 |

*Rate = events per 100,000 VRMs// **System Reliability = Miles between major mechanical failures

5 Safety Promotion

Safety promotion fosters a positive safety culture and improves safety performance by increasing safety awareness through training and communication. Appropriate training for all employees regardless of their position within the agency provides knowledge for a successful safety program. Through communication of lessons learned and safety performance data, employees are made aware of safety priorities and concerns as they relate to their individual job tasks and the entire organization.

5.1 Safety Training

All new and existing employees undergo Safety Plan familiarization training. Employees at all levels of the agency need to understand 1) what the Safety Plan is, 2) how it supports the agency's mission, and 3) what their specific individual Safety Plan responsibilities are. This core element of our comprehensive safety training program applies to all METRA employees directly responsible for safety, including:

- The transportation director and CSO;
- Bus operators;
- Dispatchers;
- Maintenance technicians; and
- Managers and supervisors.

Our safety training programs include but are not limited to, the following:

- Bus operator training;
- Bus maintainer training;
- Passenger service and safety training;
- METRA Rules and Regulations Manual;
 - Responsibilities of the operators
 - Personnel practices
 - Duties of dispatchers and supervisory staff
 - Rules and regulations
 - Accidents and injuries
 - Operating of diesel buses
 - METRA Discipline Code
- METRA paratransit operators ADA training;
- Continuing and refresher safety training;
- Safety concern identification and reporting;
- De-escalation training.

METRA has developed job specifications for all job classifications which require certain skills training for personnel to perform job functions safely. For certain positions this will include initial as well as refresher training. METRA maintains records of all employees upon hire and manages their progress through training, annual recertification and retraining if required.

5.2 Safety Communication

All employees, from the transportation director to frontline personnel, shall communicate the virtues and requirements of our Safety Plan and program elements. Safety communication activities ensure that all employees and contractors are aware of the following goals and responsibilities:

- The observance of all agency standard operating procedures, policies, and plans;
- The need to systematically identify safety hazards, mitigate risk and reduce fatalities and injuries resulting from transit operations;
- The need to reduce the injury incidence rate by minimizing exposure to unsafe conditions and reducing hazardous employee behavior;
- Providing safe and efficient transit services by ensuring that all vehicles, equipment, and facilities are regularly inspected, maintained, and serviced as needed; and
- Achieving 100 percent of scheduled routine inspections, preventative and regular maintenance work is completed on time, and essential repairs addressed in a designated time.

Further, METRA encourages employees and contractors to be mindful of their safety responsibilities and review various safety issues, recommendations, policies, etc. by various means which include but are not limited to:







- Employee safety reporting;
- Safety meetings;
- Annual safety training refresher meetings;
- Operator meetings with supervisors and managers;
- Newsletters;
- Regularly updated safety bulletins, which are to be checked daily by operators;
- Safety emails;
- Safety announcements made every 30 minutes over radio;
- Radio supervisor communication with operators;
- One-on-one communication between supervisors and frontline employees;
- Meetings with contractors;
- Committee meetings; and
- Safety campaigns.

A positive safety culture focuses on finding and correcting systemic issues rather than finding someone or something to blame. A positive safety culture flourishes in an environment of trust, encouraging error-reporting and discouraging covering up mistakes. The need to address behavior that is malicious or recklessly negligent must be balanced with the need for a just culture that is not excessively punitive. A positive safety culture goes beyond simply adhering to procedures. It is demonstrated when employees carry out their duties correctly, with alertness, full knowledge, sound judgment, and a sense of accountability. Additionally, management will focus on conveying results of cooperation with frontline transit worker representatives in developing and updating the ASP.

6 Annual Update Process

The CSO will review and update this Safety Plan annually. The updated version of the Plan will be reviewed and approved by the safety committee; signed by the transportation director; reviewed and approved by the agency's MPO, the C-PCMPO; and reviewed and approved by the governing body, the Columbus City Council. The newly authorized version will be reissued to all transit personnel for their perusal and comprehension. METRA will maintain all documents that are related to the implementation of this Safety Plan and results from SMS processes and activities. These documents will be made available upon request by the FTA or other related federal entity. All such documents will be maintained for a minimum of 3 years after they are created.

Table 6 – Annual Review/Update Timeline

| Task | Feb | Mar | Apr | May | Jun | Jul | Aug | Sept | Oct | Nov | Dec |
|--|---|-----|-----|--|--|-----|-----|------|---|-----|---|
| Review Agency Operations |  | | | | | | | | | | |
| Review SMS Documentation <ul style="list-style-type: none">• <i>Safety Policy</i>• <i>Risk Management</i>• <i>Safety Assurance</i>• <i>Safety Promotion</i> | | | |  | | | | | | | |
| Review Previous Targets and Set or Continue Targets | | | |  | | | | | | | |
| Report Targets to NTD, MPO | | | | |  | | | | | | |
| Make Any Necessary Adjustments to PTASP | | | | | | | | |  | | |
| Update Version No., Adopt & Certify Plan Compliance | | | | | | | | | | |  |

7 Risk Reduction Program

In compliance with changes made by the Bipartisan Infrastructure Law to 49 U.S.C § 5329(d), a risk reduction program has been developed for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers.

7.1 Risk Reduction Performance Measures and Targets

The METRA safety committee shall establish performance targets for the Risk Reduction Program. Risk reduction targets will be developed and proposed by the CSO to the safety committee for review and approval. Targets will be developed using a 3-year rolling average of the data submitted by METRA to NTD. The Risk Reduction Program focuses on the reduction of vehicular and pedestrian accidents involving buses and the mitigation of assaults and injuries to transit workers. Using this criterion, METRA has established the following performance targets below.

Table 6 – FY 2026 Risk Reduction Performance Measures and Targets

| Mode of Transit Service | Accidents Involving Buses (total) | Accidents Involving Buses (per 100,000 VRM) | Assaults and Injuries to Transit Workers (total) | Assaults and Injuries to Transit Workers (per 100,000 VRM) |
|------------------------------------|--|--|---|---|
| Fixed-Route Bus | 0 | 0 | 0 | 0 |
| Demand Response ADA Paratransit | 0 | 0 | 0 | 0 |

Examples of Risk Reduction:

Strategies to reduce vehicle and pedestrian accidents involving buses may include measures to reduce visibility impairments for bus operators that contribute to accidents, including retrofits to buses in revenue service and specifications for future procurements that reduce visibility impairments.

Strategies to mitigate the occurrence of assaults on transit workers may include the deployment of assault mitigation infrastructure and technology on buses, including barriers to restrict the unwanted entry of individuals and objects into the workstations of bus operators (after a risk analysis performed by the safety committee determines that such barriers or other measures would reduce assaults on transit workers and injuries to transit workers).

7.2 Failure to Meet Targets and Safety Set Aside

METRA shall allocate no less than 0.75 percent of Section 5307 funds to safety-related projects eligible under the 5307 programs. If performance targets, as established in **Table 6**, are not met, then METRA shall allocate 0.75 percent of 5307 funds in the following fiscal year to eligible safety projects. Funds set aside shall be used for projects that are reasonably likely to assist the recipient in meeting the performance targets established in **Table 6**, including modifications to rolling stock and de-escalation training.

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Appendix A: Public Transportation Agency Safety Plan Relationship to Other Federal Laws and Regulations

1. Public Transportation Safety Program Rule - 49 U.S.C. § 5329

The Public Transportation Safety Program Rule establishes substantive and procedural rules for the FTA's administration of the Public Transportation Safety Program authorized by 49 U.S.C. § 5329. The rule establishes the FTA's SMS approach to the development and implementation of the Safety Program. Further, it sets rules of practice for the FTA's enforcement authority and describes the contents of a NPTSP.

National Public Transportation Safety Plan – Section 5329(b)

Through the NPTSP, the FTA has adopted the principles and methods of SMS as the basis for enhancing the safety of public transportation in the United States. The NPTSP is a policy document, communications tool, and a repository of standards, guidance, best practices, tolls, technical assistance, and other resources.

This Safety Plan was written in accordance with the Public Transportation Safety Program Rule and the NPTSP.

2. Public Transportation Agency Safety Plan Rule – 49 CFR Part 673

The FTA published a final rule for PTASP as authorized by MAP-21. This final rule requires states and certain operators of public transportation systems that receive federal financial assistance under Urbanized Area Formula Program (49 U.S.C. § 5307) to develop safety plans that include the processes and procedures to implement SMSs. Transit operators must certify they have a safety plan, meeting the requirements of the rule, in place by July 20, 2020.

3. Transit Asset Management Rule – 49 CFR Part 625

The PTASP final rule applies to only Section 5307 recipients and sub-recipients, and the TAM rule applies to all operators of public transit. However, the two plans can support one another by providing useful data for agency use and NTD reporting. Pursuant to 49 C.F.R. Part 625, condition assessments were performed as part of SRM and Safety Assurance activities. The results of TAM condition assessments and subsequent SMS analysis can help prioritize a transit agency's TAM Plan elements. Condition assessments help identify potential safety issues, which could undergo a safety risk assessment as part of SRM. Further, TAM data and analysis can also be used for performance monitoring and measurement as part of Safety Assurance. Results of safety risk assessments and safety performance monitoring and measurement can guide the prioritization of an asset for repair or replacement.

4. National Transit Database Rule 49 U.S.C 5335(a)

Transit agencies receiving funding from the Urbanized Area Formula Program (5307) or Rural Formula Program (5311) are required to submit data to the NTD in uniform categories. Agencies submit reports to NTD each fiscal year. The PTASP rule and NTD reporting rule are related, as both rules require agencies to track data based on the same data points; fatalities, injuries, and safety events per total revenue vehicle mile by mode, with the additional requirement of mean distance between major mechanical failures.

Appendix B: Approval by Safety Committee

Include safety committee approval document for 2025

Appendix C: Approval by Governing Body

I hereby certify on behalf of Columbus Consolidated Government (METRA),
(Department Name)

that on _____, 2025, the Council of Columbus approved the enclosed

Agency Safety Plan in accordance with 49 CFR 673.11(a)(1).

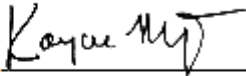
Signature of Authorized Official: _____

Printed Name and Title: _____

Date: _____

Appendix D: Georgia Department of Transportation Plan Certification

This is to certify that the enclosed Public Transportation Agency Safety Plan prepared for METRA is in compliance with 49 C.F.R. Part 673 and has been approved by the agency's Accountable Executive on June 24, 2020 and Board of Directors or Equivalent Authority on June 23, 2020.

By: 

Kaycee Mertz
Acting Transit Program Manager
Georgia Department of Transportation

Date: 7/27/2020

Appendix E: Approval by Metropolitan Planning Organization

**Columbus Consolidated Government
Council Meeting Agenda Item**

Item #5.

| | |
|----------------------------|---|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | Public Transportation Agency Safety Plan (PTASP) Annual Update |
| AGENDA SUMMARY: | Approval is requested for the annual update to METRA's Public Transportation Agency Safety Plan (PTASP), and authorization is requested to approve, submit, and implement this Safety Plan through METRA and in compliance with federal requirements. |
| INITIATED BY: | Department of Transportation/METRA |

Recommendations: Approval is requested for the annual update to METRA's Public Transportation Agency Safety Plan (PTASP), and authorization is requested to approve, submit, and implement this Safety Plan through METRA and in compliance with federal requirements.

Background: The Department of Transportation/METRA is a recipient of FTA Chapter 5307 funds. These funds are used annually by METRA for capital and planning expenses, including the procurement of new buses. The FTA promulgated new requirements in its final rule 49 C.F.R. Part 673 that recipients of FTA Chapter 5307 funds must develop and implement a Public Transportation Agency Safety Plan (PTASP) based on Safety Management Systems (SMS) principles and methods by July of 2020. In response, a Safety Plan was developed by the Georgia Department of Transportation (GDOT), and the Department of Transportation/METRA on behalf of the City to comply with the new requirements in FTA Part 673. The plan was further amended in 2023, incorporating applicable PTASP requirements in 49 U.S.C. § 5329(d) and in the Bipartisan Infrastructure Law.

Analysis: By approving and authorizing the Safety Plan's implementation annually, the City will be compliant with the federal requirements.

Financial Considerations: A full-time position at METRA, the Chief Safety Officer, was created in 2021 in compliance with applicable federal regulations. The position is budget neutral.

Legal Considerations: The City Attorney has reviewed and approved this Safety Plan as to form.

Recommendation/Action: Approval is requested for the annual update to METRA's Public Transportation Agency Safety Plan (PTASP), and authorization is requested to approve, submit, and implement this Safety Plan through METRA and in compliance with federal requirements.

A RESOLUTION**NO. _____**

A RESOLUTION OF THE COUNCIL OF COLUMBUS, GEORGIA, AUTHORIZING THE APPROVAL OF THE ANNUAL UPDATE TO METRA'S PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) AND APPROVING, SUBMITTING, AND IMPLEMENTING THIS SAFETY PLAN THROUGH METRA AND IN COMPLIANCE WITH FEDERAL REQUIREMENTS.

WHEREAS, the Department of Transportation/METRA is a recipient of FTA Chapter 5307 funds; and,

WHEREAS, the FTA promulgated in its final rule 49 C.F.R. Part 673 that recipients of FTA Chapter 5307 funds must develop and implement a Public Transportation Agency Safety Plan (PTASP) based on Safety Management Systems (SMS) principles and methods; and,

WHEREAS, the plan was developed by the Georgia Department of Transportation (GDOT) and the Department of Transportation /METRA and complies with FTA Part 673 requirements and,

WHEREAS, the plan was amended, incorporating applicable PTASP requirements in 49 U.S.C. § 5329(d) and in the Bipartisan Infrastructure Law.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF COLUMBUS, GEORGIA, AS FOLLOWS:

The Columbus City Council has reviewed and approved this Safety Plan and authorizes the Transportation Director to approve, submit, and implement this Safety Plan on behalf of the City and in compliance with federal requirements.

Introduced at a regular meeting of the Council of Columbus, Georgia held on the ____ day of _____ 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|---------------------------|--------|
| Councilor Allen voting | _____. |
| Councilor Anker voting | _____. |
| Councilor Chambers voting | _____. |
| Councilor Cogle voting | _____. |
| Councilor Crabb voting | _____. |
| Councilor Davis voting | _____. |
| Councilor Garrett voting | _____. |
| Councilor Hickey voting | _____. |
| Councilor Huff voting | _____. |
| Councilor Tucker voting | _____. |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

6. FY26 Local Government & Improvement Grant (LMIG)

Approval is requested to submit an application and accept if awarded, FY26 Local Government & Improvement Grant (LMIG) from the Georgia Department of Transportation (GDOT) for the proposed use of funds toward the Intersection Improvements along Buena Vista Rd.(Columbus Spiderweb Network Project) The FY 26 LMIG allocation for Columbus-Muscogee County from GDOT is \$2,772,003.15 with a local 10% match requirement.

**Columbus Consolidated Government
Council Meeting Agenda Item**

Item #6.

| | |
|------------------------|---|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | FY26 Local Government & Improvement Grant (LMIG) |
| AGENDA SUMMARY: | Approval is requested to submit an application and accept if awarded, FY26 Local Government & Improvement Grant (LMIG) from the Georgia Department of Transportation (GDOT) for the proposed use of funds toward the Intersection Improvements along Buena Vista Rd.(Columbus Spiderweb Network Project) The FY 26 LMIG allocation for Columbus-Muscogee County from GDOT is \$2,772,003.15 with a local 10% match requirement. |
| INITIATED BY: | Department of Engineering |

Recommendation: Approval is requested to submit an application and accept if awarded, FY26 Local Government & Improvement Grant (LMIG) from the Georgia Department of Transportation (GDOT) for the proposed use of funds toward the Intersection Improvements along Buena Vista Rd.(Columbus Spiderweb Network Project) The FY 26 LMIG allocation for Columbus-Muscogee County from GDOT is \$2,772,003.15 with a local 10% match requirement.

Background: LMIG is the GDOT program that provides funding to counties for resurfacing and other capital transportation projects. The proposal is to use FY 26 funds toward the Intersection Improvements along Buena Vista Rd. (Columbus Spiderweb Network Project)

Analysis: An application and report on current LMIG funded projects is required to submit to GDOT prior to approval.

Financial Considerations: The FY 26 LMIG allocation for Columbus-Muscogee County from GDOT is \$2,772,003.15 with a local 10% match requirement.

Legal Considerations: Council must authorize the acceptance of all grants.

Recommendation/Action: Approval is requested to submit an application and accept if awarded, FY26 Local Government & Improvement Grant (LMIG) from the Georgia Department of Transportation (GDOT) for the proposed use of funds toward the Intersection Improvements along Buena Vista Rd.(Columbus Spiderweb Network Project) The FY 26 LMIG allocation for Columbus-Muscogee County from GDOT is \$2,772,003.15 with a local 10% match requirement.

A RESOLUTION

NO.

**A RESOLUTION OF THE COUNCIL OF COLUMBUS, GEORGIA, AUTHORIZING
THE APPLICATION AND ACCEPTANCE OF THE FY 2026 LOCAL MAINTENANCE &
IMPROVEMENT GRANT (LMIG) FROM THE GEORGIA DEPARTMENT OF
TRANSPORTATION (GDOT).**

Item #6.

WHEREAS, the City has received notice from GDOT they are accepting applications for the FY2026 LMIG Program in the amount \$2,772,003.15 allocated for Columbus-Muscogee County; and,

WHEREAS, the proposed use of the funds is for the Intersection Improvements along Buena Vista Road Project (Columbus Spiderweb Network); and,

WHEREAS, the match for the grant will come from the funds allocated for this project.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF COLUMBUS,
GEORGIA, AS FOLLOWS:**

SECTION I.

That the Council of Columbus is hereby authorized to make application and receive funds allocated for the FY 2026 Local Maintenance & Improvement Grant (LMIG) from the Georgia Department of Transportation (GDOT).

Introduced at a regular meeting of the Council of Columbus, Georgia held on the _____ day
of _____ December 2025 and adopted at said meeting by the affirmative vote of ten members of
said Council.

| | |
|---------------------------|--------|
| Councilor Allen voting | _____. |
| Councilor Anker voting | _____. |
| Councilor Chambers voting | _____. |
| Councilor Cogle voting | _____. |
| Councilor Crabb voting | _____. |
| Councilor Davis voting | _____. |
| Councilor Garrett voting | _____. |
| Councilor Hickey voting | _____. |
| Councilor Huff voting | _____. |
| Councilor Tucker voting | _____. |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson, III, Mayor

LOCAL MAINTENANCE & IMPROVEMENT GRANT (LMIG) PROGRAM

GENERAL GUIDELINES & POLICIES

1. The following activities/projects will be eligible for LMIG funds:
 - Preliminary engineering (including engineering work for R/W plans and Utility plans)
 - Construction supervision & inspection
 - Utility Adjustments or replacement
 - Patching, leveling and resurfacing a paved roadway
 - Grading, Drainage, Base and Paving existing or new roads
 - Replacing storm drain pipe or culverts
 - Intersection improvements
 - Turn lanes
 - Bridge repair or replacement
 - Sidewalk adjacent (within right of way) to a public roadway or street
 - Roadway Signs, striping, guardrail installation
 - Signal installation or improvement
 - Aggregate Surface Course for dirt road maintenance
2. The following activities/projects will not be eligible for LMIG funds:
 - Right of Way acquisition for a county or city road
 - Street Lighting
 - Beautification & Streetscapes
 - Walking trails and tracks
 - Landscaping
 - Administrative Services
 - Parking Lots

**** Locally purchased Right of Way will be eligible to go toward the 10% or 30% local match.*

3. The amount of your allocation is based on the total centerline road miles for your local road system and the total population of your county or city as compared with the total statewide centerline road miles and total statewide population. To ensure the Department uses current mileage numbers for your county or city it is critical that you keep our Office of Transportation Data updated on any revisions or changes to your local road system.
4. If a local government does not submit a project list, they will not receive local assistance for that program year. The unused LMIG funds will be used for emergencies, economic development or school access projects elsewhere in the state, on an as needed basis, as determined by the Commissioner.
5. You will be responsible for a 10% or 30% match to obtain your LMIG funds as stated in the Transportation Investment Act (TIA). The counties and cities in the River Valley Region, Central Savannah River Area, Heart of Georgia Region, and Southern Georgia Region will be at the 10% match. All other remaining counties and cities will be at the 30% match. *For example, if your formula allocation is \$100,000 and your county's match requirement is 30%, then your project list must have a total in value dollar amount over \$130,000. If the project list you submit does not equal or exceed your Formula Amount plus your required match, you will be asked to resubmit your application.*

6. Larger LMIG Projects, that include preliminary engineering, right of way and construction phases, shall be completed *as soon as possible* but substantially complete within three (3) years from the date of receiving the LMIG Grant. We expect resurfacing and maintenance type projects to be completed within a year from the date of receiving the LMIG Grant unless it is necessary for the local government to combine their fiscal year allocations. Funds can be rolled up to 3 fiscal years, when the project list is approved by the Department.
7. All preconstruction activities, advertisements, lettings, and quality control of work and materials will be the responsibility of the local government. It's important to remember that all these expenses are eligible for LMIG funds and the match requirements.
8. All work to be paid with LMIG funds cannot begin until the Department has issued payment to the Local Government.
9. Wherever practical and feasible, GDOT encourages the use of locally owned, disadvantaged business enterprises, and veteran owned businesses in any project that is funded in whole or in part with LMIG funds. GDOT asks each Local Government to report, at the end of the year, any DBE usage on LMIG contracts to your local District State Aid Coordinator. This measure will be used to assist GDOT in meeting the 2012-2015 Race Neutral DBE Goals. If you have any questions concerning firms that are DBE Certified, please visit our web page at www.dot.ga.gov.
10. The local government shall accomplish all the design activities in connection with the projects identified on the project list. Design activities must be accomplished in accordance with the applicable guidelines of the American Association of State Highway and Transportation Officials ("AASHTO") and the Manual on Uniform Traffic Control Devices (MUTCD), current edition.
11. In addition, all projects on the state route system shall be done in accordance with DEPARTMENT design policies & guidelines where applicable. The local government shall also be responsible for submitting permit applications to the District Traffic Operations Office or the District Utilities Office if the project is on a state route.
12. The Department recommends that any design plans for bridge replacement and structural repairs be reviewed by the State Bridge Engineer prior to construction. If not, final bridge plans and all supporting documents must be submitted to the Local Grants Office in Atlanta. Final plans will then be forwarded to the Bridge Maintenance Office for use in their biennial inspections. Request for plan review should be coordinated with the Office of Bridge Design located at One Georgia Center, 600 West Peachtree Street, Atlanta, Georgia 30308. Phone (404) 631-1985.
13. All projects identified on the project list shall be constructed in accordance with the DEPARTMENT's Standard Specifications Construction of Transportation Systems (current edition), Supplemental Specifications (current edition) and Special Provisions.
14. Authorized representatives of the DEPARTMENT may at all reasonable times review and inspect the work, activities and data collected in connection with the projects identified on the project list, including but not limited to, all reports, drawings, studies, specifications, estimates, maps and computations prepared by or for the local government.
15. All projects on the project list shall be subject to a construction field audit at any time. The audit may be performed by employees of the DEPARTMENT or by an independent auditor on behalf of the DEPARTMENT. Local governments shall make a good faith effort to cooperate with GDOT employees or auditor(s).

16. The Local Government shall submit a project status letter each year to their local District Office. This documentation must be received and approved before subsequent LMIG Grants can be approved.
17. Upon completion of the LMIG project, the Local Government must notify their local District Office that the project list is complete and ready to be closed. The Local Government will also have to complete a "Statement of Final Expenditures" and submit to the local District Office.
18. All inspections, sampling and testing of the work will be the responsibility of the local government. Documentation of this work will not have to be submitted to the Department for review.
19. All local governments receiving LMIG funds are responsible for completing their own environmental documentation for proposed work.
20. For any questions about the LMIG process, please contact the Local Grants Office in Atlanta at 404-347-0240 or call your State Aid Coordinator at the following locations:

| District Office | Contact Number |
|-----------------------------|----------------|
| District One – Gainesville | 770.519.0118 |
| District Two – Tennille | 478-553-3383 |
| District Three – Thomaston | 706-646-7505 |
| District Four – Tifton | 229-391-5438 |
| District Five – Jesup | 912-530-4396 |
| District Six – Cartersville | 678-721-5293 |
| District Seven – Chamblee | 770-216-3880 |

21. The LMIG Grant Application is filed electronically each year. It shall include the following:
 - The **List of Projects** to type in the system:
 - a. Road name, Beginning and Ending points, Length in miles, Description of work, Project cost, Estimated project let date
 - The LMIG **Cover Letter** shall include the following:
 - a. Short overview of type project(s) being requested
 - b. Status (percentage of completion) of previous LMIG funding for **last 3 fiscal years**
 - c. Signature of Mayor or County Commission Chairperson
 - The LMIG **Application Signature Page** shall include the following:
 - a. Signature of Mayor or County Commission Chairperson
 - b. County/City Seal is Required (if using an embossed seal, please shade it before scanning)
 - c. Notary Signature and Seal

**GEORGIA DEPARTMENT OF TRANSPORTATION LOCAL MAINTENANCE & IMPROVEMENT
GRANT (LMIG) APPLICATION FOR FISCAL YEAR 2026
TYPE OR PRINT LEGIBLY. ALL SECTIONS MUST BE COMPLETED.**

LOCAL GOVERNMENT AFFIDAVIT AND CERTIFICATION

I, B.H. "Skip Henderson III (Name), the Mayor (Title), on behalf of Columbus - Muscogee County (Local Government), who being duly sworn do swear that the information given herein is true to the best of his/her knowledge and belief. Local Government swears and certifies that it has read and understands the LMIG General Guidelines and Rules and that it has complied with and will comply with the same.

Local government further swears and certifies that it has read and understands the regulations for the Georgia Planning Act (O.C.G.A. § 45-12-200, et seq.), Service Delivery Strategy Act (O.C.G.A. § 36-70-20, et seq.), Immigration Sanctuary Policies; prohibition; penalties (O.C.G.A. § 36-80-23), and the Local Government Budgets and Audits Act (O.C.G.A. § 36-81-7 et seq.) and will comply in full with said provisions. Local government further swears and certifies that the roads or sections of roads described and shown on the local government's Project List are dedicated public roads and are part of the Public Road System in said county/city. Local government further swears and certifies that it complied with federal and/or state environmental protection laws and at the completion of the project(s), it met the match requirements as stated in the Transportation Investment Act (TIA) (O.C.G.A. § 48-8-240).

Further, the local government shall be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, work and other services furnished by or on behalf of the local government pursuant to this Application ("Loss"). To the extent provided by law, the local government further agrees to hold harmless and indemnify the DEPARTMENT and the State of Georgia from all suits or claims that may arise from said Loss.

If the local government fails to comply with these General Guidelines and Rules, or fails to comply with its Application and Certification, or fails to cooperate with the auditor(s) or fails to maintain and retain sufficient records, the DEPARTMENT may, at its discretion, prohibit the local government from participating in the LMIG program in the future and may pursue any available legal remedy to obtain reimbursement of the LMIG funds. Furthermore, if in the estimation of the DEPARTMENT, a project shows evidence of failure(s) due to poor workmanship, the use of substandard materials, or the failure to follow the required design and construction guidelines as set forth herein, the Department may pursue any available legal remedy to obtain reimbursement of the allocated LMIG funds or prohibit local government from participating in the LMIG program until such time as corrections are made to address the deficiencies or reimbursement is made. All projects identified on the Project list shall be constructed in accordance with the Department's Standard Specifications of Transportation Systems (Current Edition), Supplemental Specifications (Current Edition), and Special Provisions.

Local Government:

____ (Signature)

B.H. "Skip" Henderson (Print)

Mayor / Commission Chairperson

____ (Date)

LOCAL GOVERNMENT SEAL (required):

46433

E-Verify Number

Sworn to and subscribed before me,

This ____ day of _____, 20____.

In the presence of:

NOTARY PUBLIC

My Commission Expires:

NOTARY PUBLIC SEAL (required):

**CERTIFICATION OF COMPLIANCE WITH
ANNUAL IMMIGRATION REPORTING REQUIREMENTS/
NO SANCTUARY POLICY/FEDERAL LAW ENFORCEMENT COOPERATION**

By executing this document, the undersigned duly authorized representative of the Local Governing Body, certifies that the Local Governing Authority:

- 1) has filed a compliant Annual Immigration Compliance Report with the Georgia Department of Audits & Accounts ("GDA&A") for the preceding calendar year required by O.C.G.A. § 50-36-4(b), or has been issued a written exemption from GDA&A from doing so;
- 2) has not enacted a "Sanctuary Policy" in violation of O.C.G.A. § 36-80-23(b); and,
- 3) is in compliance with O.C.G.A. §§ 35-1-17 et seq. regarding its obligation to cooperate with federal immigration enforcement authorities to deter the presence of criminal illegal aliens.

As an ongoing condition to receiving funding from the Georgia Department of Transportation, the Local Governing Body shall continue to remain fully compliant with O.C.G.A. §§ 50-36-4, 36-80-23 and 35-1-17 et seq. for the duration of time the subject agreement is in effect.

