

From: news@gwinnettforum.com
Sent: Tuesday, June 26, 2012 7:45 AM
To: jallen@gwinnettplacecid.com
Subject: 6/26: Remembering Herb Green; Good news for CIDs; more

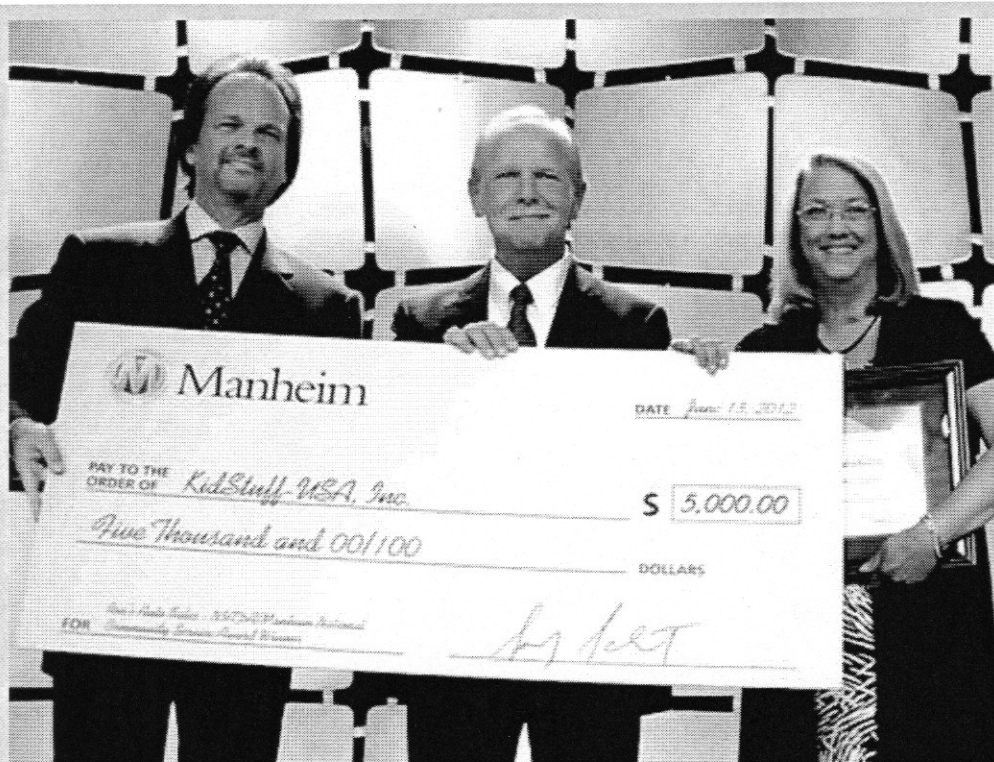
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SERVICE AWARD. Ron's Auto Sales of Lawrenceville recently won recognition from the National Independent Automobile Dealer's Association for service to the community. Manheim's Nick Peluso, left, presented a \$5,000 check for charity to Ron and Debbie Rigdon. For more, see [Notable](#) below.

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TODAY'S FOCUS

Green was key figure in politics, the union and neighborhood

By STEVE REILLY

Former chairman, Gwinnett Democratic Party

Special to GwinnettForum

(Editor's Note: A stalwart contributor Gwinnett County, Herb Green, touched many lives in this county. We asked someone who knew him well to pen a remembrance. -eeb)

NORCROSS, Ga., June 26, 2012 – Lifelong Gwinnett County resident Herb Green died on May 18, 2012. He was 90 years of age.



Green

This man was a lion of a political activist with the Democratic Party of Georgia. He was a member of the Gwinnett County Democratic Party Committee for over 50 years, and was a delegate to five Democratic National Conventions.

Herb believed in the "working people." After serving in the U. S. Army Air Corps during World War II, he began his own career on the assembly line at the General Motors plant in Doraville, and subsequently became active in the United Auto Workers. Eventually, Herb became a full-time union representative, and was instrumental in securing the endorsement of organized labor for Jimmy Carter when Mr. Carter sought the presidency in 1976. Herb retired from the UAW in 1976 after 37 years, and continued thereafter to serve on the Board of Review for the Georgia Department of Labor until last year.