Signature of Authorized Officer or Agent

B.H. "Skip" Henderson III

Printed Name of Authorized Officer or Agent

Mayor

Title of Authorized Officer or Agent

Date

Form Date - May 10, 2024

| GDOT District | County | City | Total Mileage* | Population** | 2024 LMIG Formula Amount | 2025 LMIG Formula Amount | 2026 LMIG Formula Amount | Required LMIG Match |
|---------------|---------------------|-------------------|----------------|--------------|--------------------------|--------------------------|--------------------------|---------------------|
| 3 | MERIWETHER | WARM SPRINGS | 5.19 | 443 | \$ 9,605.33 | \$ 9,258.76 | \$ 10,424.17 | 30% |
| 3 | MERIWETHER | WOODBURY | 11.66 | 865 | \$ 19,780.41 | \$ 20,115.72 | \$ 22,515.20 | 30% |
| 3 | MERIWETHER / TALBOT | MANCHESTER | 45.66 | 3,528 | \$ 77,575.51 | \$ 78,936.70 | \$ 89,144.97 | 30% |
| 4 | MILLER | (UNINCORPORATED) | 364.29 | 3,853 | \$ 469,705.99 | \$ 478,857.26 | \$ 542,611.44 | 30% |
| 4 | MILLER | COLQUITT | 26.36 | 1,894 | \$ 44,028.38 | \$ 44,761.94 | \$ 50,473.57 | 30% |
| 4 | MITCHELL | (UNINCORPORATED) | 629.56 | 11,359 | \$ 842,028.98 | \$ 855,942.79 | \$ 970,354.58 | 30% |
| 4 | MITCHELL | BACONTON | 10.67 | 850 | \$ 18,099.96 | \$ 18,521.48 | \$ 21,009.15 | 30% |
| 4 | MITCHELL | CAMILLA | 44.89 | 5,089 | \$ 85,688.17 | \$ 87,860.75 | \$ 98,888.66 | 30% |
| 4 | MITCHELL | PELHAM | 36.66 | 3,432 | \$ 65,674.90 | \$ 66,871.95 | \$ 75,733.81 | 30% |
| 4 | MITCHELL | SALE CITY | 7.43 | 350 | \$ 11,183.90 | \$ 11,444.33 | \$ 12,950.76 | 30% |
| 3 | MONROE | (UNINCORPORATED) | 481.89 | 25,505 | \$ 735,621.42 | \$ 752,850.88 | \$ 859,419.59 | 30% |
| 3 | MONROE | CULLODEN | 4.53 | 219 | \$ 6,808.13 | \$ 6,965.14 | \$ 7,934.88 | 30% |
| 3 | MONROE | FORSYTH | 38.58 | 4,901 | \$ 74,713.56 | \$ 77,394.97 | \$ 88,648.28 | 30% |
| 5 | MONTGOMERY | (UNINCORPORATED) | 320.52 | 5,116 | \$ 423,087.67 | \$ 431,183.52 | \$ 489,394.72 | 10% |
| 5 | MONTGOMERY | AILEY | 14.34 | 528 | \$ 20,724.71 | \$ 21,134.14 | \$ 23,971.40 | 10% |
| 5 | MONTGOMERY | ALSTON | 7.97 | 177 | \$ 10,812.31 | \$ 11,050.37 | \$ 12,514.75 | 10% |
| 5 | MONTGOMERY | HIGGSTON | 4.87 | 316 | \$ 7,870.96 | \$ 8,013.29 | \$ 9,089.58 | 10% |
| 5 | MONTGOMERY | MOUNT VERNON | 28.06 | 1,975 | \$ 46,473.06 | \$ 47,273.54 | \$ 53,443.11 | 10% |
| 5 | MONTGOMERY | TARRYTOWN | 4.89 | 65 | \$ 6,369.11 | \$ 6,494.63 | \$ 7,375.84 | 10% |
| 5 | MONTGOMERY | UVALDA | 9.91 | 448 | \$ 14,814.19 | \$ 15,096.55 | \$ 17,142.85 | 10% |
| 2 | MORGAN | (UNINCORPORATED) | 448.18 | 14,980 | \$ 635,187.91 | \$ 649,953.69 | \$ 738,634.46 | 30% |
| 2 | MORGAN | BOSTWICK | 9.80 | 394 | \$ 14,295.08 | \$ 14,631.96 | \$ 16,612.29 | 30% |
| 2 | MORGAN | BUCKHEAD | 4.49 | 206 | \$ 6,679.86 | \$ 6,847.28 | \$ 7,788.01 | 30% |
| 2 | MORGAN | MADISON | 41.64 | 4,964 | \$ 80,786.82 | \$ 82,351.79 | \$ 93,418.78 | 30% |
| 2 | MORGAN | RUTLEDGE | 12.38 | 916 | \$ 20,477.50 | \$ 20,959.14 | \$ 23,888.75 | 30% |
| 6 | MURRAY | (UNINCORPORATED) | 447.47 | 35,306 | \$ 756,650.23 | \$ 773,379.73 | \$ 878,701.17 | 30% |
| 6 | MURRAY | CHATSWORTH | 40.15 | 4,883 | \$ 78,415.72 | \$ 80,207.36 | \$ 90,746.62 | 30% |
| 6 | MURRAY | ETON | 10.01 | 846 | \$ 17,280.85 | \$ 17,660.36 | \$ 20,046.77 | 30% |
| 3 | MUSCOGEE | COLUMBUS-MUSCOGEE | 968.07 | 201,877 | \$ 2,436,084.31 | \$ 2,457,256.97 | \$ 2,772,003.15 | 10% |
| 2 | NEWTON | (UNINCORPORATED) | 766.68 | 100,074 | \$ 1,521,602.84 | \$ 1,561,928.68 | \$ 1,780,254.12 | 30% |
| 2 | NEWTON | COVINGTON | 95.89 | 14,677 | \$ 205,055.92 | \$ 208,524.09 | \$ 237,654.87 | 30% |
| 2 | NEWTON | MANSFIELD | 7.30 | 469 | \$ 11,690.44 | \$ 11,973.56 | \$ 13,592.59 | 30% |
| 2 | NEWTON | NEWBORN | 8.03 | 731 | \$ 14,072.59 | \$ 14,428.68 | \$ 16,444.74 | 30% |
| 2 | NEWTON | OXFORD | 13.00 | 2,294 | \$ 29,782.80 | \$ 30,352.95 | \$ 34,330.71 | 30% |

File Attachments for Item:

7. 2025-2026 Victims of Crime Act (VOCA) Grant – DA’s Victim Witness Assistance Program

Approval is requested to submit and, if approved, accept a grant for \$144,246 or as otherwise awarded from the Criminal Justice Coordinating Council of Georgia along with \$132,077 from the 5% Crime Victim Surcharge Fund allocated in the FY26 Budget to provide funding for Crime Victim Assistance in the Chattahoochee Judicial Circuit from October 1, 2025 to September 30, 2026. The grant no longer requires the use of volunteers, although the use of volunteers is crucial to operations. It is requested that the multi-governmental fund be amended by the amount awarded plus the local match.

**Columbus Consolidated Government
Council Meeting Agenda Item**

Item #7.

| | |
|------------------------|--|
| TO: | Mayor and Council |
| AGENDA SUBJECT: | 2025-2026 Victims of Crime Act (VOCA) Grant – DA’s Victim Witness Assistance Program |
| AGENDA SUMMARY: | Approval is requested to submit and, if approved, accept a grant for \$144,246 or as otherwise awarded from the Criminal Justice Coordinating Council of Georgia along with \$132,077 from the 5% Crime Victim Surcharge Fund allocated in the FY26 Budget to provide funding for Crime Victim Assistance in the Chattahoochee Judicial Circuit from October 1, 2025 to September 30, 2026. The grant no longer requires the use of volunteers, although the use of volunteers is crucial to operations. It is requested that the multi-governmental fund be amended by the amount awarded plus the local match. |
| INITIATED BY: | District Attorney Victim-Witness Assistance Program |

Recommendation: Approval is requested to submit and, if approved, accept a grant for \$144,246 or as otherwise awarded from the Criminal Justice Coordinating Council of Georgia along with \$132,077 from the 5% Crime Victim Surcharge Fund allocated in the FY26 Budget to provide funding for Crime Victim Assistance in the Chattahoochee Judicial Circuit from October 1, 2025 to September 30, 2026. The grant no longer requires the use of volunteers, although the use of volunteers is crucial to operations. It is requested that the multi-governmental fund be amended by the amount awarded plus the local match.

Background: In July of 1989, the Office of the District Attorney began operating a Crime Victim Assistance Program. In October of 1992, the Victim-Witness Assistance Program was awarded the first Crime Victim Assistance Grant, thereby broadening the program for the provision of basic services. In July of 1995, additional funds were received from the 5% Crime Victim Surcharge Fund, thus allowing the program to expand services to all 6 counties within the Chattahoochee Judicial Circuit. Grant allocations since that time have sustained the program. The office currently employs a Director of Victim Services, a Supervisor of Victim Services, and 8 Victim Advocates. Five victim advocates are funded with this grant.

Analysis: If approved for FY26, the Criminal Justice Coordinating Council of Georgia will allocate \$144,246 to Columbus Consolidated Government to support the Victim-Witness Assistance Program for the grant year October 1, 2025, through September 30, 2026. The requested local match is \$132,077. The District Attorney requests Council’s authorization to utilize \$132,077 from the 5% Crime Victim Surcharge Funds, as the local match. The total amount of \$276,323 represents the salary, benefits, and local match for 5 Victim Advocates, management of a mental health therapy program, and allowances for required travel, training, and education.

Financial Considerations: The grant total is \$276,323 with the Federal allocation of \$144,246 along with \$132,077 from the 5% Crime Victim Surcharge Fund. Due to the local match in the

form of cash coming from the 5% Crime Victim Surcharge Fund, there will be no annual fiscal impact as a result of this grant.

Item #7.

Legal Considerations: Georgia Law requires the District Attorney provide extensive services, information, and notification to crime victims (O.C.G.A.-17-17-1). The District Attorney is solely and directly responsible for complying with this law as mandated by the Victims' Bill of Rights. Legislature acknowledges that this mandate places additional burdens on prosecutors and have designed laws enabling utilization of the 5% Crime Victim Surcharge Fund to assist in easing said burdens.

Recommendation: Approval is requested to submit and, if approved, accept a grant for \$144,246 or as otherwise awarded from the Criminal Justice Coordinating Council of Georgia along with \$132,077 from the 5% Crime Victim Surcharge Fund allocated in the FY26 Budget to provide funding for Crime Victim Assistance in the Chattahoochee Judicial Circuit from October 1, 2025 to September 30, 2026. The grant no longer requires the use of volunteers, although the use of volunteers is crucial to operations. It is requested that the multi-governmental fund be amended by the amount awarded plus the local match.

A RESOLUTION

Item #7.

NO.

A RESOLUTION AUTHORIZING THE MAYOR OR THEIR DESIGNEE TO SUBMIT AN APPLICATION, ON BEHALF OF THE DISTRICT ATTORNEY AND, IF APPROVED, TO ACCEPT A VOCA GRANT OF \$144,246 OR AS OTHERWISE AWARDED FROM THE CRIMINAL JUSTICE COORDINATING COUNCIL OF GEORGIA ALONG WITH \$132,077 FROM THE 5% CRIME VICTIM ASSISTANCE SURCHARGE FUND ALLOCATED IN THE FY26 BUDGET, TO PROVIDE FUNDING FOR CRIME VICTIM ASSISTANCE IN THE CHATTAHOOCHEE JUDICIAL CIRCUIT FROM OCTOBER 1, 2025 THROUGH SEPTEMBER 30, 2026, AND, AMEND THE MULTI-GOVERNMENTAL FUND BY LIKE AMOUNT.

WHEREAS, the District Attorney is requesting the acceptance of a VOCA Grant in the amount of \$144,246 or as otherwise awarded to be allocated over a twelve-month period from the Criminal Justice Coordinating Council of Georgia to support innocent victims of violent crime under the 1996 Victims of Crime Act (VOCA), along with \$132,077 from the 5% Crime Victim Assistance Surcharge Fund allocated in the FY26 Budget for salaries, benefits, created programs, supplies; and,

WHEREAS, the funding will be used to provide services to crime victims throughout the Chattahoochee Judicial Circuit; and,

WHEREAS, the District Attorney will continue to supervise the operation of the Victim-Witness Assistance Program in the Chattahoochee Judicial Circuit from October 1, 2025, through September 30, 2026.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF COLUMBUS, GEORGIA, AS FOLLOWS:

That the Mayor or their designee is hereby authorized to submit and if approved, accept a grant of \$144,246 or as otherwise awarded from the Criminal Justice Coordinating Council of Georgia along with \$132,077 of the 5% Crime Victim Surcharge Funds allocated in the FY26 Budget to fund the Victim-Witness Assistance Program which will extend over a twelve-month period beginning October 1, 2025, through September 30, 2026.

Introduced at a regular meeting of the Council of Columbus, Georgia held on the _____ day
of _____, 2025 and adopted at said meeting by the affirmative vote of ten members of said
Council.

Item #7.

Councilor Allen voting _____
Councilor Anker voting _____
Councilor Chambers voting _____
Councilor Cogle voting _____
Councilor Crabb voting _____
Councilor Davis voting _____
Councilor Garrett voting _____
Councilor Hickey voting _____
Councilor Huff voting _____
Councilor Tucker voting _____

Lindsey Mclemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

A. Design and Construction Services for Columbus Pickleball Facility – RFP No. 26-0006

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|---|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | Design and Construction Services for Columbus Pickleball Facility – RFP No. 26-0006 |
| INITIATED BY: | Finance Department |

It is requested that Council authorize the execution of a contract with Brasfield & Gorrie, LLC (Columbus, GA) to design and construct the new Columbus Pickleball facility. The estimated budget for this project is \$7,000,000.00

The facility will be located at 1641 3rd Avenue and be comprised of twenty-seven (27) pickleball courts, including sixteen (16) covered courts. The facility will also include bathroom and concession facilities. Approximately one-hundred four (104) parking spaces will be constructed to support the facility within the existing rights of way of 3rd Avenue and 17th Street.

The scope of services includes turnkey design services for the new facility, including architectural, mechanical, electrical, plumbing, and structural design services. It also includes all sitework design services including civil, landscape, and utility coordination. As well as complete construction services including procurement and installation of all proposed equipment appurtenances

RFP Advertisement and Receipt of Proposals:

RFP specifications were posted on the web pages of the Purchasing Division, the Georgia Procurement Registry and DemandStar on July 10, 2025. This RFP has been advertised, opened and evaluated. Proposals were received by the due date of August 15, 2025, from the following fifteen (15) vendors:

Brasfield & Gorrie, LLC (Columbus, GA)
 Batson-Cook Construction (West Point, GA)
 Caliber 1 Construction (Villa Rica, GA)
 Carlisle Construction (Pine Mountain, GA)
 Elite Building Group, LLC (Newton, AL)
 Tarkett Sports d/b/a FieldTurf USA, Inc. (Marietta, GA)
 Freeman & Associates (Columbus, GA)
 Graddy Construction, Inc. (Columbus, GA)
 Pound-Clark General Contractors, LLC (Columbus, GA)
 Principle Construction (LaGrange, GA)
 Ra-Lin & Associates, Inc. d/b/a RaLin (Carrollton, GA)
 River City Contracting (Fortson, GA)
 Sheridan Construction (Macon, GA)
 Southtree Commercial Construction (Peachtree City, GA)
 Strack, Inc. (Fairburn, GA)

The following events took place after receipt of proposals:

| RFP MEETINGS/EVENTS | | |
|------------------------------------|-------------|--|
| Description | Date | Agenda/Action |
| Pre-Evaluation Meeting | 08/20/25 | The Purchasing Manager advised committee members of the RFP rules and process, and the project manager provided an overview. Proposals were disbursed to each committee member to review. |
| 1 st Evaluation Meeting | 09/05/25 | Committee members discussed the proposals from all vendors. A request was made for a Committee member to create a cost breakdown of all proposals for the Committee to review. Additionally, clarifications were requested from all vendors. |
| Cost Proposal Breakdown | 09/10/25 | A cost proposal breakdown chart was forwarded to the Committee for review. |
| Cost Proposal Breakdown Review | 09/18/ 25 | Committee questions related to the breakdown of the cost proposals were responded to by the appropriate Committee member. Clarification points requested from vendors were finalized. |
| Clarification Letters Sent | 09/22/25 | Clarification request letters were forwarded to all vendors. |
| Clarification Responses Received | 09/25/25 | Clarification responses were received from all vendors and forwarded to the Committee for review. |
| Evaluation Forms Sent | 10/01/25 | Via email, the voting Committee members all indicated they were ready to begin evaluating the proposals. Evaluation forms were forwarded to voting Committee members. |
| Evaluations Completed | 10/23/25 | The final set of evaluation forms were received. All scores and comments were tabulated. After tabulating scores and comments, the information was reviewed for clarity. Clarification of responses was discussed with applicable voter(s). |
| Evaluations Forwarded | 11/03/25 | The final tabulation of scores and comments was distributed to the Committee for review. A request was made for the Committee members to provide availability for the 2 nd Evaluation Meeting. |
| 2 nd Evaluation Meeting | 11/07/25 | Committee members met for the 2 nd evaluation in which they were informed of the next steps. The Committee was presented with the option to shortlist vendors for interviews or recommend award to the highest scoring vendor. |
| Award Recommendation | 11/07/25 | With a vote of 4 to 1, the Committee recommended award to the highest scoring vendor, Brasfield & Gorrie, LLC. |

Evaluation Committee:

The proposals were reviewed by an Evaluation Committee, which consisted of one voting member from Inspections and Code, one voting member from Public Works, two voting members from Parks and Recreation and one voting member from the Columbus Pickleball Association.

Serving as an alternate voter was one representative from the Columbus Pickleball Association.

Serving as non-voting advisors were one representative from the City Manager's Office, one representative from Engineering and one representative from Planning.

Award Recommendation:

The majority of the voting Committee members recommend award to Brasfield & Gorrie, LLC (Columbus, GA) for the following reasons:

- **Brasfield & Gorrie, LLC**

- The firm has significant design-build experience, to include the largest Design-Build contract in the City's history.
- Brasfield & Gorrie is a well-known and prominent construction company in Columbus.
- Brasfield & Gorrie has been in business for over 61 years and their team has 149 years of experience collectively.

- **Qualifications/Experience:**

- Formed in 1961, the company has operated under the name Brasfield & Gorrie since 1967 and has an annual revenue of approximately \$6.4 billion with an average project value of \$45 million. The company employs over 4,000 individuals.
- Brasfield & Gorrie has completed more than 300 design-build projects totaling over \$5.2 billion.
- The company has 13 office locations. Their Columbus location is a full-service office that opened in 2012; however, the company has been working in Columbus since 1990.
- Below are the last three projects for which Brasfield & Gorrie has provided similar work.

- Columbus Consolidated Government

April 2024 – March 2025

420 East 10th Street, Columbus, GA

Synovus Park Improvements Project, a 79,420 sq ft renovation and upgrade to the historic 1920s Gold Park Stadium in order to bring it up to standards required by Major League Baseball. Construction included renovation of the 26,302 sq ft stadium concourse with new concessions, and renovation of the seating bowl to include all new seating, press box and suites. A batting cage building with three hitting tunnels was added, along with a new three-story concrete frame patron building with a kitchen, office space, and club level, a structural steel clubhouse building, new dugouts, field lighting, bullpens and a new field.

- Columbus Regional Tennis Association (CORTA)

July 2015 – August 2016

5050 Cooper Creek Parkway, Columbus, GA

Columbus State University Judy and Roger Pearce Tennis Center, which includes 27 new tennis courts, site lighting, parking and landscaping. Also included is a two-story 12,000 sq ft clubhouse with offices and locker rooms

for Columbus State University men's and women's tennis programs and offices for CORTA.

- Muscogee County School District April 2018 – July 2019
 Various Muscogee County High Schools, Columbus, GA
 MCSD High School Athletic Fields Project, which includes 17 support buildings for six high schools. Dugouts, locker rooms, concession stands, batting cages, and a pavilion are among the new structures built. The project also included five new grass baseball fields, six softball fields, and three football fields, all of which are natural grass, one new turf baseball field, and three new asphalt tracks with poured-in-place features.

The City's Procurement Ordinance Article 3-110 (Competitive Sealed Proposals for the procurement of Equipment, Supplies and Professional Services) governs the RFP Process. During the RFP process, there is no formal opening due to the possibility of negotiated components of the proposal. In the event City Council does not approve the recommended offeror, no proposal responses or any negotiated components are made public until after the award of the contract. Therefore, the evaluation results and cost information has been submitted to the Mayor and/or his designee in a separate memo for informational purposes.

In accordance with the Intergovernmental Agreement with the Muscogee County School District approved by Resolution No. 141-16 and the Tax Allocation District (TAD) Policies and Guidelines adopted with Ordinance No. 15-51, the TAD Advisory Committee must accept the project before it can move forward for submission to City Council. The TAD Advisory Committee met on Nov. 19, 2025, and voted 3-2 to accept the Uptown Pickleball Project as a public sector project and to utilize \$2.6 million of the 2nd Ave./City Village TAD funding towards the project. TAD funding will be charged out as follows: 2nd Avenue/City Village TAD Fund – Nondepartmental – Noncategorical – General Construction; 0239-590-3000-NCAT-7661. Approximately \$4 million of General Fund reserves has been carried over to be used towards the project and the expenses will be charged out as follows: Special Project/Capital Project Fund - Capital Projects - General Fund Supported Capital Projects – General Construction – Uptown Pickleball Project; 0508-660-1000-7661-22975-20240.

A RESOLUTION**NO. _____****A RESOLUTION AUTHORIZING THE EXECUTION OF A CONTRACT WITH BRASFIELD & GORRIE, LLC (COLUMBUS, GA) TO DESIGN AND CONSTRUCT THE NEW COLUMBUS PICKLEBALL FACILITY.**

WHEREAS, an RFP was administered (RFP No. 26-0006) and fifteen (15) proposals were received; and,

WHEREAS, the proposal submitted by Brasfield & Gorrie, LLC, met all proposal requirements and was deemed most responsive to the RFP.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to execute a contract with Brasfield & Gorrie, LLC (Columbus, GA) to design and construct the new Columbus Pickleball Facility. In accordance with the Intergovernmental Agreement with the Muscogee County School District approved by Resolution No. 141-16 and the Tax Allocation District (TAD) Policies and Guidelines adopted with Ordinance No. 15-51, the TAD Advisory Committee must accept the project before it can move forward for submission to City Council. The TAD Advisory Committee met on Nov. 19, 2025, and voted 3-2 to accept the Uptown Pickleball Project as a public sector project and to utilize \$2.6 million of the 2nd Ave./City Village TAD funding towards the project. TAD funding will be charged out as follows: 2nd Avenue/City Village TAD Fund – Nondepartmental – Noncategorical – General Construction; 0239-590-3000-NCAT-7661. Approximately \$4 million of General Fund reserves has been carried over to be used towards the project and the expenses will be charged out as follows: Special Project/Capital Project Fund - Capital Projects - General Fund Supported Capital Projects – General Construction – Uptown Pickleball Project; 0508-660-1000-7661-22975-20240.

Introduced at a regular meeting of the Council of Columbus, Georgia, held the ____ day of _____, 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

B. Seven (7) 2025 Police Interceptors for the Columbus Police Department-Georgia Statewide Contract Cooperative Purchase

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|---|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | SEVEN (7) 2025 POLICE INTERCEPTORS FOR THE COLUMBUS POLICE DEPARTMENT-GEORGIA STATEWIDE CONTRACT COOPERATIVE PURCHASE |
| INITIATED BY: | Finance Department |

It is requested that Council approve the purchase of Seven (7) 2025 Police Interceptors for the Columbus Police Department from Wade Ford (Smyrna, GA) at a unit price of \$63,622.00 and a total cost of \$ 445,354.00. The purchase will be accomplished by cooperative purchase via Georgia Statewide Contracts # 99999-001-SPD0000183-0006 and 99999-SPD-SPD0000218-0001.

The vehicles will be used by Columbus Police Department officers to perform patrol duties. These are replacement vehicles.

Georgia Statewide Contract # 99999-001-SPD0000183-0006 is a cooperative contract whereby Wade Ford is one of the awarded vendors contracted to provide Police Pursuit and Special Services Vehicles. The term of the contract is good through January 3, 2027. Additionally, Georgia Statewide Contract #99999-SPD-SPD0000218-0001 is a cooperative contract whereby Wade Ford is one of the awarded vendors contracted to provide Administrative Vehicles. The term of the contract is good through June 15, 2027. These contracts are available for use by any Georgia governmental entity. The City's Procurement Ordinance, Article 9-101, authorizes the use of cooperative purchasing.

Funds are budgeted in the FY26 Budget: 2021 Sales Tax Project Fund – 2021 SPLOST – 2021 SPLOST Public Safety – Light Trucks – Vehicles/Equipment – Police; 0567-696-3111-STPS 7722-54151-20260.

A RESOLUTION**NO. _____**

A RESOLUTION AUTHORIZING THE PURCHASE OF SEVEN (7) 2025 POLICE INTERCEPTORS FOR THE COLUMBUS POLICE DEPARTMENT FROM WADE FORD (SMYRNA, GA) AT A UNIT PRICE OF \$63,622.00 AND A TOTAL COST OF \$ 445,354.00. THE PURCHASE WILL BE ACCOMPLISHED BY COOPERATIVE PURCHASE VIA GEORGIA STATEWIDE CONTRACTS # 99999-001-SPD0000183-0006 AND #99999-SPD-SPD0000218-0001.

WHEREAS, the vehicles will be used by Columbus Police Department officers to perform patrol duties. These are replacement vehicles; and,

WHEREAS, Georgia Statewide Contract # 99999-001-SPD0000183-0006 is a cooperative contract whereby Wade Ford is one of the awarded vendors contracted to provide Police Pursuit and Special Services Vehicles. The term of the contract is good through January 3, 2027. Additionally, Georgia Statewide Contract #99999-SPD-SPD0000218-0001 is a cooperative contract whereby Wade Ford is one of the awarded vendors contracted to provide Administrative Vehicles. The term of the contract is good through June 15, 2027. These contracts are available for use by any Georgia governmental entity. The City's Procurement Ordinance, Article 9-101, authorizes the use of cooperative purchasing.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to purchase seven (7) 2025 Police Interceptors for the Columbus Police Department from Wade Ford (Smyrna, GA) at a unit price of \$63,622.00 and a total cost of \$ 445,354.00. The purchase will be accomplished by cooperative purchase via Georgia Statewide Contracts # 99999-001-SPD0000183-0006 and #99999-SPD-SPD0000218-0001. Funding is available in the FY26 Budget: 2021 Sales Tax Project Fund- 2021 SPLOST- 2021 SPLOST Public Safety- Light Trucks- Vehicles/Equipment – Police; 0567-696-3111-STPS-7722-54151-20260.

Introduced at a regular meeting of the Council of Columbus, Georgia, held the ____ day of _____, 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

C. Three (3) 2025 Police Responders for the Columbus Police Department-Georgia Statewide Contract Cooperative Purchase

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|---|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | THREE (3) 2025 POLICE RESPONDERS FOR THE COLUMBUS POLICE DEPARTMENT-GEORGIA STATEWIDE CONTRACT COOPERATIVE PURCHASE |
| INITIATED BY: | Finance Department |

It is requested that Council approve the purchase of three (3) 2025 Police Responders for the Columbus Police Department from Wade Ford (Smyrna, GA) at a unit price of \$65,427.00 and a total cost of \$ 196,281.00. The purchase will be accomplished by cooperative purchase via Georgia Statewide Contracts #99999-001-SPD0000183-0006 and #99999-SPD-SPD0000218-0001.

The vehicles will be used by Columbus Police Department officers to perform patrol duties. These are replacement vehicles.

Georgia Statewide Contract # 99999-001-SPD0000183-0006 is a cooperative contract whereby Wade Ford is one of the awarded vendors contracted to provide Police Pursuit and Special Services Vehicles. The term of the contract is good through January 3, 2027. Additionally, Georgia Statewide Contract #99999-SPD-SPD0000218-0001 is a cooperative contract whereby Wade Ford is one of the awarded vendors contracted to provide Administrative Vehicles. The term of the contract is good through June 15, 2027. These contracts are available for use by any Georgia governmental entity. The City's Procurement Ordinance, Article 9-101, authorizes the use of cooperative purchasing.

Funds are budgeted in the FY26 Budget: 2021 Sales Tax Project Fund – 2021 SPLOST – 2021 SPLOST Public Safety – Light Trucks – Vehicles/Equipment – Police; 0567-696-3111-STPS 7722-54151-20260.

A RESOLUTION**NO. _____**

A RESOLUTION AUTHORIZING THE PURCHASE OF THREE (3) 2025 POLICE RESPONDERS FOR THE COLUMBUS POLICE DEPARTMENT FROM WADE FORD (SMYRNA, GA) AT A UNIT PRICE OF \$65,427.00 AND A TOTAL COST OF \$ 196,281.00. THE PURCHASE WILL BE ACCOMPLISHED BY COOPERATIVE PURCHASE VIA GEORGIA STATEWIDE CONTRACTS #99999-001-SPD0000183-0006 AND #99999-SPD-SPD0000218-0001.

WHEREAS, the vehicles will be used by Columbus Police Department officers to perform patrol duties. These are replacement vehicles; and,

WHEREAS, Georgia Statewide Contract # 99999-001-SPD0000183-0006 is a cooperative contract whereby Wade Ford is one of the awarded vendors contracted to provide Police Pursuit and Special Services Vehicles. The term of the contract is good through January 3, 2027. Additionally, Georgia Statewide Contract #99999-SPD-SPD0000218-0001 is a cooperative contract whereby Wade Ford is one of the awarded vendors contracted to provide Administrative Vehicles. The term of the contract is good through June 15, 2027. These contracts are available for use by any Georgia governmental entity. The City's Procurement Ordinance, Article 9-101, authorizes the use of cooperative purchasing.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to purchase three (3) 2025 Police Responders for the Columbus Police Department from Wade Ford (Smyrna, GA) at a unit price of \$65,427.00 and a total cost of \$196,281.00. The purchase will be accomplished by cooperative purchase via Georgia Statewide Contracts #99999-001-SPD0000183-0006 and #99999-SPD-SPD0000218-0001. Funding is available in the FY26 Budget: 2021 Sales Tax Project Fund- 2021 SPLOST- 2021 SPLOST Public Safety- Light Trucks- Vehicles/Equipment – Police; 0567-696-3111-STPS-7722-4151-20260.

Introduced at a regular meeting of the Council of Columbus, Georgia, held the ____ day of _____, 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

D. Alcohol Management Services for Columbus Civic Center Locations (Annual Contract) – RFP No. 24-0005

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|--|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | Alcohol Management Services for Columbus Civic Center Locations (Annual Contract) – RFP No. 24-0005 |
| INITIATED BY: | Finance Department |

It is requested that Council amend Resolution No. 181-25, which authorized the execution of a contract with Ovations Food Services, L.P. d/b/a OVG Hospitality (Philadelphia, PA) to provide Alcohol Management Services for Columbus Civic Center Locations. The amendment is required to correct the initial contract term to three (3) years, with the option to renew for two (2) additional twelve-month periods.

The contract was originally awarded to Ovations Food Services L.P. for an initial term of two (2) years, with the option to renew for three (3) additional twelve-month periods. This amendment is needed to correct the contract term.

Contract renewal will be contingent upon the mutual agreement of the City and the Contractor.

Revenue will be deposited into the following Revenue Account: Civic Center Fund – Civic Center – Concessions/Catering – Food Service Contract; 0757-160-2800-4587.

A RESOLUTION

NO. _____

A RESOLUTION AUTHORIZING THE AMENDMENT OF RESOLUTION NO. 181-25, WHICH AUTHORIZED THE EXECUTION OF A CONTRACT WITH OVATIONS FOOD SERVICES, L.P. D/B/A OVG HOSPITALITY (PHILADELPHIA, PA) TO PROVIDE ALCOHOL MANAGEMENT SERVICES FOR COLUMBUS CIVIC CENTER LOCATIONS. THE AMENDMENT IS REQUIRED TO CORRECT THE INITIAL CONTRACT TERM TO THREE (3) YEARS, WITH THE OPTION TO RENEW FOR TWO (2) ADDITIONAL TWELVE-MONTH PERIODS.

WHEREAS, the contract was originally awarded to Ovarations Food Services L.P. for an initial term of two (2) years, with the option to renew for three (3) additional twelve-month periods; and,

WHEREAS, contract renewal will be contingent upon the mutual agreement of the City and the Contractor.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to amend Resolution No. 181-25, which authorized the execution of a contract with Ovarations Food Services, L.P. d/b/a OVG Hospitality (Philadelphia, PA) to provide Alcohol Management Services for Columbus Civic Center Locations. The amendment is required to correct the initial contract term to three (3) years, with the option to renew for two (2) additional twelve-month periods. Revenue will be deposited into the following Revenue Account: Civic Center Fund – Civic Center – Concessions/Catering – Food Service Contract; 0757-160-2800-4587.

Introduced at a regular meeting of the Council of Columbus, Georgia, held the _____ day of _____, 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. Mclemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

E. First-In Alerting Smart Station System for Fire & EMS – Sourcewell Cooperative Contract Purchase

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|--|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | FIRST-IN ALERTING SMART STATION SYSTEM FOR FIRE & EMS – SOURCEWELL COOPERATIVE CONTRACT PURCHASE |
| INITIATED BY: | Finance Department |

It is requested that Council approve the purchase of the First-in Alerting Smart Station System from Westnet, LLC (Huntington Beach, CA) in the amount of \$198,619.82. The purchase will be accomplished by Cooperative Purchase via Sourcewell Contract #020625-WNT.

The First-In Fire Station Alerting System utilizes a series of remote units placed strategically throughout the fire station to notify Fire and EMS personnel of an emergency call in the quickest, safest and most advanced means possible. This public safety communication technology and hardware solution will be installed in Fire Station #9 and Fire Station #12.

The purchase will be accomplished by Cooperative Purchase via Request for Proposal (RFP) #020625, initiated by Sourcewell, whereby Westnet, LLC was one of the successful vendors contracted to provide Public Safety Communications Technology and Hardware Solutions. The contract, which commenced July 18, 2025, is good through June 23, 2029. The contract available under Sourcewell has been awarded by virtue of a public competitive procurement process compliant with State and Federal statutes. Sourcewell is a State of Minnesota local government agency and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to federal, state/province, and municipal governmental entities, higher education, K-12 education, nonprofit, tribal government, and other public entities located in the United States and Canada. The RFP process utilized by Sourcewell meets the requirements of the City's Procurement Ordinance. Additionally, the City's Procurement Ordinance, Article 9-101, authorizes the use of cooperative purchasing.

Funds are available in the FY26 Budget: LOST/Public Safety Fund - Fire & EMS – Public Safety/LOST – Capital Expenditure/Over \$5,000; 0102 – 410 – 9900 – LOST – 7761.

A RESOLUTION**NO. _____****A RESOLUTION AUTHORIZING PURCHASE OF THE FIRST-IN ALERTING SMART STATION SYSTEM FROM WESTNET, LLC (HUNTINGTON BEACH, CA) IN THE AMOUNT OF \$198,619.82. THE PURCHASE WILL BE ACCOMPLISHED BY COOPERATIVE PURCHASE VIA SOURCEWELL CONTRACT #020625-WNT.**

WHEREAS, the First-In Fire Station Alerting System utilizes a series of remote units placed strategically throughout the fire station to notify Fire and EMS personnel of an emergency call in the quickest, safest and most advanced means possible. This public safety communication technology and hardware solution will be installed in Fire Station #9 and Fire Station #12; and,

WHEREAS, the purchase will be accomplished by Cooperative Purchase via Request for Proposal (RFP) #020625, initiated by Sourcewell, whereby Westnet, LLC was one of the successful vendors contracted to provide Public Safety Communications Technology and Hardware Solutions. The contract, which commenced July 18, 2025, is good through June 23, 2029. The contract available under Sourcewell has been awarded by virtue of a public competitive procurement process compliant with State and Federal statutes. Sourcewell is a State of Minnesota local government agency and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to federal, state/province, and municipal governmental entities, higher education, K-12 education, nonprofit, tribal government, and other public entities located in the United States and Canada. The RFP process utilized by Sourcewell meets the requirements of the City's Procurement Ordinance. Additionally, the City's Procurement Ordinance, Article 9-101, authorizes the use of cooperative purchasing.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to purchase the First-in Alerting Smart Station System from Westnet, LLC (Huntington Beach, CA) in the amount of \$198,619.82. The purchase will be accomplished by Cooperative Purchase via Sourcewell Contract #020625-WNT. Funds are available in the FY26 Budget: LOST/Public Safety Fund - Fire & EMS – Public Safety/LOST – Capital Expenditure/Over \$5,000; 0102 – 410 – 9900 – LOST – 7761.

Introduced at a regular meeting of the Council of Columbus, Georgia, held the ____ day of _____, 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. Mclemore, Clerk of Council

B.H. “Skip” Henderson III, Mayor

File Attachments for Item:

F. Declaration of surplus and trade-in of Harley Davidson Motorcycles for the Columbus Police Department

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|---|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | DECLARATION OF SURPLUS AND TRADE-IN OF HARLEY DAVIDSON MOTORCYCLES FOR THE POLICE DEPARTMENT |
| INITIATED BY: | Finance Department |

It is requested that Council declare the following Harley Davidson Motorcycles from the Police Department, as surplus, in accordance with section 7-501 of the Charter of Columbus Consolidated Government; and authorize the trade-ins to be applied towards the purchase of one new motorcycle:

- 2013 Harley Davidson Road King Body# 17909
VIN 11ID1FHM18DB665273
- 2013 Harley Davidson Road King Body# 17910
VIN 1HD1FHM1XDB657952
- 2013 Harley Davidson Road King Body# 17908
VIN 1HD1FHM15DB665246
- 2013 Harley Davidson Road King Body# 17906
VIN 1HD1FHM18DB665743

The vehicles have exceeded the 10-year threshold required for such a declaration. The Columbus Police Department desires to trade in the vehicles and apply the proceeds towards the purchase of one new motorcycle. The purchase will be budget neutral, and the new motorcycle will be under warranty, which provides savings with maintenance costs.

A RESOLUTION

NO. _____

A RESOLUTION AUTHORIZING THE DECLARATION OF THE FOLLOWING HARLEY DAVIDSON MOTORCYCLES FROM THE POLICE DEPARTMENT, AS SURPLUS, IN ACCORDANCE WITH SECTION 7-501 OF THE CHARTER OF COLUMBUS CONSOLIDATED GOVERNMENT; AND AUTHORIZE THE TRADE-IN TOWARDS THE PURCHASE OF ONE NEW MOTORCYCLE:

- **2013 Harley Davidson Road King Body# 17909
VIN 11ID1FHM18DB665273**
- **2013 Harley Davidson Road King Body# 17910
VIN 1HD1FHM1XDB657952**
- **2013 Harley Davidson Road King Body# 17908
VIN 1HD1FHM15DB665246**
- **2013 Harley Davidson Road King Body# 17906
VIN 1HD1FHM18DB665743**

WHEREAS, the vehicles have exceeded the 10-year threshold required for such a declaration. The Columbus Police Department desires to trade in the vehicles and apply the proceeds towards the purchase of one new motorcycle. The purchase will be budget neutral, and the new motorcycle will be under warranty, which will provide a savings on maintenance costs.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to declare the following Harley Davidson Motorcycles from the Police Department, as surplus, in accordance with section 7-501 of the Charter of Columbus Consolidated Government; further authorized to trade-in the motorcycles towards the purchase of one new motorcycle:

- 2013 Harley Davidson Road King Body# 17909
VIN 11ID1FHM18DB665273
- 2013 Harley Davidson Road King Body# 17910
VIN 1HD1FHM1XDB657952
- 2013 Harley Davidson Road King Body# 17908
VIN 1HD1FHM15DB665246
- 2013 Harley Davidson Road King Body# 17906
VIN 1HD1FHM18DB665743

Introduced at a regular meeting of the Council of Columbus, Georgia, held the _____ day
 of _____, 2025 and adopted at said meeting by the affirmative vote of
 _____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. Mclemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

G. One (1) 2026 E350 Transit Van for the Columbus Fire Department – Georgia Statewide Contract Cooperative Purchase

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|--|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | One (1) 2026 E350 Transit Van For The Columbus Fire Department – Georgia Statewide Contract Cooperative Purchase |
| INITIATED BY: | Finance Department |

It is requested that Council approve the purchase of one (1) 2026 E350 Transit Van for the Columbus Fire Department from Wade Ford (Smyrna, GA) at a total cost of \$ 59,960.00. The purchase will be accomplished by cooperative purchase via Georgia Statewide Contracts #99999-SPD-SPD0000218-0001.

The transport van will function as a mobile drone control and deployment unit, providing secure storage, transport, and operational space for the Fire Department's current drone equipment as well as additional technologies to be acquired in the future. Establishing a centralized, mobile hub for these assets enhances the department's ability to rapidly deploy drones for emergency scenes, search and rescue efforts, special operations incidents, and damage assessments. The vehicle's interior will be configured to support equipment charging, maintenance, and mission-planning functions, ensuring that the unmanned aerial systems are always ready for immediate use. This is a new vehicle.

Georgia Statewide Contract #99999-SPD-SPD0000218-0001 is a cooperative contract whereby Wade Ford is one of the awarded vendors contracted to provide Administrative Vehicles. The term of the contract is good through June 15, 2027. These contracts are available for use by any Georgia governmental entity. The City's Procurement Ordinance, Article 9-101, authorizes the use of cooperative purchasing.

Funds are budgeted in the FY26 Budget: 2021 Sales Tax Project Fund – 2021 SPLOST – 2021 SPLOST Public Safety – Light Trucks – Public Safety Vehicles/Equipment – Fire/EMS; 0567-696-3111-STPS-7722-54152-20240.

A RESOLUTION

NO. _____

A RESOLUTION AUTHORIZING THE PURCHASE OF ONE (1) 2026 E350 TRANSIT VAN FOR THE COLUMBUS FIRE DEPARTMENT FROM WADE FORD (SMYRNA, GA) AT A TOTAL COST OF \$ 59,960.00. THE PURCHASE WILL BE ACCOMPLISHED BY COOPERATIVE PURCHASE VIA GEORGIA STATEWIDE CONTRACTS #99999-SPD-SPD0000218-0001.

WHEREAS, the transport van will function as a mobile drone control and deployment unit, providing secure storage, transport, and operational space for the Fire Department's current drone equipment as well as additional technologies to be acquired in the future. Establishing a centralized, mobile hub for these assets enhances the department's ability to rapidly deploy drones for emergency scenes, search and rescue efforts, special operations incidents, and damage assessments. The vehicle's interior will be configured to support equipment charging, maintenance, and mission-planning functions, ensuring that the unmanned aerial systems are always ready for immediate use. This is a new vehicle; and,

WHEREAS, Georgia Statewide Contract #99999-SPD-SPD0000218-0001 is a cooperative contract whereby Wade Ford is one of the awarded vendors contracted to provide Administrative Vehicles. The term of the contract is good through June 15, 2027. These contracts are available for use by any Georgia governmental entity. The City's Procurement Ordinance, Article 9-101, authorizes the use of cooperative purchasing.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to purchase one (1) 2026 E350 Transit Van for the Columbus Fire Department from Wade Ford (Smyrna, GA) at a total cost of \$59,960.00. The purchase will be accomplished by cooperative purchase via Georgia Statewide Contracts #99999-SPD-SPD0000218-0001. Funding is available in the FY26 Budget: 2021 Sales Tax Project Fund- 2021 SPLOST- 2021 SPLOST Public Safety- Light Trucks- Public Safety Vehicles/Equipment – Fire/EMS; 0567-696-3111-STPS-7722-54152-20240.

Introduced at a regular meeting of the Council of Columbus, Georgia, held the ____ day of _____, 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

H. Bus Refurbishment Services for METRA – Washington State Bus Cooperative Contract Purchase

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|---|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | Bus Refurbishment Services for METRA – Washington State Bus Cooperative Contract Purchase |
| INITIATED BY: | Finance Department |

It is requested that Council approve bus refurbishment services for METRA from Complete Coach Works (Riverside, CA) in the total amount of \$1,429,464.00 (3 buses at \$476,488.00 each). The purchase will be accomplished by cooperative purchase via the Washington State Transit Bus Cooperative Contract #06719-05. Additionally, approval is requested to execute the Cooperative Purchasing Agreement required by the Washington State Department of Enterprise Services.

METRA will utilize the refurbishment services to convert three (3) trolley buses to diesel. Refurbishing the buses will add more years of service to the buses and will be easily repaired and maintained

The purchase will be accomplished by Cooperative Purchase via Competitive Solicitation No. 06719-05, initiated by the Washington State Department of Enterprise Services, whereby Complete Coach Works was the successful vendor contracted to provide Transit Buses Refurbishment Services. The contract, which commenced April 1, 2021, is good through March 31, 2026. The contract available under Washington State Department of Enterprise Services has been awarded by virtue of a public competitive procurement process compliant with State and Federal statutes. Washington State Department of Enterprise Services offers cooperative procurement solutions to government entities. Participation is open to federal, state/province, and municipal governmental entities. The RFP process utilized by Washington State Department of Enterprise Services meets the requirements of the City's Procurement Ordinance; additionally, the City's Procurement Ordinance, Article 9-101, authorizes the use of cooperative purchasing.

Funds are available in the FY26 Budget: Transportation Fund – Transportation – FTA – Buses; 0751 – 610 – 2400 – MFTA – 7724 (80% Federal / 20% City).

A RESOLUTION

NO. _____

A RESOLUTION AUTHORIZING THE PURCHASE OF BUS REFURBISHMENT SERVICES FOR METRA FROM COMPLETE COACH WORKS (RIVERSIDE, CA) IN THE TOTAL AMOUNT OF \$1,429,464.00 (3 BUSES AT \$476,488.00 EACH). THE PURCHASE WILL BE ACCOMPLISHED BY COOPERATIVE PURCHASE VIA THE WASHINGTON STATE TRANSIT BUS COOPERATIVE CONTRACT #06719-05. FURTHER, THIS RESOLUTION AUTHORIZES THE EXECUTION OF THE COOPERATIVE PURCHASING AGREEMENT REQUIRED BY THE WASHINGTON STATE DEPARTMENT OF ENTERPRISE SERVICES.

WHEREAS, METRA will utilize the refurbishment services to convert three (3) trolley buses to diesel. Refurbishing the buses will add more years of service to the buses and will be easily repaired and maintained; and,

WHEREAS, the purchase will be accomplished by Cooperative Purchase via Competitive Solicitation No. 06719-05, initiated by the Washington State Department of Enterprise Services, whereby Complete Coach Works was the successful vendor contracted to provide Transit Buses Refurbishment Services. The contract, which commenced April 1, 2021, is good through March 31, 2026. The contract available under Washington State Department of Enterprise Services has been awarded by virtue of a public competitive procurement process compliant with State and Federal statutes. Washington State Department of Enterprise Services offers cooperative procurement solutions to government entities. Participation is open to federal, state/province, and municipal governmental entities. The RFP process utilized by Washington State Department of Enterprise Services meets the requirements of the City's Procurement Ordinance; additionally, the City's Procurement Ordinance, Article 9-101, authorizes the use of cooperative purchasing.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to purchase bus refurbishment services for METRA from Complete Coach Works (Riverside, CA) in the total amount of \$1,429,464.00 (3 buses at \$476,488.00 each). The purchase will be accomplished by cooperative purchase via the Washington State Transit Bus Cooperative Contract #06719-05. Additionally, the Mayor and/or his designees is further authorized to execute the Cooperative Purchasing Agreement required by the Washington State Department of Enterprise Services. Funds are available in the FY26 Budget: Transportation Fund – Transportation – FTA – Buses; 0751 – 610 – 2400 – MFTA – 7724 (80% Federal / 20% City).

Introduced at a regular meeting of the Council of Columbus, Georgia, held the ____ day of _____, 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

Councilor Allen

voting _____

| | |
|--------------------|--------------|
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

I. Drones for the Police Department

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|----------------------------------|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | Drones for the Police Department |
| INITIATED BY: | Finance Department |

It is requested that Council approve the purchase of drones, to include Drone as First Responder (DFR) 2.0 system, including hardware, software, and services, from Flock Group, Inc./dba Flock Safety (Atlanta, GA). The purchase will be made via a Three-year agreement, per the following terms: Year One – no cost with an option to cancel the contract during year one; Year Two - \$600,000 and Year Three - \$600,000 for a total of \$1,200,000.00 during the course of the Three-year agreement. In the event the Police Department orders additional units after the initial Three-year agreement; funds will be budgeted in the appropriate fiscal year(s).

The drones are part of the Flock Safety Platform, which includes the following items:

| Item | Quantity | Description |
|------------------------------------|----------|---|
| Flock Aerodome DFR - M4TD + Dock 3 | 6 | Drone as First Responder (DFR) 2.0 system, including hardware, software, and services. Hardware includes M4D series drone, camera, batteries, and contact-charging Dock 3. Software includes remote piloting, air traffic awareness, spectator view, mobile app, flight logging, mission reporting, and community engagement dashboard. Services include FAA regulatory services, SOP development, training, and ongoing support. |
| Flock911 for Aerodome | 1 | Flock911 enables users to access live 911 calls directly within the FlockOS™ software, delivering real-time situational context that ensures faster, safer, and more efficient responses to calls for service. |
| Flock Aerodome DFR - Radar | 2 | Drone as First Responder (DFR) 2.0 detect and avoid capabilities for operations up to 400 ft according to agreed-upon UASFM altitudes. Includes FAA regulatory services and installation. |

The Drone platform will provide the Police Department with rapid aerial visibility for faster police response, improved situational awareness, and safer outcomes.

Per Resolution #142-21, Council approved an annual contract with Flock Group/dba Flock Safety to provide an Automatic License Plate Recognition (ALPR) Security Camera System. The purchase of the Drone platform will work in conjunction with the existing camera

system. Consequently, the vendor is deemed the only known source for this purchase per the Procurement Ordinance, Article #3-114.

If the Police Department proceeds with the agreement after the first year, funds for years two and three will be budgeted in the appropriate fiscal years.

In the event the Police Department orders additional units after the initial three-year agreement; funds will be budgeted in the appropriate fiscal year(s).

A RESOLUTION

NO. _____

A RESOLUTION AUTHORIZING THE PURCHASE OF DRONES, TO INCLUDE DRONE AS FIRST RESPONDER (DFR) 2.0 SYSTEM, INCLUDING HARDWARE, SOFTWARE, AND SERVICES, FROM FLOCK GROUP, INC./DBA FLOCK SAFETY (ATLANTA, GA). THE PURCHASE WILL BE MADE VIA A THREE-YEAR AGREEMENT, PER THE FOLLOWING TERMS: YEAR ONE – NO COST WITH AN OPTION TO CANCEL THE CONTRACT DURING YEAR ONE; YEAR TWO - \$600,000 AND YEAR THREE - \$600,000 FOR A TOTAL OF \$1,200,000.00 DURING THE COURSE OF THE THREE-YEAR AGREEMENT. IN THE EVENT THE POLICE DEPARTMENT ORDERS ADDITIONAL UNITS AFTER THE INITIAL THREE-YEAR AGREEMENT; FUNDS WILL BE BUDGETED IN THE APPROPRIATE FISCAL YEAR(S).

WHEREAS, the drones are part of the Flock Safety Platform, which includes the following items:

| Item | Quantity | Description |
|------------------------------------|----------|---|
| Flock Aerodome DFR - M4TD + Dock 3 | 6 | Drone as First Responder (DFR) 2.0 system, including hardware, software, and services. Hardware includes M4D series drone, camera, batteries, and contact-charging Dock 3. Software includes remote piloting, air traffic awareness, spectator view, mobile app, flight logging, mission reporting, and community engagement dashboard. Services include FAA regulatory services, SOP development, training, and ongoing support. |
| Flock911 for Aerodome | 1 | Flock911 enables users to access live 911 calls directly within the FlockOS™ software, delivering real-time situational context that ensures faster, safer, and more efficient responses to calls for service. |
| Flock Aerodome DFR - Radar | 2 | Drone as First Responder (DFR) 2.0 detect and avoid capabilities for operations up to 400 ft according to agreed-upon UASFM altitudes. Includes FAA regulatory services and installation. |

The Drone platform will provide the Police Department with rapid aerial visibility for faster police response, improved situational awareness, and safer outcomes; and,

WHEREAS, per Resolution #142-21, Council approved an annual contract with Flock Group/dba Flock Safety to provide an Automatic License Recognition (ALPR) Security Camera System. The purchase of the Drone platform will work in conjunction with the existing camera system. Consequently, the vendor is deemed the only known source for this purchase per the Procurement Ordinance, Article #3-114.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to purchase drones, to include Drone as First Responder (DFR) 2.0 system, including hardware, software, and services, from Flock Group, Inc./dba Flock Safety (Atlanta, GA). The purchase will be made via a Three-year agreement, per the following terms: Year One – no cost with an option to cancel the contract during year one; Year Two - \$600,000 and Year Three - \$600,000 for a total of \$1,200,000.00 during the course of the Three-year agreement.

If the Police Department proceeds with the agreement after the first year, funds for years Two and Three will be budgeted in the appropriate fiscal years as follows:

In the event the Police Department orders additional units after the initial Three-year agreement; funds will be budgeted in the appropriate fiscal year(s).

Introduced at a regular meeting of the Council of Columbus, Georgia, held the ____ day of _____, 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

J. Weapons for the Police Department Via Used & Confiscated Firearms for Credit or Swap – RFB No. 26-0005

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|--|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | Weapons for the Police Department Via Used & Confiscated Firearms for Credit or Swap – RFB No. 26-0005 |
| INITIATED BY: | Finance Department |

It is requested that Council approve the purchase of two hundred thirteen (213) Heckler & Koch VP9A1F 9mm semi-automatic pistols and accessories from Dana Safety Supply (Jacksonville, FL), at a unit price of \$895.00 and a total amount of \$190,635.00.

Bid number RFB No. 26-0005 was initiated to obtain new weapons for the Department in exchange for one thousand two hundred ninety-eight (1,298) used and confiscated firearms.

Per Resolution #382-25, Council approved the swap of 1,298 used and confiscated weapons for two hundred twenty (220) Heckler & Koch pistols from Dana Safety Supply that met the specifications. However, an additional 213 pistols is needed to fulfill the Department's needs. The vendor will provide the additional units at the same bid price.

Funds are available in the FY26 Budget as follows: LOST-Public Safety Fund – Police – Public Safety-LOST – Capital Expend-Under \$5,000; 0102-400-9900-LOST-7763 and General Fund – Police – Support Services – Operating Materials; 0101-400-2200-STAF-6728.

A RESOLUTION

NO. _____

A RESOLUTION AUTHORIZING THE PURCHASE OF TWO HUNDRED THIRTEEN (213) HECKLER & KOCH VP9A1F 9MM SEMI-AUTOMATIC PISTOLS AND ACCESSORIES FROM DANA SAFETY SUPPLY (JACKSONVILLE, FL), AT A UNIT PRICE OF \$895.00 AND A TOTAL AMOUNT OF \$190,635.00.

WHEREAS, bid number RFB No. 26-0005 was initiated to obtain new weapons for the Department in exchange for one thousand two hundred ninety-eight (1,298) used and confiscated firearms; and,

WHEREAS, per Resolution #382-25, Council approved the swap of 1,298 used and confiscated weapons for two hundred twenty (220) Heckler & Koch pistols from Dana Safety Supply that met the specifications. However, an additional 213 pistols is needed to fulfill the Department's needs. The vendor will provide the additional units at the same bid price.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to purchase two hundred thirteen (213) Heckler & Koch VP9A1F 9mm semi-automatic pistols and accessories from Dana Safety Supply (Jacksonville, FL), at a unit price of \$895.00 and a total amount of \$190,635.00. Funds are available in the FY26 Budget as follows: LOST-Public Safety Fund – Police – Public Safety-LOST – Capital Expend-Under \$5,000; 0102-400-9900-LOST-7763 and General Fund – Police – Support Services – Operating Materials; 0101-400-2200-STAF-6728.

Introduced at a regular meeting of the Council of Columbus, Georgia, held the _____ day of _____, 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

K. Real and Personal Property Mail Processing for the Tax Commissioner's Office (Annual Contract) - RFP No. 25-0017

**Columbus Consolidated Government
Council Meeting Agenda Item**

| | |
|----------------------------|--|
| TO: | Mayor and Councilors |
| AGENDA SUBJECT: | Real and Personal Property Mail Processing for the Tax Commissioner's Office (Annual Contract) - RFP No. 25-0017 |
| INITIATED BY: | Finance Department |

It is requested that Council authorize the execution of a contract with Direct Technologies Inc. DBA as DOXIM (Suwanee, GA) to provide printing and mailing services to the Muscogee County Tax Commissioner's Office on an "as needed" basis. The Department budgets annually for these services.

The Muscogee County Tax Commissioner's Office requires printing and mailing services for the following:

- Real Property Tax Bills (approximately 116,000 single page sheets with return envelopes)
- Personal Property Tax Bills (approximately 9,000 single page sheets with return envelopes)
- Mobile Home Tax Bills (approximately 1,100 single page sheets with return envelopes)
- Delinquent Real, Personal Property & Mobile Home notices (approximately 10,000 single page sheets, no return envelopes)

The term of the contract shall be for two (2) years with the option to renew for three (3) additional twelve-month periods. Contract renewal will be contingent upon the mutual agreement of the City and the Contractor.

Annual Contract History:

The previous five-year contract was awarded, on October 11, 2022 (Resolution 319-22), to Tailored Business Systems D/B/A Harris Local Government-Print and Mail (Easley, SC). The vendor did not meet the expected standards of the Tax Commissioner's Office and was deemed incapable of providing the service by the Department.

RFP Advertisement and Receipt of Proposals:

RFP specifications were posted on the web pages of the Purchasing Division, the Georgia Procurement Registry and DemandStar on April 8, 2025. This RFP has been advertised, opened and evaluated. Seven proposals were received by the due date of May 4, 2025, from the following vendors:

Direct Technologies Inc. DBA as DOXIM (Suwanee, GA)

Divco Data (Chattanooga, TN)

OSG Connect (Mount Airy, NC)

Data Integrators (Fredericksburg, VA)

Runbeck Elections Services (Phoenix, AZ)

ECA Direct Inc. (Austin, TX)

Mailroom Pros (Chattanooga, TN)*

*Vendor's exceptions to the specifications were deemed unacceptable by the Committee. Consequently, the vendor received no further consideration in the RFP process.

The following events took place after receipt of proposals:

| RFP MEETINGS/EVENTS | | |
|--|-------------|--|
| Description | Date | Agenda/Action |
| Pre-Evaluation Committee Meeting | 6/12/25 | The Purchasing Manager advised evaluation committee members of the RFP rules and process, and the project manager provided an overview of the contract requirements. Proposal copies were forwarded to the evaluation committee. |
| 1 st Evaluation Committee Meeting | 07/09/25 | The committee discussed each proposal and determined clarifications were required from vendors. |
| Clarifications Requested | 07/22/25 | The Purchasing Division requested clarifications from the vendors. |
| Clarification Received | 08/15/25 | Clarification responses were received and forwarded to the evaluation committee for review. |
| 2 nd Evaluation Committee Meeting | 08/19/25 | The committee discussed each clarifications response and did not require further clarifications. The committee was ready to evaluate. |
| Evaluation Forms Sent | 08/19/25 | Evaluation forms were forwarded to voting committee members. |
| Last Evaluation Received from Committee Member | 11/19/25 | Evaluation forms were completed and returned to Purchasing for compilation results. |
| Results Forwarded | 12/4/25 | The Purchasing Division forwarded the evaluation results to the Evaluation Committee. |
| Recommendation | 12/4/25 | The voting Committee Members unanimously voted to recommend award to the highest ranked vendor, Direct Technologies Inc. DBA as DOXIM. |

Evaluation Committee:

The proposals were reviewed by the Evaluation Committee, which consisted of three voting members from the Tax Commissioner's Office, one voting member from Clerk of Municipal Court Office and one voting member from Clerk of Superior and State Court Office.