The consummate family man, Herb was married to Autince ("Tince") Green, his wife of 63 years. They had a son, Terry, and daughter, Cathy, five grandchildren and three great-grandchildren. He was an active member of Winters Chapel United Methodist Church near Norcross for 77 years.

He was a beloved leader of his church, who had a prominent role in virtually everything that occurred there. Herb Green was a man who cared deeply about his family, his church, and his community. Herb as a "doer" when things needed to be done; he was known typically as the one organizing the activity and taking a lead "hands on" role in getting it done. The activity could be a church event, a political rally, or building a ball field at the local park in Norcross.

Herb could also be the one to "light a fire" under the rest of us to get an activity completed. When I was the local Democratic Party chairman, if nobody stepped forward to take on a task, Herb would just start doing it himself, which of course compelled the rest of us to get to work on it!

When it came to the area of Norcross, Herb Green was something of a local historian, knowing so many of the people who came and went over the decades. Raised in the Norcross area, as a child Herb attended the one room school house in the Mechanicsville neighborhood off Buford Highway. Norcross and Gwinnett County were rural farming areas when Herb came of age, and he could document in detail the development of the area to its present day.

Growing up in the Depression, Herb knew what poverty was. He persevered through the hardest of times because of his relentless work ethic, hope and faith in God, and an absolute refusal to accept defeat.

Herb will be missed by many. He was a friend upon whom one could always depend. The void he leaves is wide and lasting to those of us who knew him. The lessons we learned from his example are unforgettable.

Herbert Cleveland Green, 1921, 2012: may he rest in peace.

ELLIOTT BRACK

Four Gwinnett CIDs get welcomed funding from the state

By ELLIOTT BRACK

Editor and publisher

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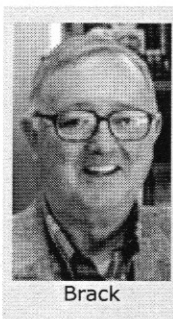
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JUNE 26, 2012 – Gwinnett's four Community Improvement Districts scored well when Gov. Nathan Deal distributed funds from the State Road and Tollway Authority's Georgia Transportation Infrastructure Bank (GTIB) last week. The four Gwinnett CIDs got \$3 million of the \$8 million awarded.



Brack

How did Gwinnett score so well? The short answer we got from talking to CID officials is that Gwinnett had projects already outlined which squared well with what the GTIB wants to do. Just having within Gwinnett four communities which are already organized for improving their areas, particularly with funds dealing with roads, put Gwinnett a leg ahead of some other CIDs, whose projects were either not funded or funded to a lesser degree.

As Gov. Nathan Deal said: "The GTIB program is a way for communities who are serious about investing in their infrastructure to apply for the help they need to complete or move their projects forward." He added: "These projects are the kinds of investments that not only sustain communities, but they also strengthen communities by providing more job opportunities."

Both the Gwinnett Place and Gwinnett Village CIDs obtained \$1 million for work on each of their Diverging Diamond Interchanges (DDI) along Interstate 85. While the projects will cost, the award of \$1 million will pay about 20 percent of both projects.

Work will begin this summer on the Gwinnett Place DDI, and be completed in about a year. The project has already been awarded to E.R. Snell Contractor of Snellville, the same firm that did the first DDI to be completed, the one at Ashford Dunwoody Road and Interstate 285. URS Corp. of Perimeter Center did the design on the Gwinnett Place DDI. Eric Fry of Grayson was the project engineer. By the way, work will halt on the Gwinnett Place DDI from mid-November until later in January to accommodate traffic during the heavier Gwinnett Place Christmas season shopping.

Work on the Jimmy Carter Bridge DDI should be bid in the next few weeks, with dirt moving by September, and finished by spring of 2013.

The big surprise in the GTIB announcement was the \$800,000 that the Lilburn CID garnered. The award is for relocation of 1,200 feet of Main Street, from U.S. Highway 29 a short distance south to Church Street. That will include two round-abouts, curb, gutter and drainage improvements. All this is to pave the way for traffic when the City of Lilburn moves its City Hall and new library to the Church Street location. Cost of the total project will be \$1.6 million.