Serving as alternate voters were three representatives from the Tax Commissioner's Office, and one representative from Elections & Registration.

Serving as non-voting advisors were two representatives from the Tax Commissioner's Office.

Award Recommendation

Direct Technologies Inc. DBA as DOXIM, the highest ranked-firm, is recommended for award for the following reasons:

- The vendor's proposal was very well formatted and organized, and it offered clear and detailed explanations of services. All printing and mailing is handled in house at their Suwanee, GA location.

- The vendor included a sample contract of their services and terms which provided a clear view on processes and expectations.
- The vendor is familiar with GA counties' mailing processes and expectations; they did not express any exceptions.
- The vendor's service plan was prepared as a step-by-step overview, which supports a clear understanding of project assistance and expectations of the process and completion.

Vendor's Experience/Qualifications:

- **Direct Technologies Inc. DBA as DOXIM**
 - Vendor has lots of service in house from Streamlined Processing, Strategic Print Facility, Seamless Mail Acceptance, Responsive Service.
 - Vendor is a Full-Service Certified Mail Service Provider (MSP) that offers a variety of postal and mailing solutions.
 - Vendor Security and Compliance: Doxim processes are built for security and compliance, making it easy to keep pace with regulatory changes
 - Below are some recent projects for which the contractor has performed similar services, at the time the contractor submitted a proposal:
 - Dekalb County - 2018 - Present
Data processing, composition and delivery of regulated customer communications.
 - Brunswick Glynn - 2014 - Present
Data processing, composition and delivery of regulated customer communications.
 - Greenville Utilities Commission - 2015 - Present
Data processing, composition and delivery of regulated customer communications.
 - City of Albemarle - 2015 - Present
Data processing, composition and delivery of regulated customer communications.

The City's Procurement Ordinance Article 3-110 (Competitive Sealed Proposals for the procurement of Equipment, Supplies and Professional Services) governs the RFP Process. During the RFP process, there is no formal opening due to the possibility of negotiated components of the proposal. In the event City Council does not approve the recommended offeror, no proposal responses or any negotiated components are made public until after the award of the contract. Therefore, the evaluation results and cost information have been submitted to the Mayor in a separate memo for informational purposes.

Funds are budgeted each fiscal year for this ongoing expense: General Fund – Tax
Commissioner – Tax Commissioner – Contractual Services; 0101 – 560 – 1000 – TAXC – 6319.

A RESOLUTION**NO.** _____**A RESOLUTION AUTHORIZING THE EXECUTION OF A CONTRACT WITH DIRECT TECHNOLOGIES INC. DBA AS DOXIM (SUWANEE, GA) TO PROVIDE PRINTING AND MAILING SERVICES TO THE TAX COMMISSIONER'S OFFICE. THE DEPARTMENT BUDGETS ANNUALLY FOR THESE SERVICES.**

WHEREAS, an RFP was administered (RFP No. 25-0017) and 7 proposals were received; and,

WHEREAS, the proposal submitted by Direct Technologies Inc. D/B/A as Doxim, met all proposal requirements and was deemed most responsive to the RFP.

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES AS FOLLOWS:

That the Mayor and/or his designee is hereby authorized to execute a contract with Direct Technologies Inc. D/B/A as Doxim, (Suwanee, GA) to provide printing and mailing services to the Muscogee County Tax Commissioner's Office. The Department budgets annually for these services. Funds are budgeted each fiscal year for this ongoing expense: General Fund – Tax Commissioner – Tax Commissioner – Contractual Services; 0101 – 560 – 1000 – TAXC – 6319.

Introduced at a regular meeting of the Council of Columbus, Georgia, held the _____ day of _____, 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore, Clerk of Council

B.H. "Skip" Henderson III, Mayor

File Attachments for Item:

A. Columbus Safe Streets for All Plan - Alex Henry, Project Manager, Benesch



Columbus SS4A Plan

December 9, 2025

Introduction

What is SS4A?

Item #A.

- Federal program: \$5 billion over five years
- Elimination of roadway fatalities and serious injuries through Safe System Approach
- Infrastructure projects and planning



S | S
— | —
4 | A

THE ACTION PLAN WILL:

Use data and community feedback to identify the most dangerous roads in Columbus.

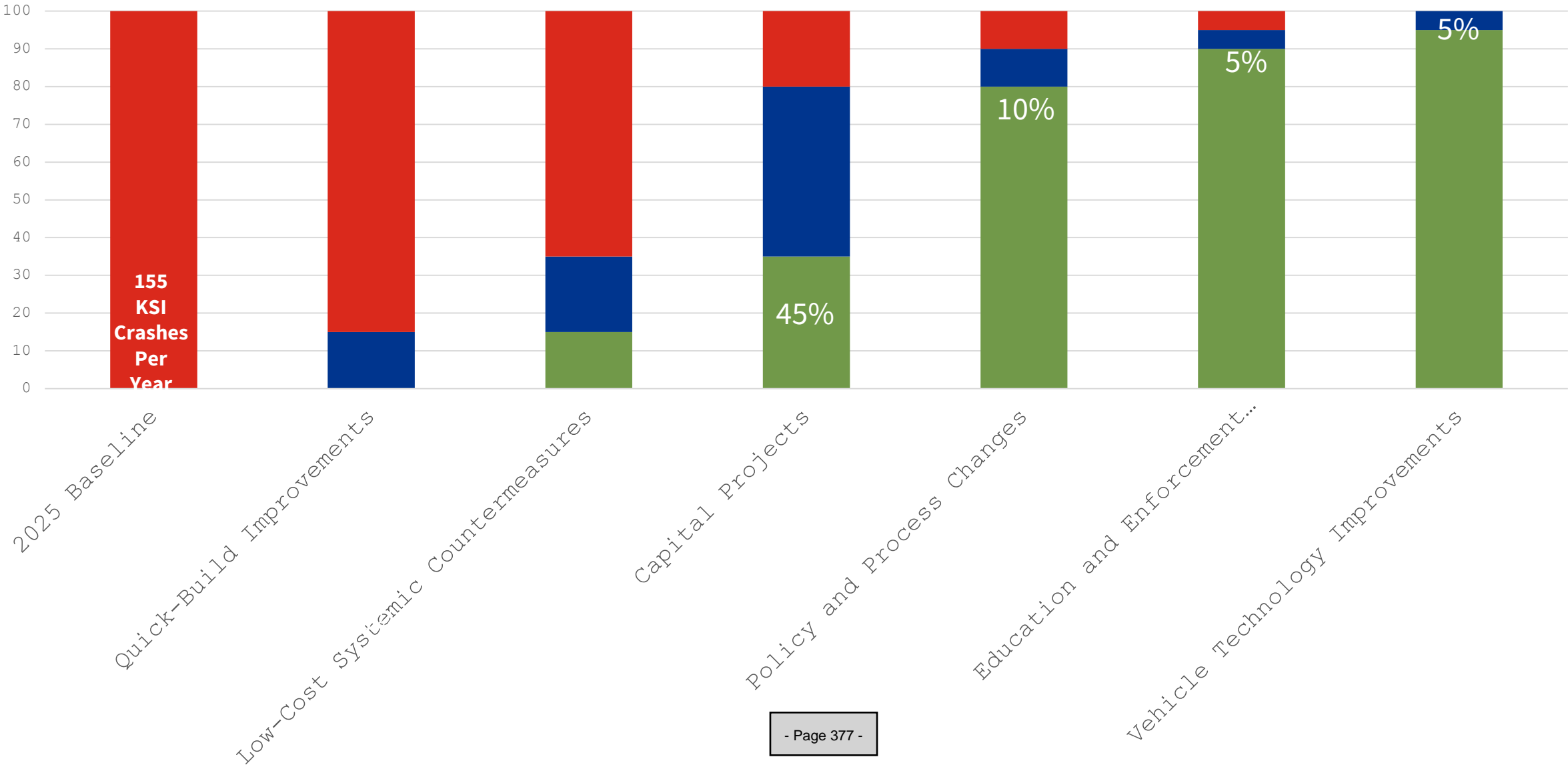
Develop recommendations for safety improvements on priority roadways.

Analyze existing policies and programs for opportunities to prioritize traffic safety and promote safe behaviors.

Establish a process to track the implementation of the study's recommendation in a way that is publicly accessible and transparent.

Goal: Zero Fatalities and Serious Injuries by 2050

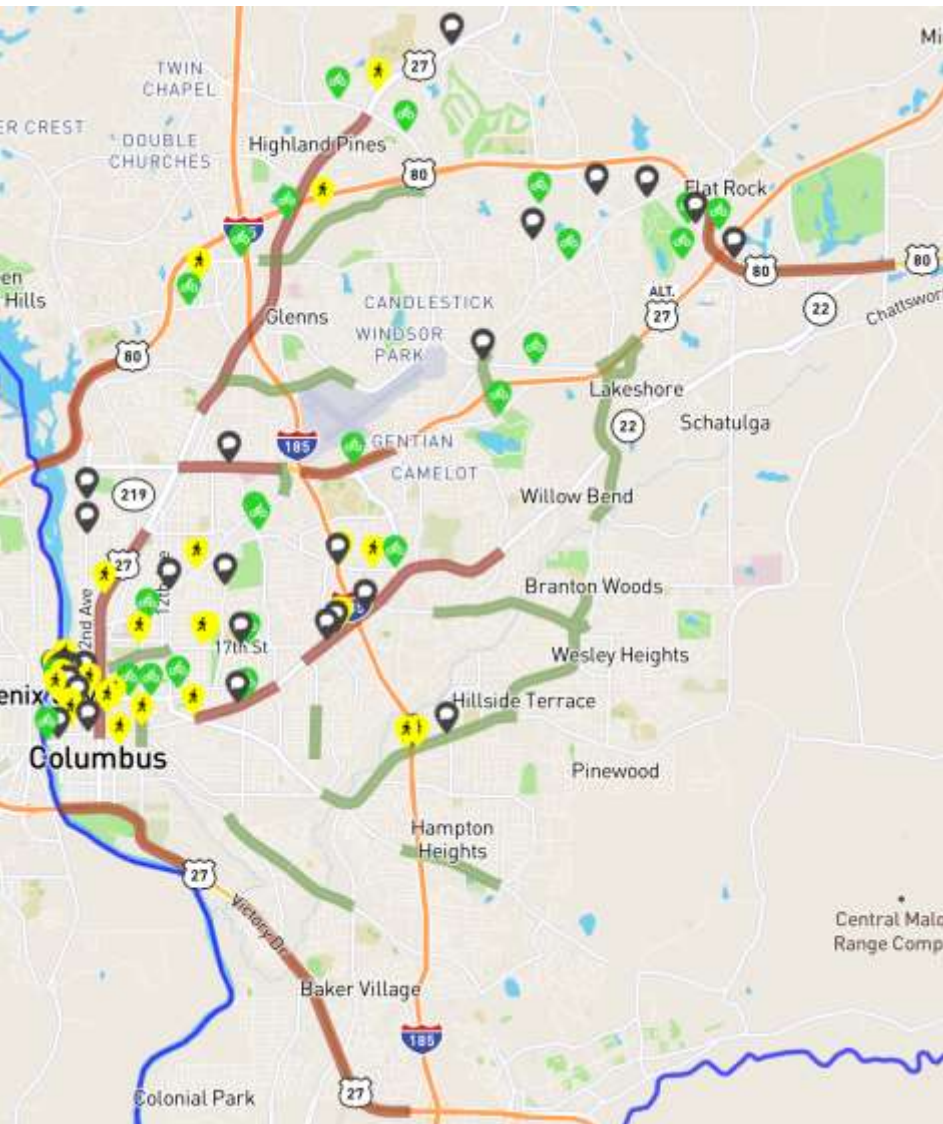
Item #A.



Outreach Summary

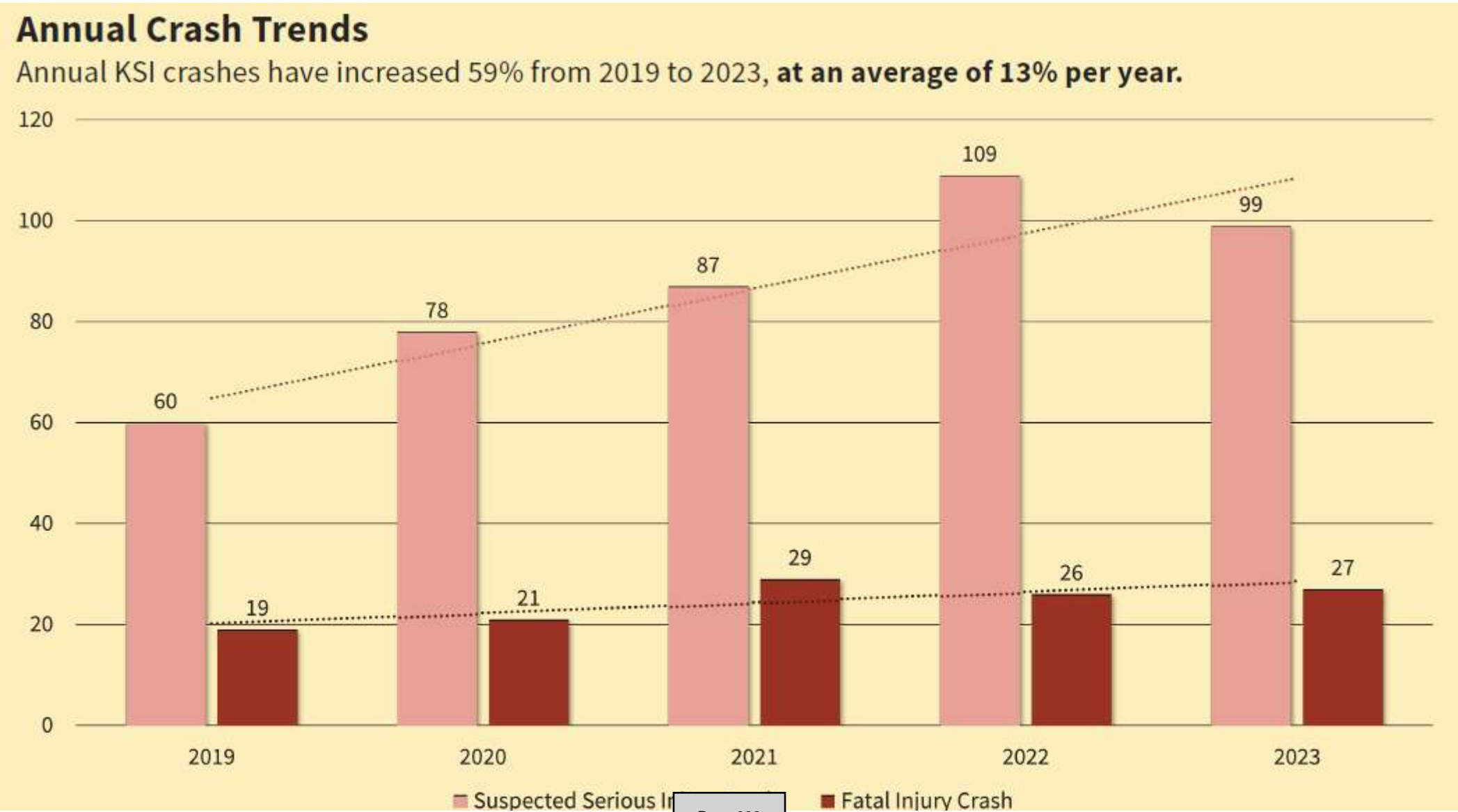
- Two Public Meetings
 - May 19th
 - September 16th
- Four Stakeholder Meetings
 - May 19th
 - July 8th
 - September 16th
 - December 8th
- Two Focus Group Meetings
 - Bicycle and Pedestrian Advocates: May 20th
 - Mayor's Commission for Persons with Disabilities (MCPD): May 20th



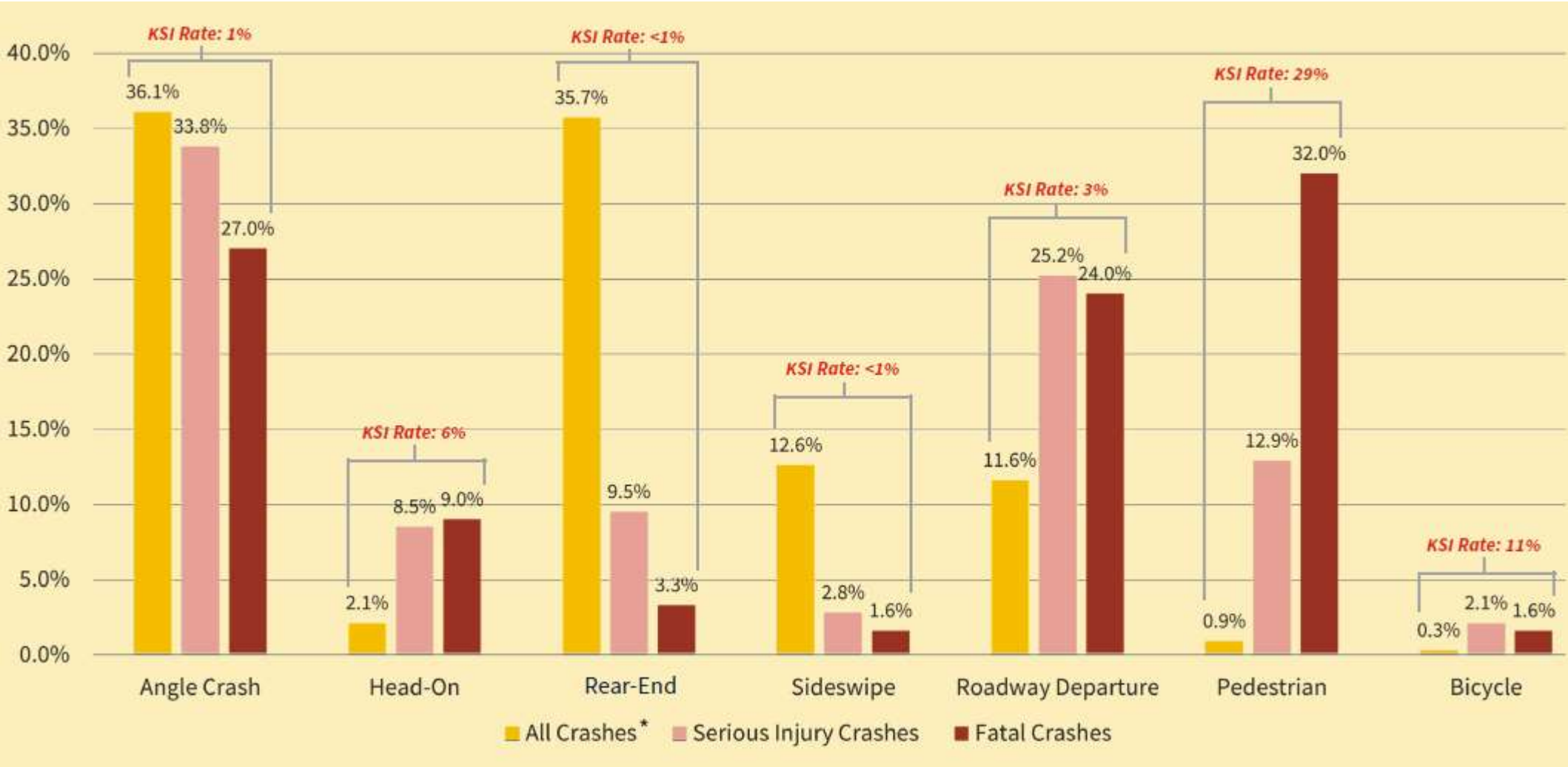


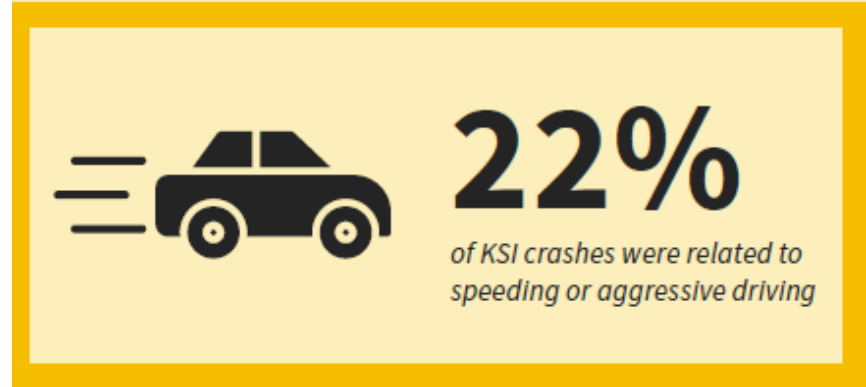
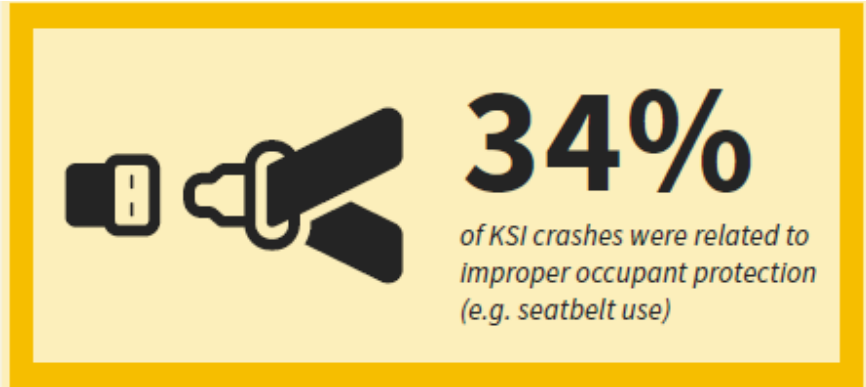
- Interactive Web Map
- Public Opinion Survey
- Project Website
- **Key Outreach Themes:**
 - Bicycle and pedestrian safety
 - Unsafe behaviors such as speeding and distracted driving
 - Victory Drive, Veterans Parkway, Buena Vista Road

Key Findings



Key Findings: Safety Analysis





- Separated roads and crashes into State and Local, excluding interstates
- Calculated crash density weighted by severity for fatal, serious injury and non-serious injury crashes
- Analyzed and grouped segments

| Network | % of total centerline miles | % of total fatal and severe crashes |
|--------------------------|-----------------------------|-------------------------------------|
| Local | 2% | 21% |
| State | 2% | 24% |
| Local and State Combined | 4% | 45% |



High-Injury-Network: Local Roadways

Item #A.

| HIN ID | Roadway Limits | Segment Length (miles) | F/SI Crashes per mile |
|--------|--|------------------------|-----------------------|
| 1 | Milgen Road from west of Woodruff Farm Road to east of Statford Lane | 0.7 | 10.3 |
| 2 | Buena Vista Road from MLK Jr Blvd to east of Floyd Road | 2.5 | 9.7 |
| 3 | Rigdon Road from Melrose Drive to 8 th Street | 0.6 | 8.4 |
| 4 | 10th Avenue from 13 th Street to 9 th Street | 0.6 | 7.6 |
| 5 | Gateway Road from Miller Road to Coca Cola Blvd | 0.5 | 7.0 |
| 6 | Forrest Road from Morris Road to east of Floyd Road | 1.8 | 6.2 |
| 7 | Linwood Blvd from 5 th Avenue to 13 th Avenue | 0.7 | 5.4 |
| 8 | Warm Springs Road from north of Miller Road to Milgen Road | 0.7 | 5.4 |
| 9 | Armour Road from north of Manchester Expressway to Warm Springs Road | 0.4 | 5.2 |
| 10 | Saint Marys Road from Playa Del Rey Drive to Lakefront Drive | 1.2 | 5.2 |
| 11 | Woodruff Farm Road from Milgen Road to south of Corporate Ridge Parkway | 1.7 | 4.6 |
| 12 | Whittlesey Blvd from West of Veterans Parkway to Moon Road | 2.1 | 3.8 |
| 13 | Airport Thruway from US 27 to Grumman Ave | 1.6 | 3.2 |
| 14 | Floyd Road Branton Lane to Buena Vista Road | 1.9 | |
| 15 | Cusseta Road from 26 th Avenue to Fort Benning Road | 1.7 | 2.3 |

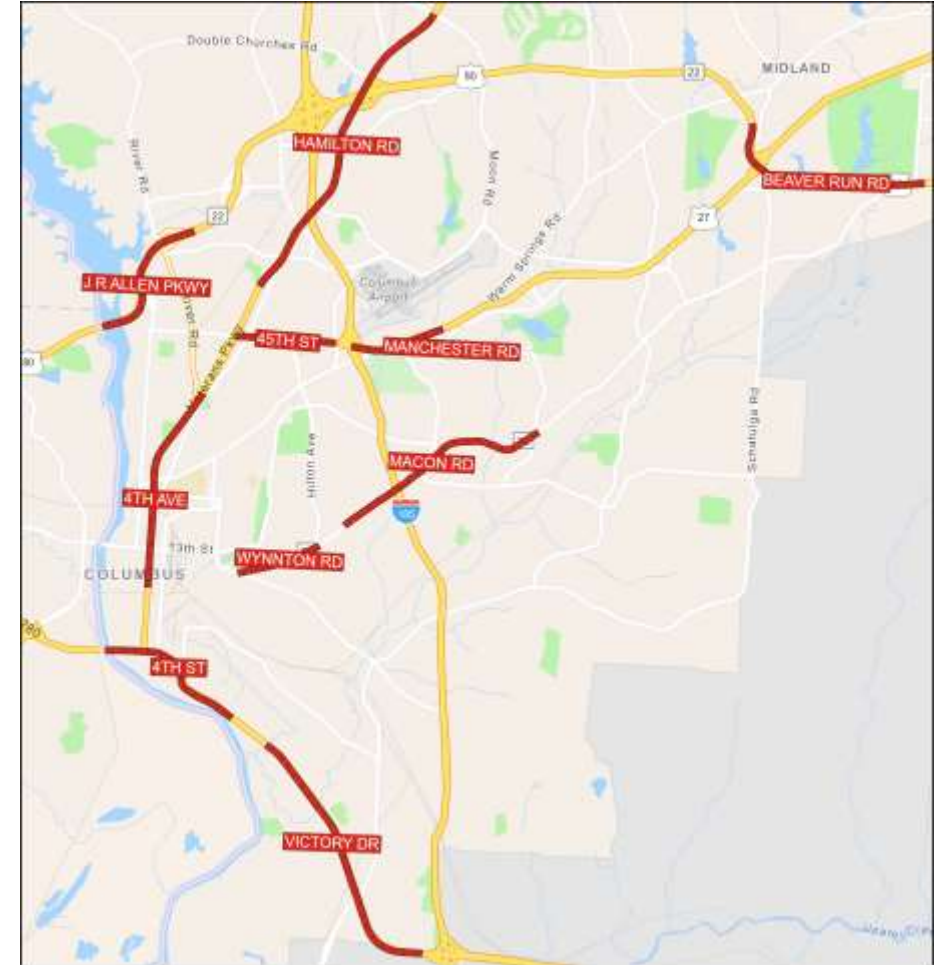
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High-Injury-Network: GDOT Roadways

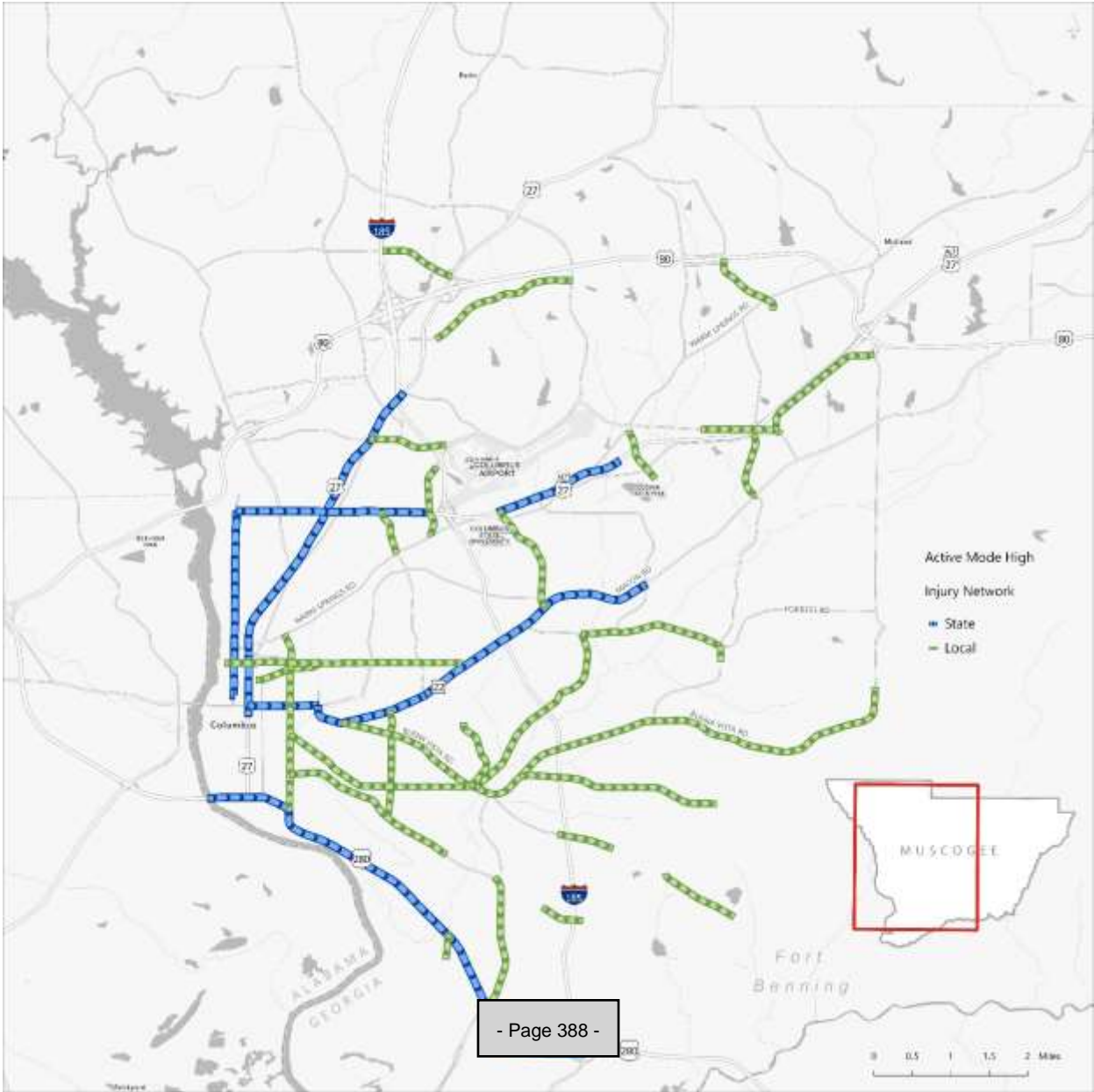
Item #A.

| | Roadway Limits | Segment Length (miles) | F/SI Crashes per mile |
|----|--|------------------------|-----------------------|
| 1 | US 280/Victory Drive from 30 th Ave to I-185 | 3.2 | 7.8 |
| 2 | Alt US 27/Manchester Expressway from I-185 to Reese Road | 1.1 | 7.3 |
| 3 | US 27/Veterans Parkway from River Road to 10 th Street | 2.4 | 7.1 |
| 4 | US 208/4th Street from state line to west of 22 nd Avenue | 1.8 | 6.6 |
| 5 | Macon Road from Rigdon Road to Reese Road | 2.6 | 5.7 |
| 6 | US 80/ JR Allen Parkway from state line to east of River Road | 1.7 | 5.2 |
| 7 | US 27/Veterans Parkway from Williams Road to Alexander Street | 3.8 | 5.0 |
| 8 | 45th Street/Manchester Road from US 27 to Armour Road | 1.7 | 4.2 |
| 9 | Wynnton Road from Buena Vista Road to 13 th Street | 1.0 | 2.0 |
| 10 | US 80/Beaver Run Road from north of Flat Rock Road to Technology Parkway | 2.5 | 1.6 |



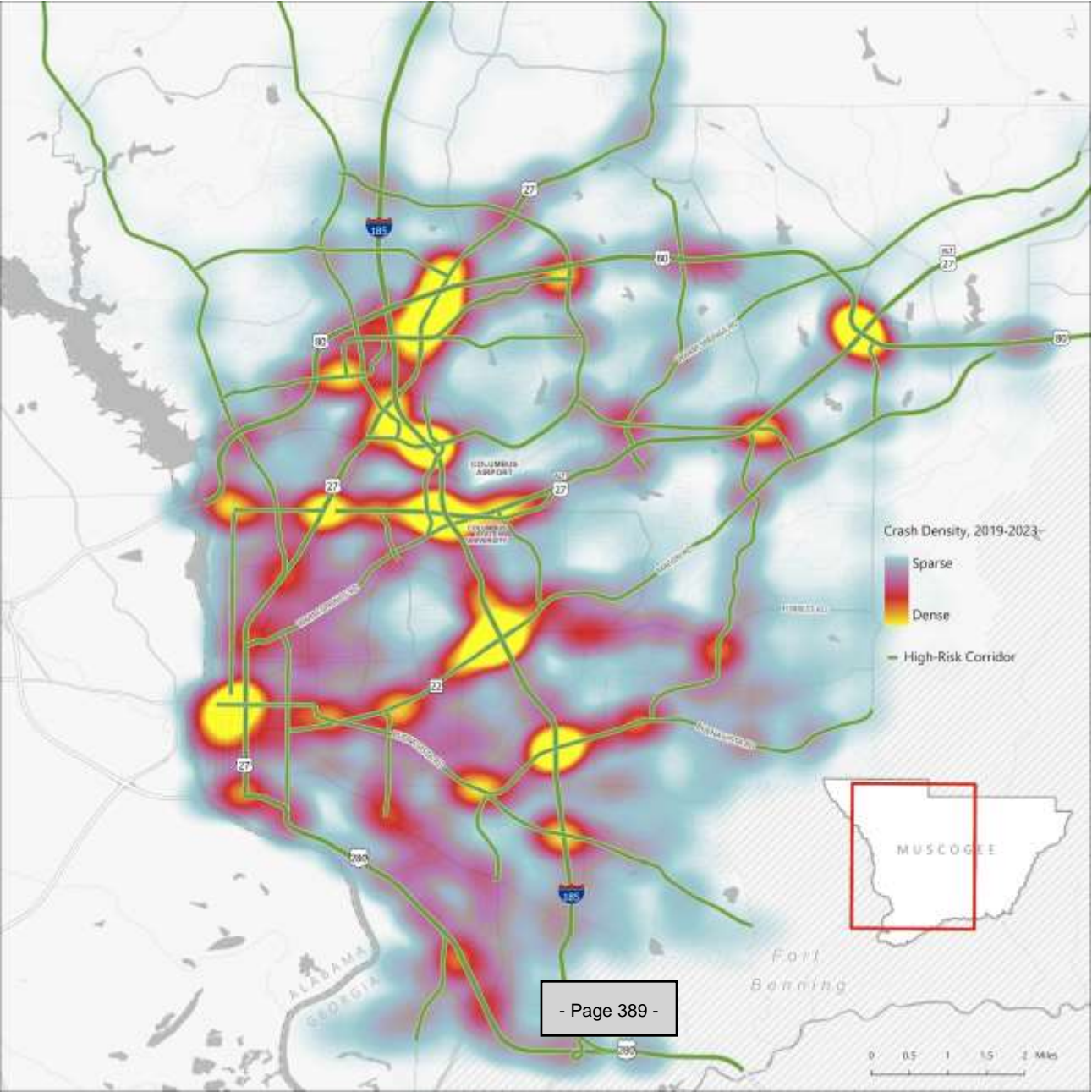
High-Injury-Network: Bicycle/Pedestrian

Item #A.



High-Injury-Network: High Risk Network

Item #A.



Recommendations

Project Prioritization

Item #A.

| Score | Metric | Potential Points |
|-------------------------------|--|------------------|
| Safety Score | Number of K/SI Crashes per mile rank | 5 |
| Risk Score | Replica Safe Streets Planner Risk Score rank | 3 |
| Ped/Bike Score | Project overlaps with pedestrian/bicycle HIN? | 2 |
| Focus Crash Score | Project overlaps with focus crash priority area(s)? | 2 |
| Underserved Area Score | Project overlaps with priority zip code? | 1 |
| Planned Projects Score | Project overlaps with priority Complete Streets project in the 2050 MTP? | 1 |
| Engagement Score | Feedback received on corridor during outreach? | 1 |
| Total Points | | 15 |

Project Prioritization

Item #A.

Local

| Corridor | Limits | Initial Score |
|------------------------------------|--|---------------|
| <i>Saint Mary's Road</i> | Buena Vista Road to Moye Road | 11 |
| <i>Buena Vista Road</i> | MLK Jr Boulevard to E of Floyd Road | 10.5 |
| <i>Warm Springs Road Connector</i> | N of Miller Road to Milgen Road | 9.9 |
| <i>Milgen Road</i> | Warm Springs Road Connector to E of Stratford Lane | 8.8 |
| <i>Forrest Road</i> | Morris Road to E of Floyd Road | 8.4 |
| <i>10th Avenue</i> | 13th Street to 9th Street | 8.2 |
| <i>Airport Thruway</i> | US 27 to Grumman Avenue | 8 |
| <i>Woodruff Farm Road</i> | Milgen Road to S of Corporate Ridge Parkway | 7.6 |
| <i>Armour Road</i> | Airport Thruway to Warm Springs Road | 7.3 |
| <i>Whittlesey Blvd</i> | W of Veterans Pkwy to Moon Road | 7.1 |
| <i>Rigdon Road</i> | Melrose Drive to 8th Street | 7 |
| <i>Linwood Blvd</i> | 5th Ave to 13th Ave | 6.7 |
| <i>Gateway Road</i> | Miller Road to J R Allen Parkway | 5.9 |
| <i>Floyd Road</i> | Branton Lane to Buena Vista Road | 4.6 |
| <i>Cusseta Road</i> | 26th Avenue to Fort Benning Road | 3.5 |

GDOT

| Corridor | Limits | Initial Score |
|--|---|---------------|
| <i>US 27/Veterans Parkway</i> | River Road to 10th Street | 11 |
| <i>US 280/Victory Drive</i> | 30th Ave to I-185 | 10.5 |
| <i>US 27/Veterans Parkway</i> | N of Miller Road to Milgen Road | 9.9 |
| <i>US 280/4th Street</i> | State Line to 30th Avenue | 8.8 |
| <i>SR 22/Macon Road</i> | Rigdon Road to Reese Road | 8.4 |
| <i>US 80/Beaver Run Road</i> | W of Flat Rock Road to Technology Parkway | 8.2 |
| <i>US 80/ J R Allen Parkway</i> | State Line to E of River Road | 8 |
| <i>US Alt 27/Manchester Expressway</i> | I-185 to Reese Road | 7.6 |
| <i>SR 22/Wynnnton Road</i> | Buena Vista Road to Rigdon Road | 7.3 |
| <i>US Alt 27/Manchester Expressway</i> | US 27 to Armour Road | 7.1 |

- Detailed crash review
 - KSI Crashes
 - Bike/Ped
 - Angle
 - Lane Departure
- Desktop Screening
 - Recommendation
 - Justification
 - Planning level cost estimate

FHWA Proven Safety Countermeasures



Pedestrian/Bicyclist



**Sidewalks
and Bike
Facilities**



**Crosswalks with
beacons**



**Roadway
Reconfiguration**

Lane Departure



**Curve
Warning
Signs**



**Rumble
Strips**



**Wider
Edge Lines**

Intersection



**Retro-
reflective
Backplate
s**



**Yellow and
Red
Change
Intervals**



**Access
Management**

Crosscutting



Lighting



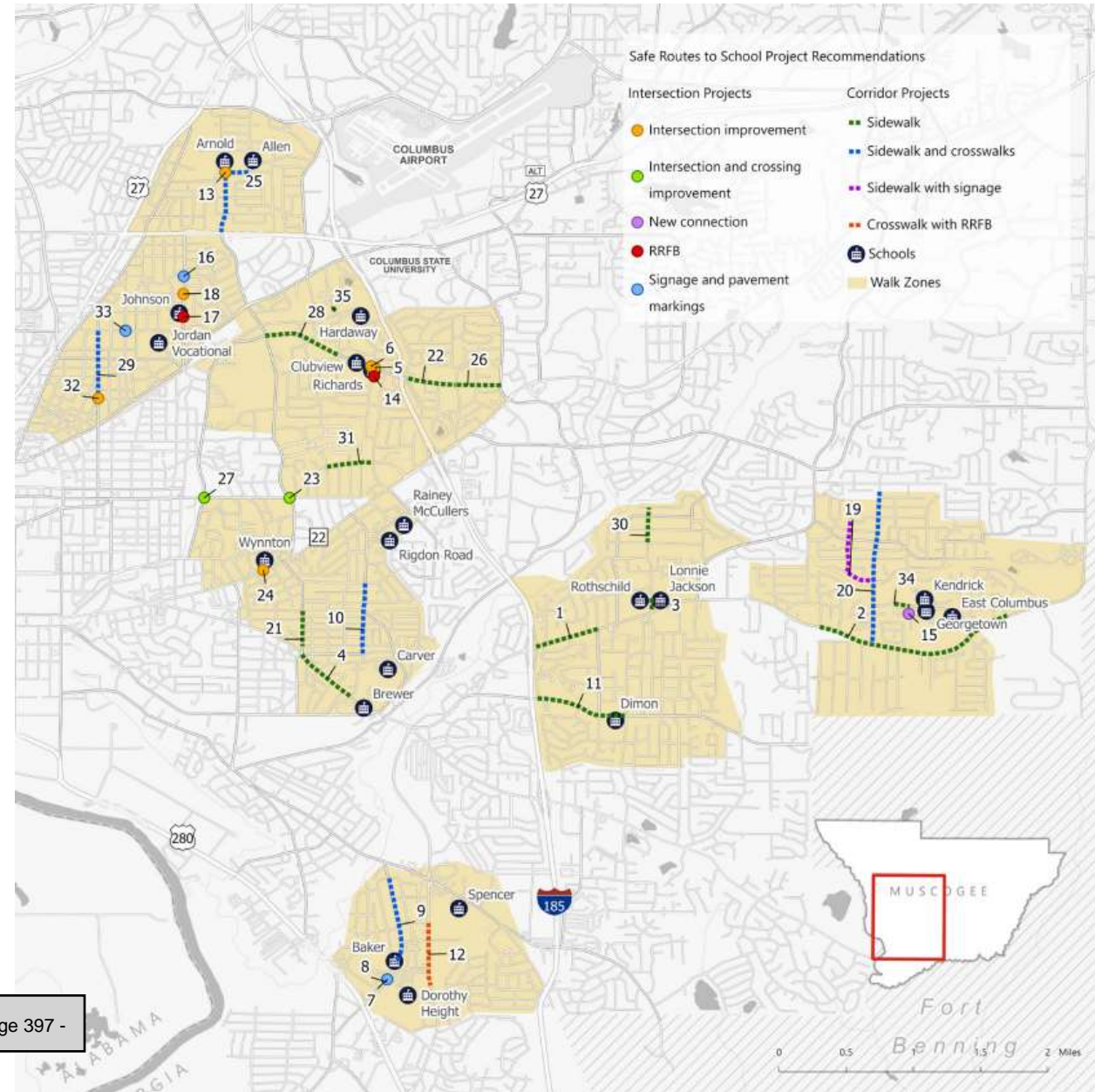
| CATEGORY | DESCRIPTION OF RECOMMENDATION |
|------------|---|
| Project | Specific, location based infrastructure improvements |
| Program | The agency or agencies that will be primarily responsible for carrying out or implementing the recommended action |
| Policy | Changes to rules, regulations, or guidelines |
| COST | |
| - | Can be completed with existing resources |
| \$ | Will require minimal capital expenditures or additional staff resources |
| \$\$ | Will require moderate capital expenditures or additional staff resources |
| \$\$\$ | Will require extensive capital expenditures or additional staff resources |
| TIMELINE | |
| Short-Term | 0-3 Years |
| Mid-Term | 3-5 Years |
| Long-Term | 5+ Years |

Parallel Efforts

Safe Access to Schools

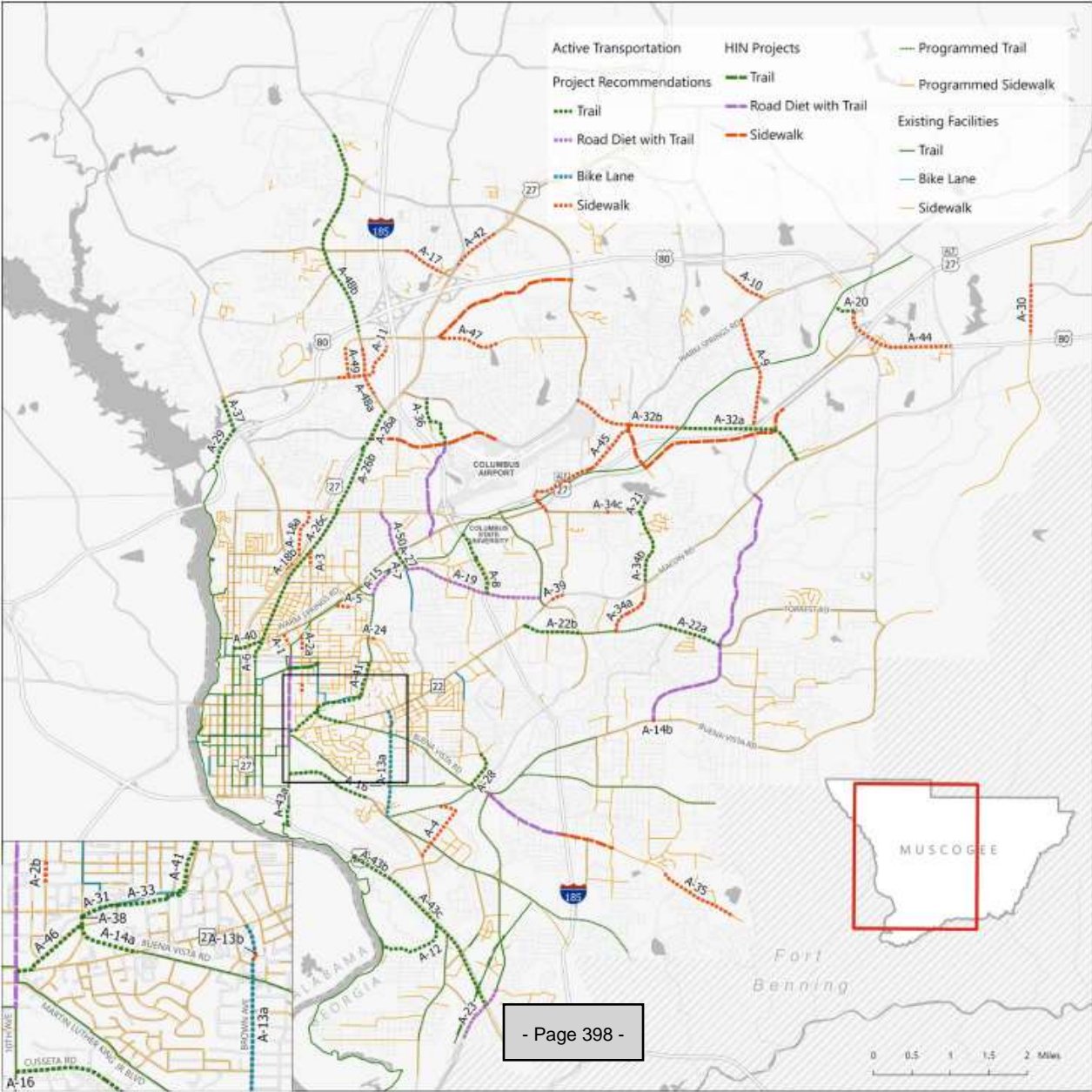
Item #A.

- School Areas:
 - Kendrick High School
 - Jordan Vocational High School
 - Spencer High School/Baker Middle School
 - Carver High School and Brewer Elementary School
 - Hardaway High School
 - Rothschild Leadership Academy
 - Allen Elementary School
 - Wynnton Elementary School



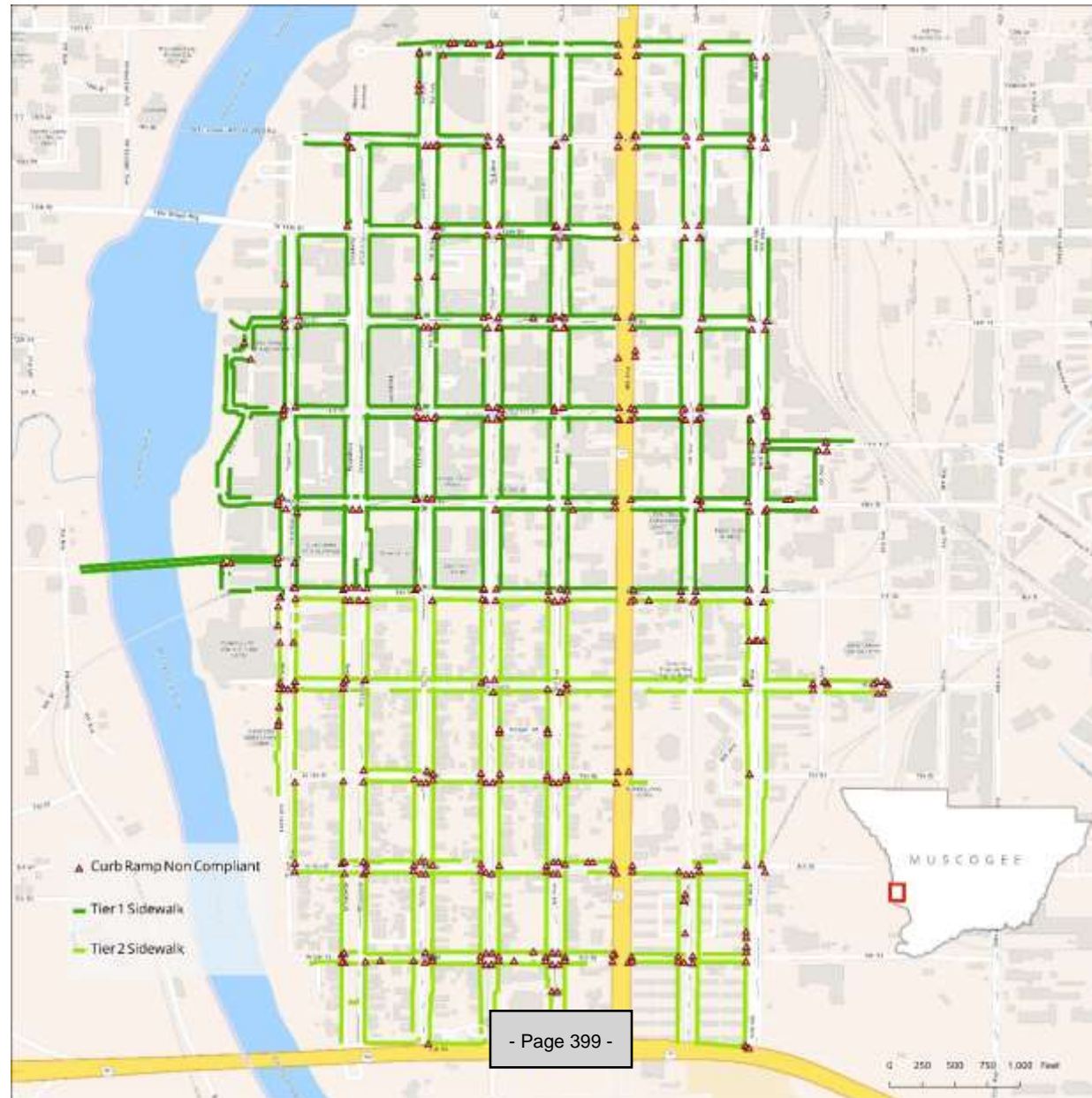
Bicycle and Pedestrian Network

Item #A.

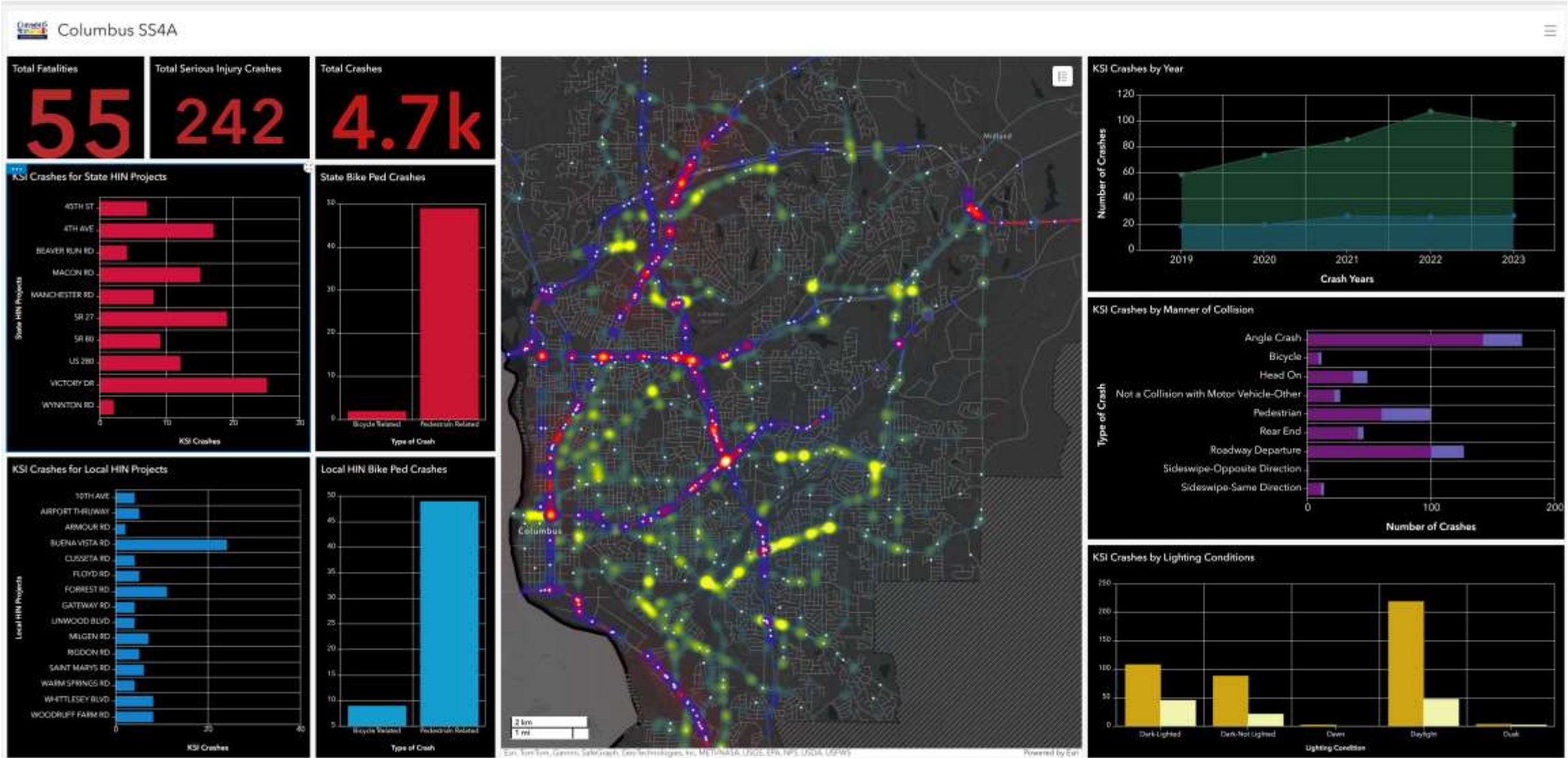


ADA Assessment

Item #A.



Implementation



- Addition analysis for priority recommendations
- Planning level cost estimates
- Screening of existing projects for systemic safety improvements

- Approve Safety Action Plan and adopt supporting resolution

File Attachments for Item:

B. Accessory Dwelling Units (ADUs) and Tiny Homes Update - Will Johnson, Director,
Planning

Accessory Dwelling Units

Columbus City Council

December 9, 2025



Accessory Dwelling Units (ADU)

- Having a second small dwelling on the same lot or attached to a single-family home
 - An apartment over the garage
 - A backyard cottage
 - A basement apartment
 - A pool house

The Purpose of ADU's

Provide affordable housing or housing to a family member

ADU's Defined

Item #B.

- Referred to as accessory apartments, second units, or granny flats
- Are additional living quarters on single-family lots that are independent of the primary dwelling unit.
- The separate living spaces are equipped with kitchen and bathroom facilities and can be either attached or detached from the main residence.





Brief History of ADUs

- Can be traced back to the early twentieth century.
- After World War II, an increased demand for housing led to a booming suburban population.
- Large lots and an emphasis on the nuclear family, with suburban development lessen the need for ADU's.



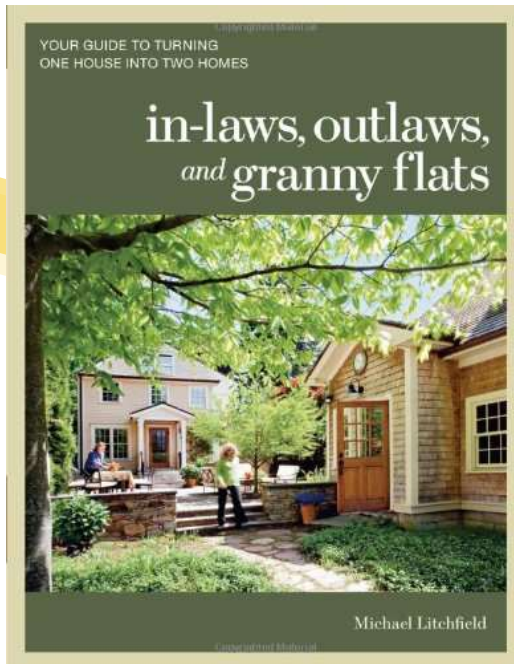
Benefits of ADUs

- Accessory dwelling units offer a variety of benefits to communities and citizens:
 - They help increase a community's housing supply
 - They cost less than a new single-family home on a separate lot
 - They are an affordable housing option for many low- and moderate-income residents.
 - Elderly and/or disabled persons who may want to live close to family members or caregivers. This allows senior citizens to “age in place”.
 - Empty nesters that move in with their children's family to create multigenerational households.
 - Students or young adults just entering the workforce find ADUs convenient and affordable.