For the Evermore CID, the project will be a realignment of Old U.S. Highway 78 on the north side of US 78 directly across existing Walton Court. It's part of a larger project of a parallel road to U.S. 78. The GTIB grant was for \$200,000. Evermore also was awarded \$500,000 for a two-lane parallel road to U.S. Highway 78 for one mile, from Hewatt to Britt Roads.

Other GTIB grants went to the following CIDs: Perimeter, \$1 million; Atlanta Downtown, \$200,000; Buckhead, 750,000; Cumberland, \$1 million; Midtown, \$200,000; Stone Mountain, \$500,000; and North Fulton, \$1 million.

The funding by the state recognizes the good work that these CIDs are already doing, and helps speed projects along. It's good to see positive news coming to us these days.

ABOUT OUR SPONSORS

Gwinnett Place Community Improvement District

The public spiritedness of our sponsors allows us to bring GwinnettForum.com to you at no cost to readers. The Gwinnett Place Community Improvement District (CID) is a self-taxing district organized in March 2005 comprised of 238 commercial properties. The CID's mission is to "enhance the economic vitality of Gwinnett's central business district by strengthening the area's role as the center of commercial activity." In addition to comprehensive planning efforts to address traffic congestion, an



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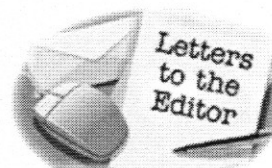
area-wide branding and marketing initiative, daily community patrols keeping the area free from graffiti and litter, landscaping enhancements, infrastructure improvements and promoting redevelopment opportunities, the CID Board of Directors remains committed to increasing the long-term economic sustainability of greater Gwinnett Place. The Gwinnett Place CID...Keeping Gwinnett Place the Place to be. To learn more about the Gwinnett Place CID and ways to find success at Gwinnett's central business district, please visit www.GwinnettPlaceCID.com or www.visitgwinnettplace.com.

FEEDBACK

These 2 guys make point out of the same song book

Editor, the Forum:

I do agree with you on several points you make against the T-SPLOST being voted for next month. But letting your liberalism bleed into this does not help support your cause. The "fat cats" (liberal propaganda) will just pass on taxes to the renters so making property owners pay more than their fair share does not hold water.



Also property values have significantly dropped, hence property tax has declined. Why not raise gasoline taxes and make those who use the roads pay for the roads? I know that is not a politically correct idea in an election year but I believe (did not research) Georgia taxes on gasoline are some of the lowest in the region.

– Randy Sutt, Duluth

Editor, the Forum:

I thought you presented a well thought-out approach to your column on why to vote against T-SPLOST, until your comment about "fat cats." You're drinking the Obama Kool-Aid and trying to divide our great country by making successful people synonymous with the dark side. Surely you can do better than that!!

– Bill Short, Lawrenceville

Dear Randy and Bill: Sounds like you are singing out of the same songbook, and you are absolutely right: I should have stuck with facts and left emotion out. And yes, Georgia gas taxes are among the lowest in the nation. This is another example of the Legislature not doing its job. --eeb

Taxes are the price we pay for being part of a civilized society

Editor, the Forum:

T-SPLOST is bad on so many levels. In addition to being bad for the reasons you mention, the plan is to primarily fund more highway projects. As I said before, we've been trying to pave out way out of a traffic problem for about 50 years now and it is apparent that this won't work. Just look around you.

Secondly, it simply places more funds in the hands of the Georgia Department of Transportation, the same clowns that are fighting shy of anything that doesn't involve pavement (read: "Any rail project.") They also are the crowd that wasted funds on the largely used "Peach Pass" lanes on I-85.

As to property taxes vs. sales taxes: Taxes are the price we pay for a civilized society. Without tax-funded government programs, we'd have tyranny by the "haves" over those who "have not." (We seem to be headed in that direction now, and at an alarmingly increasing speed.) Property taxes (and yes, I pay property taxes) and graduated income taxes assure that those who have benefited most from society pay the most to support it, and this is as it should be.

– Robert Hanson, Loganville

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