Other Advantages of ADUs



- They can be designed to blend in with the surrounding architecture,
- There is no need to develop new infrastructure
- Allowing ADUs facilitates efficient use of existing housing stock, which helps meet the demand for housing
- Offers an alternative to major zoning changes that can significantly alter neighborhoods.



- However, despite the 2008 recession and its impact on housing, the chief concern then was our aging population. Even when the economy rebounded, multigenerational households are not going anywhere.
- The baby boomers are entering their golden years. An estimated 10,000 boomers are hitting retirement age every day, and the number of Americans at least 65 years old is forecasted to balloon from 61.2 million in 2024 to 72 million in 2030.

ADUs currently exist in Columbus. Prior to World War II, many of the neighborhoods had ADUs, such as garage apartments in the Park District or converted servant quarters in the Historic District.

- Most of these in the aforementioned areas are legal, nonconforming uses. Currently, ADUs are allowed as guest cottages.
- To have a legal guest cottage, a property owner must have a minimum of 1 acre, which excludes a majority of the urban core of Columbus. And the guest cottage is for a guest of the homeowner, not for a tenant.
- Over the last two decades, the Planning Department has received increased requests for ADUs, with multigenerational households being the primary reason for the requests.
- Unfortunately, the 1 acre minimum has hindered the ability to create ADUs on most “in-town” properties.

Despite the 1 acre minimum lot size and the guest requirement, the current ordinance is in line with the ADU requirements of other communities. However, there are some modifications that the Planning Department would like to see added:

- The property owner must live on the property.
- Limit the number of tenants to 2 persons.
- Only one ADU per lot shall be permitted.
- Despite the type of ADU, each shall have its own separate entrance.
- Parking shall be provided on the property in an approved location.
- Detached ADUs shall meet the requirements of Section 2.1.6. Accessory Structures.

Another modification that Council may want to review is architectural standards. These standards could be formatted to require the ADU to closely resemble the primary structure in design and materials.

UDO

| Applicable Standard | Guest Cottage | Employee Residence | Groom's Quarter | Security Quarters |
|---|---|---|------------------------|--|
| Minimum Lot Size of Principal Structure | 1 acre | 2.5 acres | None | None |
| Maximum Number of Units | 1 per lot—not permitted if accessory dwelling unit exists | 1 per lot | 1 per 5 stalls | 1 per project or development |
| Maximum Floor Area | 1,000 square feet, including enclosed garage, porch or similar spaces | 1,000 square feet, including enclosed garage, porch or similar spaces | See specific standards | 1,000 square feet, including enclosed garage, porch or similar spaces |
| Rental of Unit Permitted | No | No | No | No |
| Residency Limitation | Guest of resident | Employee of resident | Employee of resident | Security personnel |
| Kitchen Permitted | Yes | Yes | Yes | Yes |
| Permitted Residential Zoning Districts | See Below | | | |
| Permitted Nonresidential Zoning Districts | None | None | None | UPT, CRD, RO, CO, GC, SAC, LMI, HMI and TECH. May be permitted in PCD or PID |

Guest Cottage: RE10, RE5, RE1, RT, SFR1, SFR2

Employee Residence: HIST, RE10, RE5, RE1

Groom's Quarters: HIST

Security Quarters: All commercial & industrial except NC

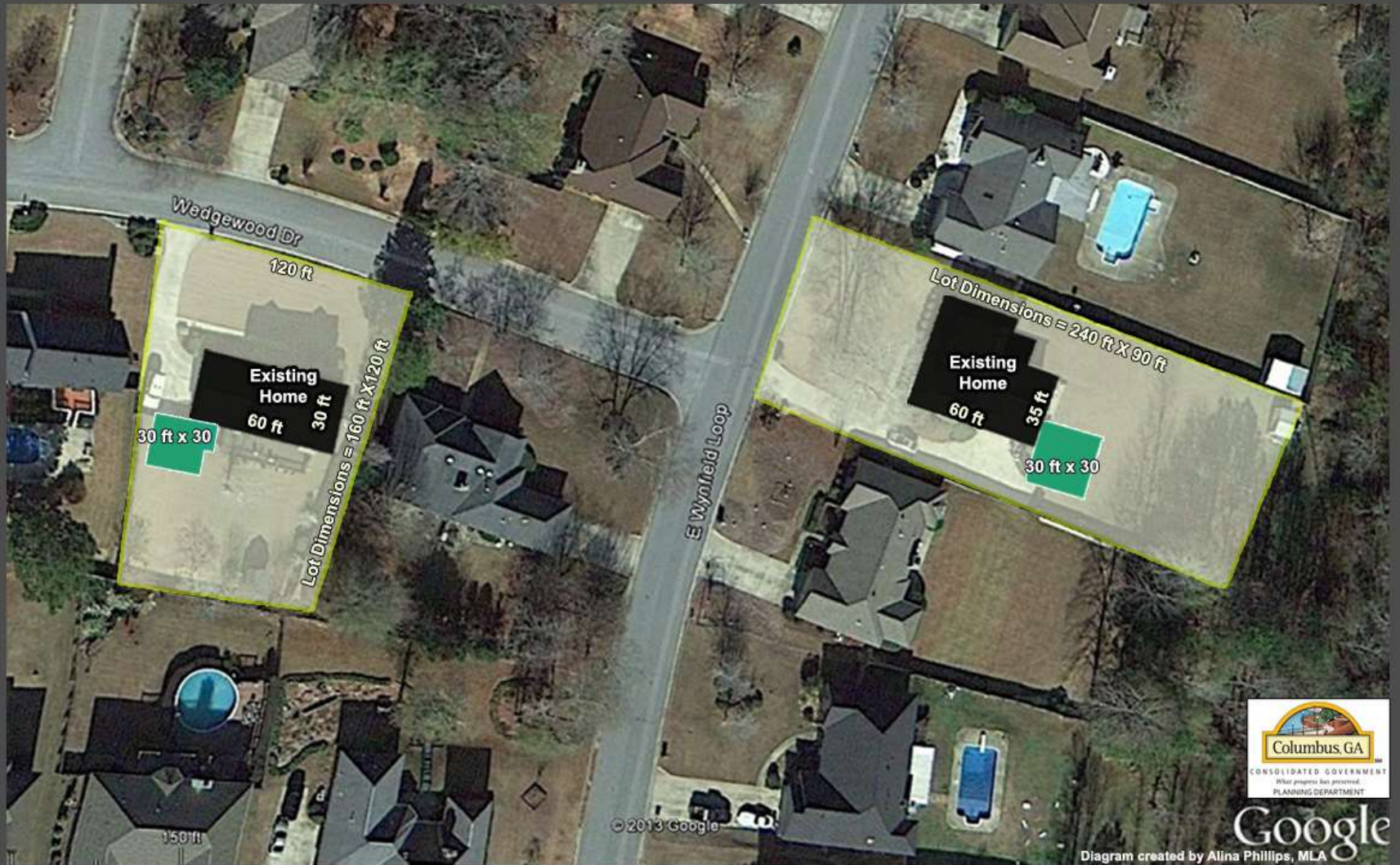
Other Communities – 2014

- ADU's are prevalent in major metropolitan areas of the West and Northeast. Several Southern cities permit ADUs, from Kissimmee, FL to Arlington, VA.
- Close to home, ADUs are permitted in Fairhope, AL and North Augusta, SC, as well as a couple in Georgia, such as Forsyth County and Roswell. The biggest difference between our current ordinance and these other cities is the lot size requirement. For instance, Kissimmee, Arlington, Roswell, North Augusta, and Fairhope all utilize the underlying zoning requirements to determine lot size, at which point the ADU is considered an accessory structure (if it's detached).

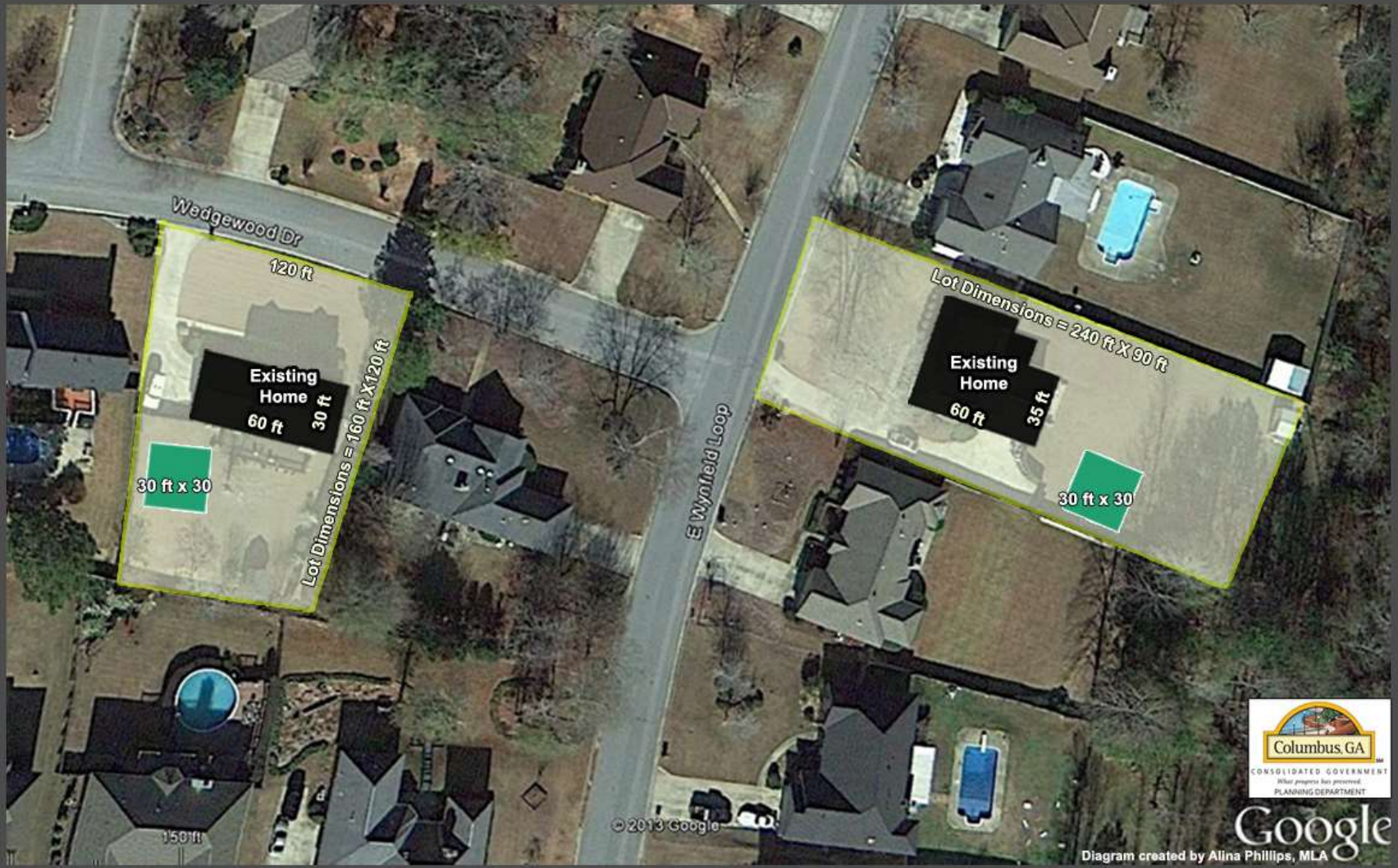
Other Communities – 2025

- ADU's are prevalent in major metropolitan areas of the United States, from Seattle, WA to Miami, FL.
- Close to home, ADUs are permitted in Forsyth County, Atlanta, Savannah, Decatur, Marietta, Alpharetta, Cobb County, the mountains (Fannin & Haralson Counties), Roswell, Dunwoody, and Lilburn. The biggest difference between our current ordinance and these other cities is the lot size requirement. For instance, Atlanta, Decatur, Savannah, Dunwoody, and Lilburn all utilize the underlying zoning requirements to determine lot size, at which point the ADU is considered an accessory structure (if it's detached). Marietta and Alpharetta require the property owner to live on site.

Concept for Attached Accessory Dwelling Unit (ADU)



Concept for Detached Accessory Dwelling Unit (ADU)





Photograph: Alina Phillips

Accessory Delling Unit
19th Avenue
Columbus, GA

GARAGE APARTMENT
Historic District



SEPARATE DWELLING
Historic District

HOUSE
Park District

ATTACHED DWELLING
Park District

SEPARATE DWELLING
Park District



GARAGE APARTMENT
Park District



Tiny House Update



Overview

- What are tiny houses?
- Department of Community Affairs – Appendix BB

Tiny Is the New Big



Average new home:
2,598 sq. ft.



Tiny house:
100-400 sq. ft.

How tiny is a 400-square-foot house?



17,424

tiny houses could fit
inside **Disneyland**
in California



2,020

tiny houses could fit
on the **Golden**
Gate Bridge



144

tiny houses could fit
on a **football field**



9

king-size beds could
fit in a tiny house
(and nothing else!)

Source: U.S. Census Bureau, The Tiny Life

Tiny House

- Typically defined as a single-family home, generally 400 square feet or less, excluding lofts.
- Built in various ways, it is important to identify which types of tiny homes fall within the scope and application of building codes



Recreational Vehicles (RVs)

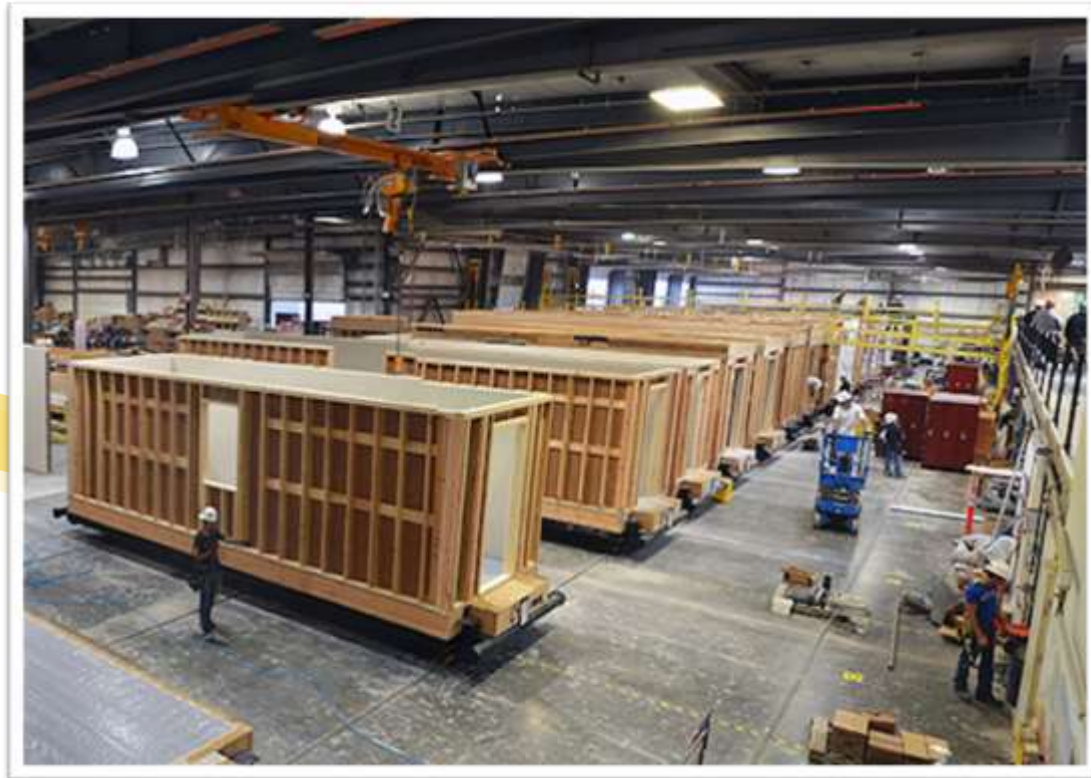


Manufactured (mobile) Homes



Residential (Modular) Industrialized Buildings

Item #B.



Modular Building Tiny House

- Every industrialized building (IB) is inspected by independent third-party agencies. Upon completion, a DCA insignia is affixed to each module or unit.
- Once approved by DCA, a moving permit would need to be pulled and then a building permit for foundations only for Inspections & Code to verify.



Site-Built Dwellings



Site Built Tiny House

Property would go through typical residential site development and building permit process:

- Plan Review
- Permit Pulled
- Inspections Performed
- Certificate of Completion



Tiny Houses & Code



Tiny House: Introduced in 2012

International Residential Code - Appendix S

Item #B.

- DCA adopted changes to the initial Code:
 - Reduces minimum habitable room area from 120 to 70 SF excepting kitchens.
 - Loft height minimum is 5 feet
 - Smoke and CO detectors are required
- IRC was updated again in 2018

*CCG requires ALL modular homes to be affixed to a permanent foundation

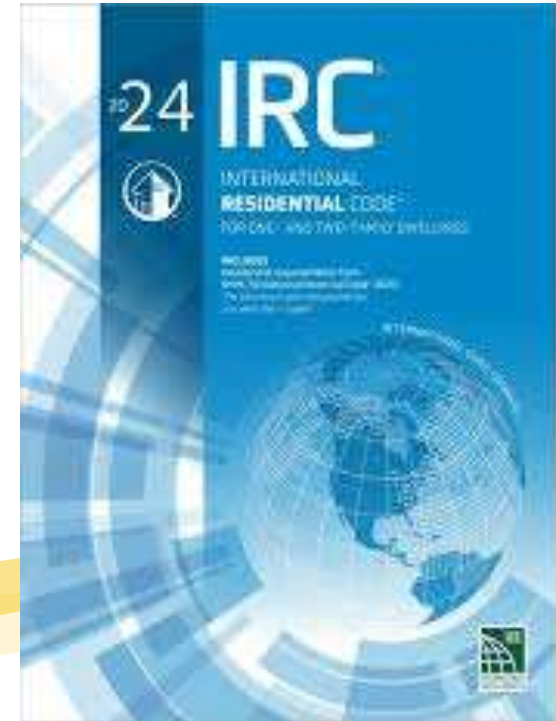


Tiny House – 2024 IRC Appendix BB

LATEST IRC UPDATE

- January 1, 2026
- 400 SF and less
- Minimum ceiling height 6' 8"
- Lofts min height 3'; 35 SF minimum
- 17" minimum stair width to lofts at handrail and 20" minimum below handrail
- Ladders & Ship ladders allowed with specifications

*DCA will still require smoke and CO detectors



Other Communities

- Tiny homes are prevalent in major metropolitan areas of the United States, from Los Angeles, CA to Portland, ME.
- Close to home, ADUs are permitted in DeKalb, Cherokee, Clayton, and Bartow Counties in metro Atlanta; Burke County (east); and Chatham and Atkinson Counties in SE GA.

Conclusion

- With Council direction, the Tiny House – **2024 IRC Appendix BB** can be added to Local Building Code and determine which zones they will be allowed in.
- This would allow tiny houses to be built on lots as the primary structure or on multifamily lots if in an approved zone.
- Tiny Homes as Accessory Dwelling Units (ADUs) would be allowed as such but would require approval of PAC before proceeding to Council.

Conclusion

- Tiny House regulations would only apply to Modular and Site Built Houses that meet said requirements.
- Currently the City does not allow structures under 700 SF.



Other options?

- Pocket neighborhoods
- Scandinavian houses
- Urban townhouses



Item #B.



QUESTIONS?

File Attachments for Item:

DATE: December 9, 2025

TO: Mayor and Councilors

FROM: Finance Department

SUBJECT: Advertised Bids/RFPs/RFOs

December 10, 2025

Bus Shelters (Annual Contact) – RFP No. 26-0019

Scope of RFP

The Columbus Consolidated Government of Columbus, Georgia (the City) is seeking qualified vendors to provide bus shelters to METRA on an “as needed” basis. The contract term will be for three years.

Dragonfly Trail – Midtown Connector Phase I - RFB No. 26-0003

Scope of Bid

This project consists of constructing a connection from the existing trail at the intersection of Warren Road and Wynnton Road following Bradley Street and Warren Williams Road to Dinglewood Park. The trail also travels through Dinglewood Park to the intersection of 18th Avenue and 13th Street. The project is within the City of Columbus property and public right of way. The project length is approximately 4,956 LF and includes a 10’ wide concrete trail, landscape improvements, stormwater improvements, and trail amenities. Additional work associated with the project includes minor demolition and clearing, erosion control, grading, and signage.

December 19, 2025

Aerial Ground Ladder and Apparatus Pumps Inspection & Testing Services (Annual Contract) - RFB No. 26-0010

Scope of RFB

Provide aerial and ground ladder inspection and testing services to the Columbus Consolidated Government Fire and EMS Department. This specification applies to all fire apparatus equipped with a fire pump and outlines the procedures for annual pump testing, including requirements for equipment, site selection, test procedures, and documentation.

The contract period shall be for two (2) years, with the option to renew for three (3) additional twelve-month periods.

24ft Rolling Scaffolding for METRA- RFB 26-0014

Scope of RFB

METRA Transit System in Columbus, Georgia is seeking bids for one (1) Heavy-Duty 24' Rolling Maintenance Scaffolding in order to perform rooftop maintenance and access on large transit buses. The large transit buses are 30', 35' and 40' in length. The scaffolding must also be able to provide rooftop access to electric bus batteries for the purpose of maintenance and replacement.

Muscogee County Board of Elections & Registration Voting Equipment Delivery Services (Re-Bid) (Annual Contract) – RFP No. 26-0010

Scope of RFP

Muscogee County Board of Elections and Registration is seeking proposals from qualified moving firms to deliver voting equipment to voting sites before the scheduled election events, and to retrieve the same equipment after the election event. The election schedule consists of up to five election events in a presidential election cycle, up to four election events in a mid-term election cycle, and the possibility of special elections in odd-numbered years. Deliveries vary from county-wide (25 precincts) to district elections (as few as five) based on the type of election.

Note: The first election expected to be serviced under this contract, if awarded, will be May, 2026.

The contract term shall be for two (2) years with the option to renew for three (3) additional twelve-month periods.

**Columbus Consolidated Government
Bid Advertisement - Agenda Item**

DATE: December 9, 2025

TO: Mayor and Councilors

FROM: Finance Department

SUBJECT: Advertised Bids/RFPs/RFOs

December 10, 2025

1. Bus Shelters (Annual Contract) – RFP No. 26-0019

Scope of RFP

The Columbus Consolidated Government of Columbus, Georgia (the City) is seeking qualified vendors to provide bus shelters to METRA on an “as needed” basis. The contract term will be for three years.

2. Dragonfly Trail – Midtown Connector Phase I - RFB No. 26-0003

Scope of Bid

This project consists of constructing a connection from the existing trail at the intersection of Warren Road and Wynnton Road following Bradley Street and Warren Williams Road to Dinglewood Park. The trail also travels through Dinglewood Park to the intersection of 18th Avenue and 13th Street. The project is within the City of Columbus property and public right of way. The project length is approximately 4,956 LF and includes a 10’ wide concrete trail, landscape improvements, stormwater improvements, and trail amenities. Additional work associated with the project includes minor demolition and clearing, erosion control, grading, and signage.

December 19, 2025

1. Aerial Ground Ladder and Apparatus Pumps Inspection & Testing Services (Annual Contract) - RFB No. 26-0010

Scope of RFB

Provide aerial and ground ladder inspection and testing services to the Columbus Consolidated Government Fire and EMS Department. This specification applies to all fire apparatus equipped with a fire pump and outlines the procedures for annual pump testing, including requirements for equipment, site selection, test procedures, and documentation.

The contract period shall be for two (2) years, with the option to renew for three (3) additional twelve-month periods.

2. 24ft Rolling Scaffolding for METRA- RFB 26-0014

Scope of RFB

METRA Transit System in Columbus, Georgia is seeking bids for one (1) Heavy-Duty 24' Rolling Maintenance Scaffolding in order to perform rooftop maintenance and access on large transit buses. The large transit buses are 30', 35' and 40' in length. The scaffolding must also be able to provide rooftop access to electric bus batteries for the purpose of maintenance and replacement.

3. Muscogee County Board of Elections & Registration Voting Equipment Delivery Services (Re-Bid) (Annual Contract) – RFP No. 26-0010

Scope of RFP

Muscogee County Board of Elections and Registration is seeking proposals from qualified moving firms to deliver voting equipment to voting sites before the scheduled election events, and to retrieve the same equipment after the election event. The election schedule consists of up to five election events in a presidential election cycle, up to four election events in a mid-term election cycle, and the possibility of special elections in odd-numbered years. Deliveries vary from county-wide (25 precincts) to district elections (as few as five) based on the type of election.

Note: The first election expected to be serviced under this contract, if awarded, will be May, 2026.

The contract term shall be for two (2) years with the option to renew for three (3) additional twelve-month periods.

File Attachments for Item:

1. Resolution – A Resolution appointing Douglas M. Jefcoat to the Board of Tax Assessors.
(NOTE: *Mr. Jefcoat was confirmed by Council on November 18, 2025.*)

RESOLUTION**NO. _____**

A Resolution appointing Douglas M. Jefcoat to the Board of Tax Assessors.

WHEREAS, there is an upcoming board term expiration on December 31, 2025, on the Board of Tax Assessors; and,

WHEREAS, the law requires the County Commission must appoint a successor when a board term expires or when a vacancy occurs; and,

WHEREAS, the board members appointed to serve would be for a term of six (6) years; and,

NOW, THEREFORE, THE COUNCIL OF COLUMBUS, GEORGIA HEREBY RESOLVES:

That Douglas M. Jefcoat is hereby re-appointed to the Muscogee County Board of Tax Assessors with this term of office to begin on January 1, 2026, and expires on December 31, 2031.

Introduced at a regular meeting of the Council of Columbus, Georgia, held the 9th day of December 2025 and adopted at said meeting by the affirmative vote of ____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore
Clerk of Council

B. H. "Skip" Henderson, III
Mayor

File Attachments for Item:

2. Resolution – A Resolution excusing the absence of Councilor Byron Hickey from the December 9, 2025, Regular Council Meeting.

RESOLUTION**NO. ____**

A Resolution excusing Councilors absence.

THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY RESOLVES:

Pursuant to Section 3-103(6) of the Charter of Columbus, Georgia, Councilor Byron Hickey is hereby excused from attendance of the December 9, 2025, Council Meeting for the following reasons:

Personal Business:

Introduced at a regular meeting of the Council of Columbus, Georgia held on the 9th day of December 2025 and adopted at said meeting by the affirmative vote of _____ members of said Council.

| | |
|--------------------|--------------|
| Councilor Allen | voting _____ |
| Councilor Anker | voting _____ |
| Councilor Chambers | voting _____ |
| Councilor Cogle | voting _____ |
| Councilor Crabb | voting _____ |
| Councilor Davis | voting _____ |
| Councilor Garrett | voting _____ |
| Councilor Hickey | voting _____ |
| Councilor Huff | voting _____ |
| Councilor Tucker | voting _____ |

Lindsey G. McLemore
 Clerk of Council

B. H. "Skip" Henderson, III
 Mayor

Form revised 11-1-79, Approved by Council 11-6-79

File Attachments for Item:

3. Minutes of the following boards:

Animal Control Advisory Board 11-17-2025

Board of Tax Assessors #39-25

Board of Tax Assessors #40-25

Board of Water Commission 10-14-25

Conventions & Visitors Board 10-15-25

Planning Advisory Commission 11-05-25

Retirees' Health Benefits Committee 11-19-25

Uptown Facade 07-19-21

Uptown Facade 09-20-21

Uptown Facade 10-18-21

Uptown Facade 11-15-21

Uptown Facade 12-14-21

Animal Services Advisory Board Meeting -ASAB

***Date:** 11/17/25

***Roll Call:**

Board Members Present:

Ethelyn Riley (Chair),
 Karen Gaskins (Asst. Chair),
 Courtney Pearce (Director of Paws, Inc.-non-voting member),
 Dr. Joey Brown,
 Danielle Saunders,
 Matt Gilbert,
 Donna McGinnis,
 Kirven Boyce

***Absent:** Anna-Claire Daniels

***Discussion:**

Ethelyn read the "Chair's Agenda" and made a motion to approve the UGA School of Law to assist the Advisory Board with updating the Muscogee County Code of Ordinances, Chapter 5: ANIMALS and FOWL.

Donna seconded the motion.

Ethelyn called for a vote.

Results: It passed unanimously

***Old Business:**

Matt discussed the ecological impact of feral cats. If feral cats are fed and sterilized, they still kill wildlife. It's a public health risk. Cats are the most rabid domestic animals. Releasing domestic animals without proper care is abandonment and there should be prosecution.

Columbus should have science and measurable outcomes, not ideology.

Ethelyn said the studies she has looked at have mixed reactions. Courtney said it's hard to get a grant for TNR (Trap-Neuter-Return). Someone has to pay for these surgeries. That is the major roadblock. It's a barrier. Ethelyn asked that when someone brings in a wild feral cat, would it be the time to maybe euthanize?

End goal: Have no more feral cats in the population. Sterilize all so they can't reproduce. Courtney said that sterilizing would get the same results as euthanizing 70-75% of feral cats population. Matt said that feral cats are an invasive species. Ethelyn said that she read a PETA report, and they believe that TNR is not working. Courtney said she wished that she had more time to bring us the research.

Columbus City Councilor Charmaine Crabb asked Karen to help a Muscogee County Schools Board member Vanessa Jackson, who is the Director/owner of a local daycare center. The issue is there are many feral cats on the daycare center's playground. Karen said the Feds would come in and shut her daycare center down if the children don't get enough play time outside. Karen has given Mrs. Jackson a list of options to use to try to get rid of the feral cats on her playground.

Matt said that Athens, Ga. has an ordinance that cats must have a leash on or they will be put in a holding center. Courtney said that if that's the path we choose, then we are no longer a "No-Kill Community". Ethelyn asked if there's some way to balance the two? If TNR is not as effective, is there another approach? Courtney said that if a cat comes to Paws in poor condition (even injury), not thriving, and she agrees that abandonment is a crime, then the animal does not go back out. They can perform the treatment. If Paws Vet says the animal (cat) should be euthanized, then yes it will be euthanized. If it's a treatment of a cat at Paws Clinic, then the cat would be treated and released back into the community. Ethelyn asked how many stray cats come in? Courtney said doesn't know and would need to pull reports. Karen knows of a situation in which a man trapped 92 feral cats in a cat colony. Dr. Brown said that we will never get a hold of the total cat colony population. Matt said that if TNR is used, the nuisance cats can get caught. He said that the Ga. Code is

that feral cats that get scooped up should be euthanized. (?) Karen asked if it's possible to microchip a cat? Courtney said yes and that Paws clips the cats' ears too. Courtney said that a lot of people are abandoning animals. Karen asked what can we do about the control of cats in Columbus?

Ethelyn said that it's a problem when cats affect someone's business- now that's a real problem, Courtney said that Paws wants to assist people (like the daycare center owner) so they can help by educating people, trapping the animals, etc. Paws can provide those services.

Dr. Brown told Matt that he is not wrong, but that it would be impossible to gather all feral cats and euthanize them. She said it won't solve the entire problem, and that Courtney has a "No Kill Cloud" hanging over her every day. She said yes, cats are out of control, and she gets calls at work about them every day. Courtney said that again, Paws wants the same results, but Paws is never going to stop people from feeding cats. Then, the cats reproduce! Dr. Brown said that people are part of the problem.

Matt stated when a feral cat is on property and is a repeated nuisance, then that cat should be scooped up/euthanized-especially if that cat has been a nuisance. Ethelyn said if a cat comes in, then it's TNR'ed, and then it's placed back into the community where it came from. A "community cat" gets clipped, and it's an altered cat. Matt said that the community owns the community cat. Ethelyn said it warrants more discussion, and we can get Vanessa and the Columbus Police together to help the daycare center owner's business.

***New Business:**

Karen said that Section 5.3 -Animal Control Advisory Board- changed to Ga. License Vet Tech. Ordinance changed it to: License Vet/Vet Tech, not a resident of Columbus, 2-year term.

Karen talked to Lindsay, and it will come up before the City Council. Karen texted City Councilor Byron Hickey and sent it to City Assistant Attorney Lucy Sheftall - table that request at the City Council meeting tomorrow. Karen said there's a motion on the floor that a change be made immediately. It will be the 1st Reading tomorrow night at the City Council meeting. Karen called a motion to change it. Ethelyn seconded the motion. It passed unanimously.

Kirven asked Courtney when would we, the Board, receive the updated ordinances from Sherri Hines, UGA lawyer? Courtney said it could be months to get it back. Kirven told Courtney that Judge Gil McBride, Chair of the Harrison County Animal Board, would like to receive a copy of the updated ordinances so Harris County ordinances be similar to ours. Donna said the ordinances will go through City Attorneys Clifton Fay and Lucy Sheftall.

Matt asked who enforces the state's kennel laws? He said that 37 people on "Rover" that don't have a kennel license, board up to 30+ dogs. It's listed on Facebook. Courtney said that it's "complaint based" and an investigation is followed, if say, someone has 20+ dogs. Karen hopes the Columbus Chief of Police, Stoney Mathis, will see the need and prioritize animal issues in the community. He and the police force are prioritizing daily crime and violence in the community first, and it takes up much of their time and attention. She wants a specialized unit to be formed to include enough officers and 3 detectives.

Karen told Courtney that the "Animal Abuse/Neglect" Training was great! Courtney said she sees the need for partnerships, and it takes time. She has not had a lot of time with Chief Mathis and has sent him several emails. She wants a conversation with him. She said that maybe he would not have the cases he prioritized if they had taken care of the animal cases. We learned in the recent training that a lot of animal abuse cases are related to crime cases in the same homes. Courtney would be happy to sit down and talk to someone in the police department.

Danielle asked if the ASO's are deputized? Courtney said that they are sworn in. Matt asked how "Rover" could be held accountable? Courtney said that it would be a state issue, a Department of Agriculture issue. Dr. Brown told Matt that if someone is boarding animals illegally, then he should ask the Department of Agriculture to investigate. Danielle said to report it to the Dept. of Agriculture, get their Director involved, go through each step, and get the State Attorney involved if they want to pursue it.

The Meeting was adjourned at 5:18 PM

Summary of ASAB Meeting 11-17-2025

All members were present except for Anna Claire Daniel.

Old business centered around the problems that feral cats cause in the community. PAWS currently adheres to TNR guidelines. When a business is affected, Courtney would like to speak with the business owner and provide assistance.

New business consisted of needing an immediate correction to the ASAB membership. Matt asked who enforces the state's kennel laws and Danielle referred him to the Department of Agriculture. Everyone agreed that the Animal Abuse/Neglect training provided by the UGA School of Law was excellent. It was confirmed that ASOs are sworn into office, although they are not deputized,



Columbus, Georgia, Board of Tax Assessors

GEORGIA'S FIRST CONSOLIDATED GOVERNMENT

Item #3.

City Services Center
3111 Citizens Way
Columbus, GA 31906

Mailing Address:
PO Box 1340
Columbus, GA 31902

Telephone (706) 653-4398, 4402
Fax (706) 225-3800

Board Members

Jayne Govar
Chairman

Kathy Jones
Assessor

Clay Hood
Assessor

Doug Jefcoat
Assessor

Lanitra Sandifer Hicks
Vice Chairman

Chief Appraiser
Suzanne Widenhouse

MINUTES #39-25

CALL TO ORDER: Chairman Jayne Govar calls the Columbus, Georgia Board of Assessors' meeting to order on Wednesday, Oct 29th, 2025 at 9:00 A.M.

PRESENT ARE:

Chairman Jayne Govar
Vice Chairman Lanitra Sandifer Hicks
Assessor Kathy Jones
Assessor Doug Jefcoat
Assessor Clay Hood
Deputy Chief Appraiser Glen Thomason
Recording Secretary Katrina Culpepper

APPROVAL OF AGENDA: Assessor Jefcoat motions to accept the agenda. Assessor Hood seconds and the motion carries.

APPROVAL OF MINUTES: Assessor Jefcoat motions to accept the minutes as presented. Assessor Hood seconds and the motion carries.

MISCELLANEOUS:

- Reminder that Chief Appraiser Widenhouse is recovering from surgery.
- Reminder that Chief Appraiser Widenhouse & Deputy Chief Appraiser Glen Thomason will be absent next week.
- Chairman Govar reminds the Board that there will be no meeting on Nov 12th or 26th.

At 9:02 Personal Property Manager Stacy Pollard presents to the Board:

- Audit Results - Signed & Approved.
- No Change Audit Results - placed into record.
- Motor Vehicle Appeals - Signed & Approved.

At 9:09, Residential Property Manager Jeff Milam presents to the Board:

- BOE Results - Signed & Approved.
- Waiver & Releases - Signed by Chairman Govar.

At 9:18, Deputy Chief Appraiser Glen Thomason presents to the Board:

- Map Splits - # 067 001 003; 005 & 095 032 017; 031 - Signed & Approved.

Assessor Jones motions to adjourn the meeting. Vice Chairman Lanitra Sandifer Hicks seconds and the motion carries. At 9:23, Chairman Jayne Govar adjourns the meeting without any objections.

Suzanne Widenhouse
Chief Appraiser/Secretary

APPROVED: _____

Jayne Govar

MIN# 40 - 25 NOV 19 2025

J. Govar
J. GOVAR
CHAIRMAN

K. Jones
K. JONES
ASSESSOR

ABSENT
D. JEFCOAT
ASSESSOR

ABSENT
C. HOOD
ASSESSOR

L. Sandifer Hicks
L. SANDIFER HICKS
VICE CHAIRMAN



Columbus, Georgia, Board of Tax Assessors

GEORGIA'S FIRST CONSOLIDATED GOVERNMENT

Item #3.

City Services Center
3111 Citizens Way
Columbus, GA 31906

Mailing Address:
PO Box 1340
Columbus, GA 31902

Telephone (706) 653-4398, 4402
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Board Members

Jayne Govar
Chairman

Kathy Jones
Assessor

Clay Hood
Assessor

Doug Jefcoat
Assessor

Lanitra Sandifer Hicks
Vice Chairman

Chief Appraiser
Suzanne Widenhouse

MINUTES #40-25

CALL TO ORDER: Chairman Jayne Govar calls the Columbus, Georgia Board of Assessors' meeting to order on Wednesday, Nov 5th, 2025 at 9:09 A.M. (waiting for quorum)

PRESENT ARE:

Chairman Jayne Govar
Vice Chairman Lanitra Sandifer Hicks
Assessor Kathy Jones
Administrative Appraiser Mary Hale
Recording Secretary Katrina Culpepper

APPROVAL OF AGENDA: Vice Chairman Lanitra Sandifer Hicks motions to accept the agenda. Assessor Jones seconds and the motion carries.

APPROVAL OF MINUTES: Assessor Jones motions to accept the minutes as presented. Vice Chairman Lanitra Sandifer Hicks seconds and the motion carries.

At 9:10, Residential Property Manager Jeff Milam presents to the Board:

- BOE Results - Signed & Approved.
- Waiver & Releases - Signed by Chairman Govar.
- Value Changes - #068 050 012 & 192 003 001C - Signed & Approved.

Assessor Jones motions to adjourn the meeting. Vice Chairman Lanitra Sandifer Hicks seconds and the motion carries. At 9:28, Chairman Jayne Govar adjourns the meeting without any objections.

Suzanne Widenhouse
Chief Appraiser/Secretary


APPROVED: _____

MIN# 41 - 25 DEC 03 2025


J. GOVAR
CHAIRMAN


K. JONES
ASSESSOR


D. JEFCOAT
ASSESSOR


C. HOOD
ASSESSOR


L. SANDIFER HICKS
VICE CHAIRMAN



Planning Advisory Commission

November 5, 2025

MINUTES

A meeting of the Planning Advisory Commission was held Wednesday, November 5, 2025 in the Council Chambers of the Citizen Service Center.

Commissioners Present:

Chairperson: Brad Baker
 Vice Chairperson: Michael Ernst
 Commissioners: Rick Stallings, Haley Lyman, Anthony Smith, Zarome Lackey, Gloria Thomas, Patrick Steed, Lakshmi Karthik

Absent:

Staff Members: Morgan Shepard, Principal Planner, Will Johnson, Planning Director

CALL TO ORDER: Chairperson Baker called the meeting to order at 9:00 a.m. All in attendance stood for the pledge of allegiance to the American Flag. He explained the rezoning process to the audience.

APPROVAL OF MINUTES: Chairperson Baker asked for a motion on the minutes from October 1, 2025. No changes or additions by other commissioners. Motion carries, minutes accepted.

ZONING CASES:

- 1. REZN-10-25-1930:** A request to rezone 0.26 acres of land located at 2047 Cusseta Road. Current zoning is Residenital Multifamily 2 (RMF2). Proposed zoning is Neighborhood Commercial (NC). The proposed use is Laundromat/Retail. Jonathan Hunt is the applicant. This property is located in Council District 7.

Morgan Shepard read the staff report.

| | |
|-------------------|-------------------|
| Applicant: | Jonathan Hunt |
| Owner: | Sawan Shah |
| Location: | 2047 Cusseta Road |
| Parcel: | 041-003-003 |
| Acreage: | 0.26 Acres |

| | |
|--|--|
| Current Zoning Classification: | Residential Multifamily – 2 |
| Proposed Zoning Classification: | Neighborhood Commercial |
| Current Use of Property: | Vacant |
| Proposed Use of Property: | Laundromat with Retail |
| General Land Use: | Inconsistent Planning Area C |
| Current Land Use Designation: | Single Family Residential |
| Future Land Use Designation: | Single Family Residential |
| Compatible with Existing Land-Uses: | No |
| Environmental Impacts: | The property does not lie within the floodway and floodplain area. The developer will need an approved drainage plan prior to issuance of a Site Development permit, if a permit is required. |
| City Services: | Property is served by all city services. |
| Traffic Engineering: | This site shall meet the Codes and regulations of the Columbus Consolidated Government for commercial usage. |
| Traffic Impact | The proposed rezoning from RMF2 to NC for a retail laundromat at 2047 Cusseta Road will generate minimal additional traffic (76 daily trips), representing no measurable impact on the existing road network or level of service. Current LOS A conditions will persist, with ample capacity for projected growth. |
| Buffer Requirement: | <p>The site shall include a Category A buffer along all property lines bordered by the RMF2 zoning district. The 3 options under Category A are:</p> <ol style="list-style-type: none"> 1) 5 feet with a certain amount of canopy trees, under story trees, and shrubs / ornamental grasses per 100 linear feet. 2) 10 feet with a certain amount of shrubs / ornamental grasses per 100 linear feet and a wood fence or masonry wall. |

3) 20 feet undisturbed natural buffer.

| | | |
|----------------------------|--------------|------------------------------------|
| Surrounding Zoning: | North | Residential Multifamily – 2 (RMF2) |
| | South | Residential Multifamily – 2 (RMF2) |
| | East | Residential Multifamily – 2 (RMF2) |
| | West | Residential Multifamily – 2 (RMF2) |

| | |
|-------------------------------------|---|
| Attitude of Property Owners: | Thirty (33) property owners within 300 feet of the subject properties were notified of the rezoning request. The Planning Department received no calls and/or emails regarding the rezoning. |
| Approval | 0 Responses |
| Opposition | 0 Responses |

Additional Information: Existing building with history of commercial use

Applicant Presentation: Jonathan Hunt described a small laundromat in the back and convenience/grocery store (prepackaged goods only) in the front. Petition with 63 signatures submitted (claimed over 200 total). No lottery machines initially planned, but open to COAM machines. Hours: ~7 a.m. to 8 p.m. (Mon-Thu), ~7 a.m. to 10 p.m. (Fri-Sat). Staffed at all times.

Commission Questions: On food prep (prepackaged only), lottery/COAM machines (limited knowledge), hours, and supervision (always staffed).

Public Comments: None for or against.

Motion: Approval by Commissioner Ernst. Seconded by Commissioner Thomas. Approved (8-0).

2. REZN-10-25-1931: A request to rezone 0.31 acres of land located at 2361 S Lumpkin Road. Current zoning is Neighborhood Commercial (NC). Proposed zoning is General Commercial (GC). The proposed use is Auto Repair. Hardrick Porchia is the applicant. This property is located in Council District 7.

Morgan Shepard read the staff report.

| | |
|-------------------|-------------------------|
| Applicant: | Hardrick Porchia |
| Owner: | Hardrick Porchia |
| Location: | 2361 South Lumpkin Road |
| Parcel: | 059-053-001 |
| Acreage: | 0.31 Acres |

| | |
|--|--|
| Current Zoning Classification: | Neighborhood Commercial |
| Proposed Zoning Classification: | General Commercial |
| Current Use of Property: | Vacant Lot |
| Proposed Use of Property: | Auto Repair |
| General Land Use: | Consistent Planning Area C |
| Current Land Use Designation: | Vacant |
| Future Land Use Designation: | Neighborhood Commercial |
| Compatible with Existing Land-Uses: | Yes |
| Environmental Impacts: | The property does not lie within the floodway and floodplain area. The developer will need an approved drainage plan prior to issuance of a Site Development permit, if a permit is required. |
| City Services: | Property is served by all city services. |
| Traffic Engineering: | This site shall meet the Codes and regulations of the Columbus Consolidated Government for commercial usage. Access will be permitted only from Wise Street. |
| Traffic Impact: | The rezoning to GC for a major auto/truck repair facility at 2361 South Lumpkin Road will generate minimal additional traffic (81 daily trips), with no adverse impacts on the existing LOS C or road capacity. The Urban Minor Arterial classification and 4-lane configuration provide ample reserve for the projected 0.7% volume increase. |
| Buffer Requirement: | The site shall include a Category C buffer along all property lines bordered by the SFR3 zoning district. The 3 options under Category C are: 1) 5 feet with a certain amount of canopy trees, under story trees, and shrubs / ornamental grasses per 100 linear feet. 2) 10 feet with a certain amount of shrubs / |

ornamental grasses per 100 linear feet and a wood fence or masonry wall.

3) 20 feet undisturbed natural buffer.

| | | |
|----------------------------|--------------|-----------------------------|
| Surrounding Zoning: | North | Single Family Residential 3 |
| | South | General Commercial |
| | East | General Commercial |
| | West | Single Family Residential 3 |

Attitude of Property Owners: **Forty (40)** property owners within 300 feet of the subject properties were notified of the rezoning request. The Planning Department received no calls and/or emails regarding the rezoning.

| | |
|-------------------|--------------------|
| Approval | 0 Responses |
| Opposition | 0 Responses |

Applicant Presentation: Hardrik Porchia (address: 2361 South Lumpkin Road). Plans: General mechanic repair, used tires, body work. In business since 2010; emphasizes cleanliness, no junk cars/tires stacked. Property to be fully fenced (chain link with barbed wire; mesh inserts in back for visibility block). Metal building planned. No heavy-duty trucks. Purchased property August 27, 2025; rezoning due to misunderstanding with realtor. No competition concerns.

Commission Questions: On buffers (required), structure (metal building), fencing (full perimeter, security cameras), purchase status (already owned), land use compatibility (yes, commercial), business description (auto repair encompasses tires/body work), and city ordinances on business density (none for auto shops).

Public Comments (For): None.

Public Comments (Against):

- Patrick Prescott (2831 Bland Street, Oakland Park Association): Opposed due to oversaturation of auto shops (e.g., Rick's shop as eyesore), rodent risks from tires, crime potential. Not personal; supports business but not this type. Questioned discrepancy in signage (tires) vs. paperwork (auto repair).
- Pat Frey (Oakland Park Neighbors Association): Opposed; area already has multiple auto/tire shops within a mile. Need business diversification. Mentioned petition signatures in opposition.
- Juanita Taylor (2364 Patty Avenue): Opposed; property backs her home. Petition presented (signatures not counted on record). Area growing (new daycare, donut shop); auto shop won't uplift community.

Applicant Response: U.S. Army veteran; promised no stacked tires/junk cars, clean/best-looking shop in Columbus. Prior locations (e.g., Fort Benning Road, Victory Drive) maintained

well.

Motion: Approval by Commissioner Stallings. Seconded by Commissioner Steed. Vote: 4 in favor, 4 opposed. Chairman Baker broke tie in favor, citing compatibility with land use. Approved (5-4).

3. REZN-10-25-1941: A request to rezone 3.85 acres of land located at 4454 Warm Springs Road. Current zoning is General Commercial (GC). Proposed zoning is Light Manufacturing/Industrial (LMI). The proposed use is Warehouse/Light Manufacturing. Harlan Price is the applicant. This property is located in Council District 5.

Morgan Shepard read the staff report.

| | |
|--|---|
| Applicant: | Harlan Price |
| Owner: | 4454 Warm Springs Road, LLC |
| Location: | 4454 Warm Springs Road |
| Parcel: | 083-028-031 |
| Acreage: | 3.85 Acres |
| Current Zoning Classification: | General Commercial |
| Proposed Zoning Classification: | Light Manufacturing/ Industrial |
| Current Use of Property: | Commercial |
| Proposed Use of Property: | Warehouse Space and Light Manufacturing |
| General Land Use: | Consistent Planning Area E |
| Current Land Use Designation: | General Commercial |
| Future Land Use Designation: | Light Manufacturing/ Industrial |
| Compatible with Existing Land-Uses: | Yes |
| Environmental Impacts: | The property does not lie within the floodway and floodplain area. The developer will need an approved drainage plan prior to issuance of a Site Development permit, if a permit is required. |
| City Services: | Property is served by all city services. |

| | | |
|--|--|--|
| Traffic Engineering: | | This site shall meet the Codes and regulations of the Columbus Consolidated Government for industrial usage. |
| Traffic Impact: | | The proposed rezoning to LMI for Distribution & Warehousing at 4454 Warm Springs Road poses negligible traffic impacts on the existing minor arterial network. Trip generation increases are modest, preserving LOS B/C operations and aligning with Columbus Consolidated Government's 2045 Metropolitan Transportation Plan priorities for industrial corridor efficiency. |
| Buffer Requirement: | | <p>The site shall include a Category C buffer along all property lines bordered by the RMF2 zoning district. The 3 options under Category C are:</p> <ol style="list-style-type: none"> 1) 5 feet with a certain amount of canopy trees, under story trees, and shrubs / ornamental grasses per 100 linear feet. 2) 10 feet with a certain amount of shrubs / ornamental grasses per 100 linear feet and a wood fence or masonry wall. 3) 20 feet undisturbed natural buffer. |
| Surrounding Zoning: | North South East West | General Commercial Residential Multifamily – 2 (RMF2) Residential Multifamily – 2 (RMF2) Residential Office |
| Attitude of Property Owners: | | Ten (10) property owners within 300 feet of the subject properties were notified of the rezoning request. The Planning Department received no calls and/or emails regarding the rezoning. |
| | Approval | 0 Responses |
| | Opposition | 0 Responses |
| Additional Information: | | Existing building with parking and driveway |
| Applicant Presentation: Harland Price (architect; addresses: 241 Tiger Way personal, 126 First Avenue business). No changes to structures; needed for new tenants requiring LMI (current tenants flexible). | | |

Commission Questions: None.

Public Comments: None for or against.

Motion: Approval by Commissioner Karthik. Seconded by Commissioner Steed. Approved (8-0).

4. REZN-10-25-2709: A request for a Text Amendment to the Unified Development Ordinance. The proposed amendments are to Section 9.3.3.B, Table 2.2.2, and Table 2.3.2, Section 3.2.30.1, and Section 13.1.1. Columbus Consolidated Government is the applicant.

Will Johnson read the staff report.

Staff Report:

- Remove building spacing rhythm in BHA (shift to Board of Zoning Appeals to reduce variances).
- Amend Table 2.2.2: Reduce single-family setbacks (front: 20→10 ft; side: 10→5 ft; side corner: 20→10 ft) for historic districts.
- Amend Table 3.2.2/Section 3.2.30.1: Allow single-family dwellings in UPT/High Uptown (e.g., for Liberty District).
- Add carriage houses to RMF1/RMF2/RO (as part of multifamily complexes; definition added).

Commission Questions: None.

Public Comments: None for or against.

Motion: Approval (all amendments as one) by Commissioner Steed. Seconded by Commissioner Thomas. Approved (8-0).

NEW BUSINESS: N/A

OLD BUSINESS: N/A

ADJOURNMENT: 9:31 A.M.

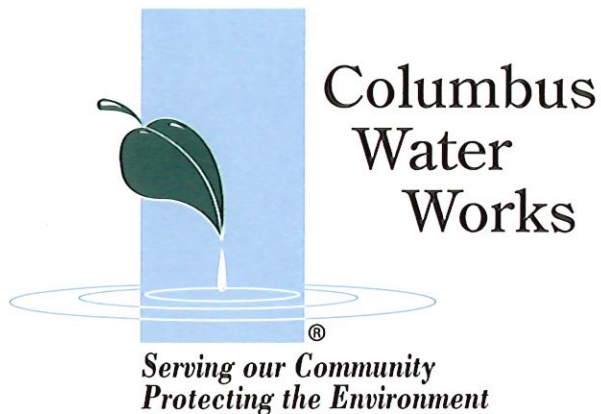
RECORDING: <https://www.youtube.com/watch?v=RCOdPPT0ezY>



Brad Baker, Chairperson



Morgan Shepard, Principal Planner



October 14, 2025

The regular monthly meeting of the Board of Water Commissioners of Columbus, Georgia was held on Tuesday, October 14, 2025, at 1:30 p.m. at our Main Office, Chattahoochee Room. Chairman Nick Smith took the roll call, and the following Commissioners were present:

| | |
|---------|-----------------------------|
| | Nick Smith, Chair |
| | Jennifer Upshaw, Vice Chair |
| | Wes Kelley |
| Absent: | Oz Roberts |
| | Mayor Skip Henderson |

Receipt of the Minutes from the regular meeting on August 11, 2025, was presented to the Board. A motion was made by Wes Kelley and seconded by Jennifer Upshaw to approve the Minutes as written. Motion carried.

Aric Jackson recognized several employee promotions for the month of September, acknowledging the hard work and dedication of team members across the organization. Brittany Brossett was promoted to Chief of Staff, Karen Martinez to Client Experience Manager, Michael Buss to Mechanical Tech I, Blake Dexter to Mechanical Tech I, Claire Bracewell to P & S Coordinator, Senquez Mercer to Field Services Crew Leader II, Ulysses Ford to Field Services Tech II and DeAngelo Whitherspoon to Field Service Technician I. Their continued commitment and contributions have strengthened

the organization, and each promotion reflects their exceptional performance and leadership.

Aric Jackson presented the following Resolution to the Board, recognizing our retiree, Anthony D. Cooper.

A Resolution


Whereas, Anthony D. Cooper, has been an employee of the Columbus Board of Water Commissioners since February 1990, is retiring; and,

Whereas, Anthony D. Cooper has served in the capacity of Field Services Crew Leader I in the Field Services Wastewater Collection Department with the Columbus Water Works; and,

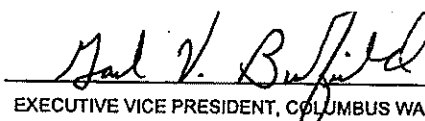
Whereas, Anthony D. Cooper has performed in an outstanding and productive manner throughout his thirty-three years of service;

Now, Therefore, Be It Resolved that the Board of Water Commissioners of the City of Columbus, Georgia, on behalf of all the people of the City, hereby publicly expresses appreciation and heartfelt thanks to Anthony D. Cooper for his diligent and faithful service on behalf of the Columbus Water Works; and,

Be It Further Resolved that this resolution be spread upon the official minutes of this Board on this fourteenth day of October 2025 and that the Secretary of this Board be directed to furnish copies of this resolution to the said Anthony D. Cooper and to the Clerk of Council of Columbus, Georgia.



PRESIDENT, COLUMBUS WATER WORKS



EXECUTIVE VICE PRESIDENT, COLUMBUS WATER WORKS



CHAIR, BOARD OF WATER COMMISSIONERS

Vickie Clark presented the Financial Reports for the months of August and September 2025, including those for Ft. Benning, to the Board. A motion was made by Wes Kelley and seconded by Jennifer Upshaw to approve the Financial Reports. Motion carried.

President Cummings presented the following items related to the rate increase events for the 2026 water and sewer rate increase:

- Letter to Board – Proposed 2026 Water and Sewer Rate Increase
- Dates for having a Town Hall Meeting on October 16th and a Public Hearing at the City Council Meeting on October 28th

John Peebles presented the 3rd Ranger Battalion Task Force Training Exercise to the Board. On the nights of July 31st, August 2nd, and August 3rd, the South Columbus Water Resource Facility was used as an Off-Post Target for a Ranger Platoon Raid. This involved a simulated combat scenario with helicopters and blank ammunition, in which the Rangers attacked an opposing force to regain control of a water facility.

President Cummings presented an updated Organizational Chart to the Board. The chart is typically shared during our annual budget preparation period, and this year's update reflects several recent retirements and promotions. The revised structure ensures that roles and responsibilities are aligned with current operational needs, supporting continued efficiency across the organization.

The following Departmental Reports for August and September 2025 were provided to the Board as information only:

- Customer Service Reports
- Customer Advocacy/Meter Maint/Water Accountability Reports

- Engineering Reports
- Field Services Reports
- Information Services/Environmental Services Reports
- Communications Report
- Employee Services Report
- Water Resource Operations/Managed Maintenance Reports

President Cummings recently received a letter from Enrichment Services Program, Inc. expressing their appreciation for allowing Savonne Monell to serve on their Board of Directors for the past two years. During her tenure, Savonne served as Board Chair and made a lasting impact on the organization. We extend our thanks to Savonne for her dedication, leadership and service.

There being no further business, a motion was made by Jennifer Upshaw and seconded by Wes Kelley to adjourn the meeting. Motion carried.



Vic Burchfield, Secretary



BOARD OF COMMISSIONERS MEETING
Wednesday, October 15, 2025

Commissioners Present: Pace Halter, Chair; Sherricka Day, Vice Chair (virtual); Dan Gilbert, Secretary/Treasurer; Lauren Becker, Amy Bryan, Miles Greathouse and Michelle Spivey

Commissioners Absent: Pete Jones, Alex Naik and Mayor Skip Henderson

Staff Present: Ashley Woitena, Danielle Ackerman, and Kim Gonzalez

Special Invitees Present: Brett Oetting (virtual); Fired-Up Culture, Steve Morse; CEO Uptown Columbus, Herman Lewis; Board Chair Columbus Sports Council and Hayley Tillery; Director Columbus GA Convention & Trade Center

Call to OrderPace Halter

- The October 2025 meeting was called to order at 8:32am.

Secretary Treasurer Report.....Dan Gilbert

- Dan Gilbert presented the consent agenda that included minutes for the September 2025 meeting and financials for September 2025. He asked if there were any questions or discussion. There being none, a motion was made by Amy Bryan to approve the minutes, seconded by Sherricka Day. A vote was taken, and the motion was approved.
- The Board discussed financial matters, particularly focusing on cash management. They suggested developing a cash management policy that will be presented at the next meeting.

Chair Report.....Pace Halter

- Pace Halter provided updates on board member appointments, noting that current officers agree to serve another year. This will be voted on at the next meeting. He also noted that two new members were recommended by the mayor to replace outgoing members. Their terms will begin in January 2026.
- Mr. Halter reported on EY's progress with their community interviews and research presentation, which included a half-day workshop attended by 40-50 people. The team is working on a report that will be the first step toward a 2030 plan, expected to be completed by year-end.

President's Report.....Ashley Woitena

- Ashley Woitena introduced Brett Oetting representing Fired-Up Culture who discussed the timeline for the strategic plan, which aims to be finalized by February.
- Ms. Woitena announced the City Council has renewed the VisitColumbusGA contract.
- Danielle Ackerman presented an executive summary of new tourism data software, highlighting KPIs across lodging, short-term rentals, social media, and website analytics.
- Ashley discussed recent accolades and gave an update on conferences that have been won by the Sales Team.
- She then invited the board members to attend the upcoming Hospitality Leaders Meeting on October 21st which will be held at Synovus Park.

Adjournment.....Pace Halter

- With no further business, Mr. Halter adjourned the meeting at 9:39am.

Columbus Consolidated Government

Human Resources Department

BOARD NOTICE

To: Clerk of Council's Office

From: Destiny D. Chisolm

CC: Reather Hollowell; Sheila Risper

Please be advised that the

o Retiree Health Benefits Committee

that was scheduled for November (Month) 19 (Day) 1:30 (Time) has been cancelled.

Reason for meeting cancellation: **No agenda items to discuss.**

Details on meeting minutes reviewed during the previous meeting will be submitted once confirmed.

Contact Destiny Chisolm, Administrative Assistant –
HR at 706.225.3654 or Chisolm.Destiny@columbusga.org

1111 1st Avenue, Columbus, GA 31901

Main: (706) 225-4059

COLUMBUSGA.GOV



UPTOWN FAÇADE BOARD Item #3.

MEETING MINUTES

A meeting of the Uptown Façade Board was held on Monday, July 19, 2021 at 3:00 p.m., at 420 10th Street, Government Center Annex - Conference Room, 1st Floor.

| | | | |
|-------------------------------------|--|---------------------------|---|
| <u>Board Members Present</u> | Wayne Bond Cesar Bautista (MS Teams) Ramon Brown (MS Teams) Alan Udy (MS teams) | Jay Lewis Debbie Young | <u>Board Members Absent:</u> Robert Battle Hannah Israel Jud Richardson |
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| <u>Staff Members Present</u> | Will Johnson, Planning Justin Krieg, HCF |
|-------------------------------------|---|

I. CALL TO ORDER: Chairman Wayne Bond called the meeting to order at 3:05 p.m.

II. APPROVAL OF MINUTES

Minutes for May Meeting were accepted and approved.

III. REVIEW OF APPLICATIONS:

1. 11 W 11th Street – Uptown Nutrition

The applicant is proposing to change signage designs.

Uptown Façade Board Ordinance, Section 9.2.5 of the UDO:

J.3.(B) Review Criteria. The Board shall approve an application and issue a certificate of facade appropriateness if it finds that the proposal meets the requirements of this Section. In making this determination, the Board shall consider, in addition to any other pertinent factors, the following criteria:

- (1) The historic and architectural value and significance of the structure;
- (2) The architectural style, general design, arrangement, texture and material of the architectural features involved with the structure and relationship to the interior architectural style;
- (3) The consistency with design guidelines adopted by the Board; and
- (4) Pertinent features of other structures within the Board's jurisdiction.

Staff Recommendation:

The proposed blade sign style is not specifically mentioned in the Façade District Guidelines, but has recently been endorsed by the board with a variance on multiple occasions. The 3x9 sign proposed to be located on the front of the business above the awning is considered a primary sign and typically businesses are limited to one primary sign per street façade. Currently it appears the business has two primary signs already installed on the entry doors, the additional proposed blade sign as well as the 3x9 sign being proposed over the entry. Each of the signs individually are acceptable, but in total they constitute more primary signs than normally permitted.

Staff recommends the board and applicant discuss the matter to determine which primary signs are preferred. A variance will be required for the blade sign if approved.

Josh Whitehead and Alex Quinney, the owners, presented the case. Whitehead stated that there would only be one 3x9 sign above the awning, one door sign, and no blade sign. After a short discussion, Alan Udy made a motion to approve 3x9 sign, one door sign, and no blade sign. Debbie Young seconded the motion. The motion was approved unanimously.

2. 1022 2nd Avenue – St. Luke School

The applicant is proposing to add new signage.

Uptown Façade Board Ordinance, Section 9.2.5 of the UDO:

J.3.(B) Review Criteria. The Board shall approve an application and issue a certificate of facade appropriateness if it finds that the proposal meets the requirements of this Section. In making this determination, the Board shall consider, in addition to any other pertinent factors, the following criteria:

- (1) The historic and architectural value and significance of the structure;
- (2) The architectural style, general design, arrangement, texture and material of the architectural features involved with the structure and relationship to the interior architectural style;
- (3) The consistency with design guidelines adopted by the Board; and
- (4) Pertinent features of other structures within the Board's jurisdiction.

Staff Recommendation:

The proposed primary sign installation is acceptable. The sign size, design, and materials all comply with the guidelines found within the Uptown Façade District Guidelines. The sign is less than 5% of the building façade. Staff recommends approval of the proposed primary sign as submitted. (Section 6.2.1) Proposed playground shade sails: The installation of the shade sails on the playground areas is acceptable.

Staff recommends approval of the application as submitted.

Kelly Pridgeon, representing St. Luke, presented the case. After a short discussion, Alan Udy made a motion to approve the case as submitted. Jay Lewis seconded the motion. The motion was approved unanimously.

IV. NEW BUSINESS:

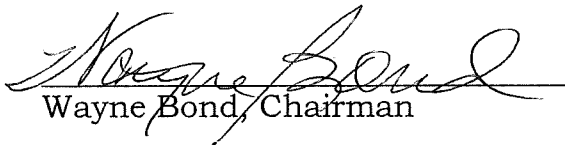
- Several Board members requested information regarding 1010 Broadway. Johnson stated that a stop work would be issued before any façade work begins.
- Alan Udy asked about progress on design guidelines. Johnson stated the city will begin an RFP process.

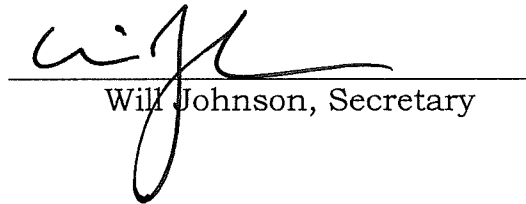
V. OLD BUSINESS:

- Case reviews:
 - 1246 Broadway – Frank's Alley – COMPLETE

VI. ADJOURNMENT: Monday, July 19, 2021 at 3:21 p.m.

Respectfully Submitted by:


Wayne Bond, Chairman


Will Johnson, Secretary

UPTOWN FACADE BOARD

Item #3.

MEETING MINUTES

A meeting of the Uptown Façade Board was held on Monday, September 20, 2021 at 3:00 p.m., at 420 10th Street, Government Center Annex - Conference Room, 1st Floor.

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| Board Members Present | Wayne Bond Hannah Israel (MS Teams) Ramon Brown (MS Teams) Alan Udy (MS teams) | Jud Richardson (MS Teams) | Board Members Absent: Robert Battle Cesar Batista Debbie Young Jay Lewis |
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|------------------------------|---|
| Staff Members Present | Will Johnson, Planning Justin Krieg, HCF |
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I. CALL TO ORDER: Chairman Wayne Bond called the meeting to order at 3:05 p.m.

II. APPROVAL OF MINUTES

Minutes for July Meeting were accepted and approved.

III. REVIEW OF APPLICATIONS:

1. 1110 Broadway – Agave Bar & Grill

The applicant is proposing to add new signage.

Uptown Façade Board Ordinance, Section 9.2.5 of the UDO:

J.3.(B) *Review Criteria.* The Board shall approve an application and issue a certificate of facade appropriateness if it finds that the proposal meets the requirements of this Section. In making this determination, the Board shall consider, in addition to any other pertinent factors, the following criteria:

- (1) The historic and architectural value and significance of the structure;
- (2) The architectural style, general design, arrangement, texture and material of the architectural features involved with the structure and relationship to the interior architectural style;
- (3) The consistency with design guidelines adopted by the Board; and
- (4) Pertinent features of other structures within the Board's jurisdiction.

Staff Recommendation:

The proposed sign installation is acceptable and appears to meet the guidelines found in Section 6 of the Uptown Façade District Guidelines. The proposed size is 19"x216" and will be made of cut acrylic letters. The sign is not proposed to be illuminated.

Staff recommends approval of the application as presented.

John Teeples, representing the owners, presented the case. After a short discussion, Jud Richardson made a motion to approve the case as submitted. Ramon Brown seconded the motion. The motion was approved unanimously.

IV. NEW BUSINESS:

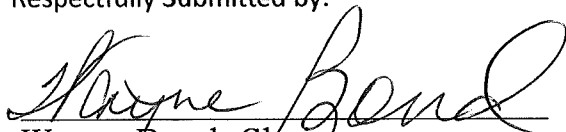
- Several Board members requested information regarding 1010 Broadway. Johnson stated that a stop work order will soon be issued.


V. OLD BUSINESS:

- Case reviews:
 - 1100 Broadway – Second Story – COMPLETE
 - 201 & 207 13th Street – Highside Market – IN PROGRESS
 - 301 13th Street – BAT Uptown LLC – NO ACTIVITY
 - 1246 1st Avenue – Truist Bank – COMPLETE

VI. ADJOURNMENT: Monday, September 20, 2021 at 3:11 p.m.

Respectfully Submitted by:


Wayne Bond, Chairman


Will Johnson, Secretary

UPTOWN FACADE BOARD

Item #3.

MEETING MINUTES

A meeting of the Uptown Façade Board was held on Monday, October 18, 2021 at 3:00 p.m., at 420 10th Street, Government Center Annex - Conference Room, 1st Floor.

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|------------------------------|--|---|--|
| <u>Board Members Present</u> | Wayne Bond Robert Battle (MS Teams) Debbie Young | Jud Richardson (MS Teams) Jay Lewis Alan Udy (MS teams) | <u>Board Members Absent:</u> Ramon Brown Cesar Batista Hannah Israel |
|------------------------------|--|---|--|

| | |
|------------------------------|--|
| <u>Staff Members Present</u> | Will Johnson, Planning Justin Krieg, HCF (MS Teams) |
|------------------------------|--|

I. CALL TO ORDER: Chairman Wayne Bond called the meeting to order at 3:07 p.m.

II. APPROVAL OF MINUTES

Minutes for September Meeting were accepted and approved.

III. REVIEW OF APPLICATIONS:

1. 1421 6th Avenue – 1421 6th LLC

The applicant is seeking approval to complete a wholesale overhaul of the exterior façade in conjunction with a renovation of the interior space

Uptown Façade Board Ordinance, Section 9.2.5 of the UDO:

J.3.(B) *Review Criteria.* The Board shall approve an application and issue a certificate of facade appropriateness if it finds that the proposal meets the requirements of this Section. In making this determination, the Board shall consider, in addition to any other pertinent factors, the following criteria:

- (1) The historic and architectural value and significance of the structure;
- (2) The architectural style, general design, arrangement, texture and material of the architectural features involved with the structure and relationship to the interior architectural style;
- (3) The consistency with design guidelines adopted by the Board; and
- (4) Pertinent features of other structures within the Board's jurisdiction.

Staff Recommendation:

The proposed alterations to the building located at 1421 6th Street are intended to create a more engaging pedestrian streetscape in an area that is beginning to see new investment for redevelopment. This structure does not have a formal historic register listing, nor is it a part of a locally designated historic district. The most significant proposed changes to the building façade are located on the west façade (rear). This is the non-street side of the property.

The east (6th Avenue) façade contains storefront that runs the full width of the building along with 3 roll up doors. The owner proposes to repair and or replace the storefront system in kind. The aluminum framing will be painted black and the roll up doors will receive the same treatment. The most significant visual addition to the primary façade will be a set of 6 aluminum awnings placed over the storefront sections and roll up doors. This awning will be relatively flat with support arms place diagonally back to the building for support. The awning structures will be black as well.

The west elevation is proposed to receive a double door aluminum storefront style entrance along with a wooden deck along roughly 1/3 of the back of the building. This wood deck will be covered with a standing seam metal roof and will have both storefront and roll up doors giving access to the deck from the interior. This deck will include a wood ramp to provide rear ADA accessibility. Color and configuration of the storefront will be consistent with the treatment proposed on the front or east elevation of the building.

The application does not include any information related to business signage. The applicant should be prepared to present an additional application for signs when the information is available.

Staff recommends approval of the application as presented.

Chris Woodruff and Martin Huff, the owners, presented the case. After a short discussion, Jud Richardson made a motion to approve the case as submitted. Robert Battle seconded the motion. The motion was approved unanimously.

2. 1016 Broadway – Branddon Haynes

The applicant is seeking approval to add two additional floors to an existing one story building.

Uptown Façade Board Ordinance, Section 9.2.5 of the UDO:

J.3.(B) *Review Criteria.* The Board shall approve an application and issue a certificate of facade appropriateness if it finds that the proposal meets the requirements of this Section. In making this determination, the Board shall consider, in addition to any other pertinent factors, the following criteria:

- (1) The historic and architectural value and significance of the structure;
- (2) The architectural style, general design, arrangement, texture and material of the architectural features involved with the structure and relationship to the interior architectural style;
- (3) The consistency with design guidelines adopted by the Board; and

(4) Pertinent features of other structures within the Board's jurisdiction.

Staff Recommendation:

It should be noted, at the time of this review, the steel superstructure of the two additional floors has already been installed.

The building at 1016 Broadway is a one story structure with a masonry, glass, and stucco storefront. The existing building has likely been modified a good deal from its original construction due to the more modern storefront configuration and upper façade material treatment. This building along with the surrounding properties are listed on the National Register of Historic Places as a formal historic district. This property is considered a contributing building to a National Register Historic District that was established in 1977. This does mean the project will be reviewed by BHAR as well.

Given the level of alterations proposed for this property staff utilized sections of the Façade District Guidelines related to new construction, Section 3.0, as well as historic rehabilitation, Section 2.0. Highlights included below.

The change from one story to three stories is without question significant, but from a Façade review perspective is a change that is possible when done correctly as it relates to the guidelines. When designing a new building it is imperative to consider the character that is already established in the block (Section 3.0). Additionally, there should be careful consideration given to the materials used to help “connect” the adjacent buildings (Section 3.1). This construction should relate to and respect the continuity and character of existing block frontages. The surrounding buildings to the proposed project do consist of 2 and 3 story structures.

Additionally, new buildings should be consistent with the storefronts of the surrounding buildings, roof forms should frame the view of the building and provide a “cap”. The roof should frame the view of the storefront and where flat roofs are used, a cornice or other decorative band should be used to enhance the façade. (Section 3.3).

The scope of the rehabilitation should include the removal of materials that have been added over time and cover parts of the original façade (such as the stucco portion above the storefront). Remodel storefront in a way that respects the configuration and materials of the traditional design. If the original design cannot be determined, use a traditional storefront arrangement with similar features as a guide (Section 2.5).

- Will the existing stucco façade be removed and masonry painted?
- Will the existing brick façade be removed and replaced/painted?
- There appears to be a large glass storefront element on the right side of the building at ground level, is this a garage style door?
- Is the ground level façade open on the left side (stair side) or glassed in?
- The second floor appears to have a full width recessed façade, what is that wall material, how deep is the recess?
- What is contained in the small “bump outs” located on each floor level at the front right portion of the building, what material is proposed to clad those areas?
- Will the building be illuminated, i.e. lights on the building and not simply used for floor/area lighting?

From a Façade District guideline perspective, one of the most challenging design aspects of this project is the lack of a formal façade on the Broadway side of the building, mainly the 2nd and 3rd floors. When considering the “new construction” and “rehabilitation” sections of the guidelines it appears there is clear intent for a defined streetside façade. One design compromise might be constructing a building façade with empty window openings on the upper floors. S

Staff recommends denial of the application as presented due to a lack of a defined front façade (Section 3.0, 3.1 and 3.3) along with a lack of construction details. Staff does however believe a 2-3 story building is appropriate in this location and there is likely an acceptable development scheme that is within the intent of the guidelines as well as working with the existing framework of the building.

Brandon Haynes, the applicant, presented the case. He described the types of businesses he want to pursue for the site; he discussed color and design; he also mentioned that he wasn’t very far along on design regarding the façade. After a lengthy discussion regarding faux facades, delays, and lack of information, Jud Richardson made a motion to table the case. Alan Udy seconded the motion. The motion was carried unanimously.

Robert Battle offered a follow-up motion to create a 4-person committee to assist the applicant is moving forward with his project. Jud Richardson seconded the motion. The motion carried unanimously. Robert Battle, Jud Richardson, Alan Udy, and Debbie Young volunteered to serve on the committee.

IV. NEW BUSINESS:

- 2022 UFB Chair
 - Robert Battle made a motion to appoint Wayne Bond as the chairperson for 2022. Jay Lewis seconded the motion. The motion carried unanimously.
 - Jud Richardson made a motion to appoint Robert Battle as Vice Chairperson. Debbie Young seconded the motion. The motion carried unanimously.
- 2022 UFB Meeting Calendar
 - Jay Lewis made a motion to adopt the 2022 UFB Meeting Calendar. Debbie Young seconded the motion. The motion carried unanimously.

V. OLD BUSINESS:

- Case reviews:
 - 1207 Broadway – Southern Roots – COMPLETE
 - 1244 Broadway – Club Ayden – COMPLETE

VI. ADJOURNMENT: Monday, October 18, 2021 at 4:21 p.m.

Respectfully Submitted by:

Wayne Bond, Chairman

Will Johnson, Secretary

Item #3.

MEETING MINUTES

A meeting of the Uptown Façade Board was held on Monday, November 15, 2021 at 3:00 p.m., at 420 10th Street, Government Center Annex - Conference Room, 1st Floor.

| | | | | |
|-------------------------------------|---|------------------|--|---|
| <u>Board Members Present</u> | Jud Richardson Robert Battle (MS Teams) Hannah Israel (MS Teams) | Jay Lewis | <u>Board Members Absent:</u> Ramon Brown Debbie Young | Cesar Batista Wayne Bond |
| <u>Staff Members Present</u> | Trey Wilkinson, Planning Justin Krieg, HCF (MS Teams) | | | |

I. CALL TO ORDER: Vice Chairman Robert Battle called the meeting to order at 3:00 p.m.

II. APPROVAL OF MINUTES

Minutes for October meeting were accepted and approved.

III. REVIEW OF APPLICATIONS:

1. 1516 2nd Avenue – 1516 Uptown, LLC

The applicant is seeking approval to add new signage.

Uptown Façade Board Ordinance, Section 9.2.5 of the UDO:

J.3.(B) *Review Criteria.* The Board shall approve an application and issue a certificate of facade appropriateness if it finds that the proposal meets the requirements of this Section. In making this determination, the Board shall consider, in addition to any other pertinent factors, the following criteria:

- (1) The historic and architectural value and significance of the structure;
- (2) The architectural style, general design, arrangement, texture and material of the architectural features involved with the structure and relationship to the interior architectural style;
- (3) The consistency with design guidelines adopted by the Board; and
- (4) Pertinent features of other structures within the Board's jurisdiction.

Staff Recommendation:

The proposed signs to be located on 2nd Avenue and 3rd Avenue are proposed to be 16SF in size (2'x8') One sign is proposed to be mounted on the side of the building (2nd Avenue) and the other mounted on a pedestal (3rd Avenue). The signs are proposed to have internal illumination. The size, material, and design of the signs are appropriate.

Typically, internally illuminated signs are not allowed in the Façade District. Typically, non-flush mounted signs are not allowed in the façade district. Both of these characteristics would require a variance for approval by the Board. Staff recommends approval of the application as presented, with the exception of internal illumination and the sign requiring non-flush mounted installation.

Ken Henson, the owner, presented the case. After a short discussion, Jud Richardson made a motion to approve the case as submitted. Hannah Israel seconded the motion. The motion was approved unanimously.

2. 1220 2nd Avenue – 1220 Uptown, LLC

The applicant is seeking approval to alter the façade of the building located at 1220 Second Avenue. These changes includes a new storefront system, primary sign, and windows on the north façade.

Uptown Façade Board Ordinance, Section 9.2.5 of the UDO:

J.3.(B) *Review Criteria.* The Board shall approve an application and issue a certificate of facade appropriateness if it finds that the proposal meets the requirements of this Section. In making this determination, the Board shall consider, in addition to any other pertinent factors, the following criteria:

- (1) The historic and architectural value and significance of the structure;
- (2) The architectural style, general design, arrangement, texture and material of the architectural features involved with the structure and relationship to the interior architectural style;
- (3) The consistency with design guidelines adopted by the Board; and
- (4) Pertinent features of other structures within the Board's jurisdiction.

Staff Recommendation:

A new storefront system is proposed to be installed in the structure. The proposal includes a storefront that has a recessed entry door arrangement to allow for the swing of the door to not cross city right-of-way when opening. This is an appropriate replacement and adaption of the storefront. The original dimensions of the opening will not be altered.

Additionally, the owner is proposing to close off some, but not all of the upper floor windows. The application was not clear regarding which or how many of the windows would be closed or replaced with solid material. Also, it is unknown what material will be used in the closed off openings.

The horizontal band of windows at the second story has minimal visual impact to the streetscape, but the definition of the opening across the front of the building should be maintained. It is acceptable to close off some of the openings, but an acceptable material should be used to do so, such as spandrel glass, metal louvered panels, etc. The enclosure material should be dark in color.

A request for a 4'x8' sign panel depicting the address of the building is requested. The size of the sign is appropriate for the structure. The material and illumination should be defined by the applicant.

The applicant desires to cut in new window openings on the north façade as depicted in the north elevation in the application. The majority of the new window openings are located on the 1st floor north side of the building. The applicant proposes to use a storefront style window on the north façade of the building for these new openings as well as replacing some of the existing metal windows.

Staff recommends conditional approval of the application.

The applicant needs to define the following details of the project prior to approval:

- **What color will the framing of the new storefront and windows be?**
- **How many of the 2nd floor front windows will be covered and what material will be used to cover them?**
- **What material is the sign constructed of and will it be illuminated?**

Ken Henson, the owner, presented the case. After a short discussion, Jay Lewis made a motion to approve the case with one condition: there shall be no illumination for the sign. Hannah Israel seconded the motion. The motion was approved unanimously.

IV. NEW BUSINESS:

- None

V. OLD BUSINESS:

- 1016 Broadway – Brandon Haynes
 - Carried Over to December meeting
- Case reviews:
 - 1104 2nd Avenue – St. Luke – IN PROGRESS
 - 1239 Broadway – Nonic – IN PROGRESS

VI. ADJOURNMENT: Monday, November 15, 2021 at 3:13 p.m.

Respectfully Submitted by:

Robert Battle, Vice Chairman

Will Johnson, Secretary

UPTOWN FACADE BOARD

Item #3.

MEETING MINUTES

A meeting of the Uptown Façade Board was held on Tuesday, December 14, 2021 at 3:00 p.m., at 420 10th Street, Government Center Annex - Conference Room, 1st Floor.

| | | | |
|------------------------------|--|---|---|
| <u>Board Members Present</u> | Wayne Bond Robert Battle (MS Teams) Hannah Israel (MS teams) | Jud Richardson (MS Teams) Debbie Young Jay Lewis (MS Teams) | <u>Board Members Absent:</u> Ramon Brown Cesar Batista |
|------------------------------|--|---|---|

| | |
|------------------------------|--|
| <u>Staff Members Present</u> | Trey Wilkinson, Planning Justin Krieg, HCF (MS Teams) |
|------------------------------|--|

I. CALL TO ORDER: Chairman Wayne Bond called the meeting to order at 3:05 p.m.

II. APPROVAL OF MINUTES

No minutes were presented.

III. REVIEW OF APPLICATIONS:

No cases.

IV. NEW BUSINESS:

- None

V. OLD BUSINESS:

- 1016 Broadway – Brandon Haynes

Brandon Haynes, the applicant, returned to update the Board on this project. After a lengthy discussion, Robert Battle made a motion to approve the latest architectural rendering in concept. He stated that particular details, such as siding, lighting, railings, colors, etc., and explore adding a rooftop definition to the top front façade. Debbie Young seconded the motion. The motion passed unanimously.

- Case reviews:
 - None

VI. ADJOURNMENT: Tuesday, December 14, 2021 at 4:28 p.m.

Respectfully Submitted by:

Wayne Bond, Chairman

Will Johnson, Secretary

File Attachments for Item:

.

**Columbus Consolidated Government
Board Appointments – Action Requested**

BOARD APPOINTMENTS - ACTION REQUESTED

4. VOTE TABULATION:

A. BOARD OF WATER COMMISSIONERS: At the November 18, 2025, Council Meeting two nominees were submitted for the seat of Wes Kelley (*Not Eligible*).

- Councilor Anker nominated Brooks Yancey.
- Councilor Cogle nominated Ernie Smallman.

(NOTE: Each member of Council will vote for one of the nominees submitted when their name is called. The nominee that receives the most votes will then be confirmed.)

5. COUNCIL APPOINTMENTS – READY FOR CONFIRMATION:

A. PERSONNEL REVIEW BOARD: Donna Tompkins was nominated to succeed Willie Butler (*Not Eligible*) as the Regular Member #1. (*Councilor Crabb's nominee*) Term Expires: December 31, 2028

6. COUNCIL DISTRICT SEAT APPOINTMENTS- ANY NOMINATIONS MAY BE CONFIRMED FOR THIS MEETING:

A. CIVIC CENTER ADVISORY BOARD:

Vacant

Term Expires: March 1, 2026

Open for Nominations
(*District 9 – Anker*)

The terms are three years. Meets quarterly.

Women: 3

Senatorial District 15: 5

Senatorial District 29: 4

Vacancies: 3

7. APPOINTMENTS – CONFIRMED BY COUNCIL:

A. AIRPORT COMMISSION:

Art Guin*Eligible*

Open for Nominations

(Commission's Nominee/Confirmed by Council)

Term Expires: December 31, 2025

****The Airport Commission has renominated Art Guin.****(NOTE: On November 18, 2025, Council chose to take no action on the renomination of Art Guin until after receiving an update from the Columbus Airport scheduled for the December 18, 2025, Council Meeting.)***The Commission submits one (1) nominee for consideration and confirmation. Ordinance No. 11-23 removes the two-term limit previously in place for board members.***Terms are five years. Meets monthly.***Women: 1****Senatorial District 15: 3****Senatorial District 29: 2****Vacancies: 0****8. COUNCIL APPOINTMENTS – ANY NOMINATIONS WOULD BE LISTED FOR THE NEXT MEETING:****A. BOARD OF HEALTH:****Yasmine Cathright***Not Eligible*

Open for Nominations

(Council's Appointment)

Term Expires: December 31, 2025

*The terms are five years. Meets monthly.***Women: 4****Senatorial District 15: 0****Senatorial District 29: 5****Vacancies: 1****B. HISTORIC & ARCHITECTURAL REVIEW BOARD:**

Open for Nominations

Vacant
(Historic District Preservation Society Rep.)
 Term Expires: January 31, 2028

(Council's Appointment)

***Councilor Cogle is nominating Chris Henson.**

The terms are three years. Meets monthly.

Women: 4
Senatorial District 15: 6
Senatorial District 29: 1
Vacancies: 2

C. PERSONNEL REVIEW BOARD:

Yolanda Sumbry Sewell
Not Eligible
(Regular Member 4)
 Term Expires: December 31, 2025

Open for Nominations
(Council's Appointment)

Vacant
(Alternate Member 1)
 Term expires: December 31, 2027

Open for Nominations
(Council's Appointment)

Vacant
(Alternate Member 2)
 Term expires: December 31, 2027

Open for Nominations
(Council's Appointment)

Vacant
(Alternate Member 3)
 Term expires: December 31, 2027

Open for Nominations
(Council's Appointment)

Delano Leftwich
Not Eligible
(Alternate Member 4)
 Term expires: December 31, 2025

Open for Nominations
(Council's Appointment)

Vacant

Open for Nominations
(Council's Appointment)

(Alternate Member 5)

Term expires: December 31, 2025

*The terms are three years. Meets monthly.***Women:** 3**Senatorial District 15:** 3**Senatorial District 29:** 3**Vacancies:** 4**D. UPTOWN FACADE BOARD:**

*Vacant***(Uptown Business Improvement District)**

Term Expires: October 31, 2026

Open for Nominations
(Council's Appointment)

*Vacant***(Uptown Business Improvement District)**

Term Expires: October 31, 2027

Open for Nominations
(Council's Appointment)

*Vacant***(Uptown Columbus)**

Term Expires: October 31, 2026

Open for Nominations
(Council's Appointment)*Terms are five years. Meets monthly.***Women:** 4**Senatorial District 15:** 3**Senatorial District 29:** 3**Vacancies:** 3

BOARD MEMBER ELECTION

TABULATION OF VOTES

BOARD: Board of Water Commissioners

DATE: December 9, 2025

POSITION: Wes Kelley (Presently or formerly held by)

INDIVIDUAL COUNCIL MEMBERS VOTING AS FOLLOWS:

| NOMINEES: | Allen | Anker | Chambers | Cogle | Crabb | Davis | Garrett | Hickey | Huff | Tucker | Total |
|--|-------|-------|----------|-------|-------|-------|---------|--------|------|--------|-------|
| | | | | | | | | | | | |
| Brooks Yancey (Councilor Anker's nominee on 11-18-2025) | | | | | | | | | | | |
| Ernie Smallman (Councilor Cogle's nominee on 11-18-2025) | | | | | | | | | | | |