



**TOWN OF CARRBORO, NORTH CAROLINA**

**CAPITAL IMPROVEMENTS PROGRAM**

**FY 2015-16 THROUGH FY 2020-21**

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CAPITAL IMPROVEMENTS PROGRAM  
FY 2015-16 THROUGH FY 2020-21**

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## Message from the Manager

February 3, 2015

Dear Mayor and Board of Aldermen,

It is with pleasure that I submit to you the Town of Carrboro's Capital Improvements Program (CIP) for FY 2015-16 through FY 2020-21. The CIP is a planning tool, rather than budget appropriation, with the overall goal of developing a plan that addresses the Town's immediate and long-term capital needs. The CIP identifies needed capital investments for property, plant or equipment acquisitions and renovations to implement the Board of Aldermen's vision and strategic priorities for the Town. The Board's ultimate goal is creating and maintaining Carrboro as a sustainable community that is a highly desirable place to live, with emphasis on quality of life policies such as walkability, environmental protection, recreation and local economic development.

In last year's CIP we began identifying energy sustainability measures underway or to be incorporated into proposed project activities. Because many of the projects in the CIP represent long-term and substantial investments and have been planned or underway for several years, we have sought to streamline the CIP plan by focusing more on the project description and project benefits. Projects have been classified into five categories:

1. Current
2. Mandated Storm Water Management
3. Vehicles/Equipment
4. Technology
5. New Projects

As in the past, we also seek to gauge the impact of the CIP on future operating budgets and the Town's debt capacity.

### **Accomplishments and CIP Highlights**

After years of deferred maintenance of Town park facilities, we have undertaken a number of vital projects. In Anderson Park we have begun renovation of the park bathrooms, renovation of the multi-purpose field, and re-surfacing of the basketball and tennis court. In Wilson Park we have started replacement of the tennis court. In Baldwin Park efforts are underway to renovate the basketball court.

In 2013-14 we completed preliminary study for improvements to the Town Commons and updated the Master Plan for Martin Luther King Jr. Park. Options for both of the projects include a phased approach to possible renovations and improvements. Decisions on the final design and proposed improvements are expected to be made in 2014-15.

With the exception of the Rogers Road and Smith Level Road, all sidewalk projects have been completed. The Rogers Road sidewalk is in final design stage and staff has begun right-of-way acquisition with construction projected to commence in 2015. Smith Level Road is currently under construction and is expected to be completed in 2015.

The Town appropriated all of its \$900,000 commitment for Rogers Road Remediation project to be undertaken with Orange County and Town of Chapel Hill. With recent ETJ actions by the

Town of Chapel Hill, final plans for the remediation are anticipated in 2015-16.

Town staff continues to work on energy and climate protection to identify, evaluate and plan for implementation of energy efficiency strategies in Town facilities and infrastructure. The project to replace street lights with LED lights is on hold pending decisions by Duke Power and North Carolina Utility Commission. Evaluation of Century Center HVAC system and study of Town Hall infrastructure for more effective use of finished and unfinished space, including energy efficiency measures is expected to be undertaken in 2014-15.

The CIP includes mandated storm water management projects that must be undertaken by the Town to comply with the Jordan Lake Rules. Under these Rules, the Town is required by 2023 to reduce nitrogen loading from existing development by 8% and beginning in 2014 must install two retrofits per year. Additionally, due to a number of flood prone areas in Town, we have also included several new projects to mitigate these flood areas.

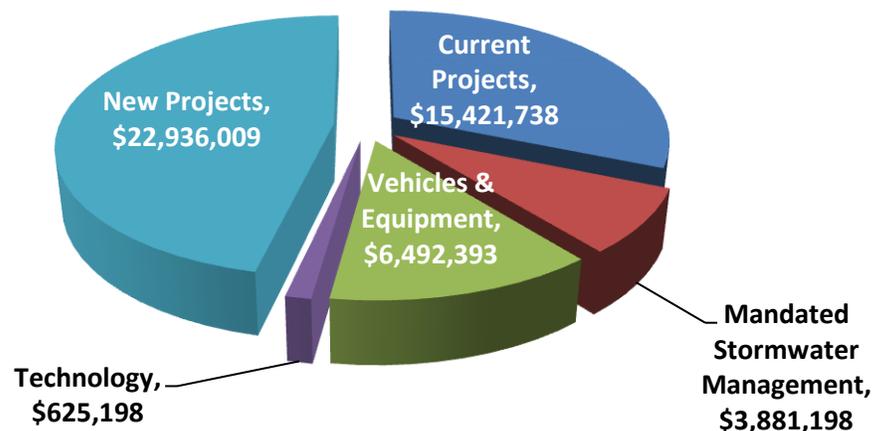
The Town continues its investment in road infrastructure with a planned 15-year cycle street resurfacing program. The CIP also includes scheduled replacement of vehicles and equipment with a focus on economical use, maximum utilization, and evaluation of alternative fuel or hybrid vehicles. All vehicles and equipment to be acquired are expected, to the extent possible, to reflect energy and climate protection strategies. As in the past, actual vehicles and equipment to be acquired in any year will be dependent upon the Town's financial condition and debt tolerance.

A new public works facility is included for possible funding beyond FY 2021-22. Construction of a new Public Works facility with estimated construction costs of over \$11.8 million would be the most expensive project ever undertaken by the Town. The estimated debt service for such facility is over \$800,000 annually for twenty five years.

### **Estimated Cost**

The total estimated cost of the proposed CIP is \$49.3 million. Current projects total \$15.4 million or 31.2% of the total; and new projects total \$22.9 million or 46.5%. To comply with the Jordan Lake Rules, the estimated cost is \$3.8 million or 7.9%. For vehicles and equipment the CIP includes \$6.4 million or 13.2%.

### **CIP PROJECTS BY CATEGORY**



Overall the proposed net increase of costs over the current CIP is \$3.4 million or 8% of the current \$45.8 million plan.

	<u>RECOMMENDED</u> <u>CIP THRU 2020-</u> <u>21</u>	<u>CURRENT CIP</u> <u>THRU FY 2019-20</u>	<u>CHANGE \$</u>	<u>CHANGE</u> <u>%</u>
Current Projects	\$ 15,421,738	\$ 16,231,034	\$ (809,296)	-5%
Mandated Stormwater Management	3,881,198	2,013,086	1,868,112	93%
Vehicles/Equipment	6,492,393	6,275,374	217,019	3%
Technology	625,198	90,000	535,198	595%
New Projects	22,936,009	21,279,917	1,656,092	8%
TOTAL	\$ 49,356,536	\$ 45,889,411	\$ 3,467,125	8%

Project costs are updated periodically depending on the type of project. For example:

- Street resurfacing costs are adjusted each year due to the fluctuation of petroleum costs;
- Sidewalk costs are updated based on calculating a cost per foot;
- Greenways costs have increased due to new estimates for construction and the inclusion of the full costs to complete the entire Morgan Creek Multi-Use Path.

Information Technology CIP projects are those that cost \$50,000 or more and designed to increase or provide new technology capacity. IT projects related to software replacements, upgrades or maintenance costs are provided for in the annual operating budget. Technology projects proposed in the CIP include Mobile Video Recording (MVR) technology or Body Worn Cameras for the Police Department, conduit installation for Rogers Road and Smith Level Road, and fiber optic cabling to connect Fire Station #2, Town Hall and Century Center.

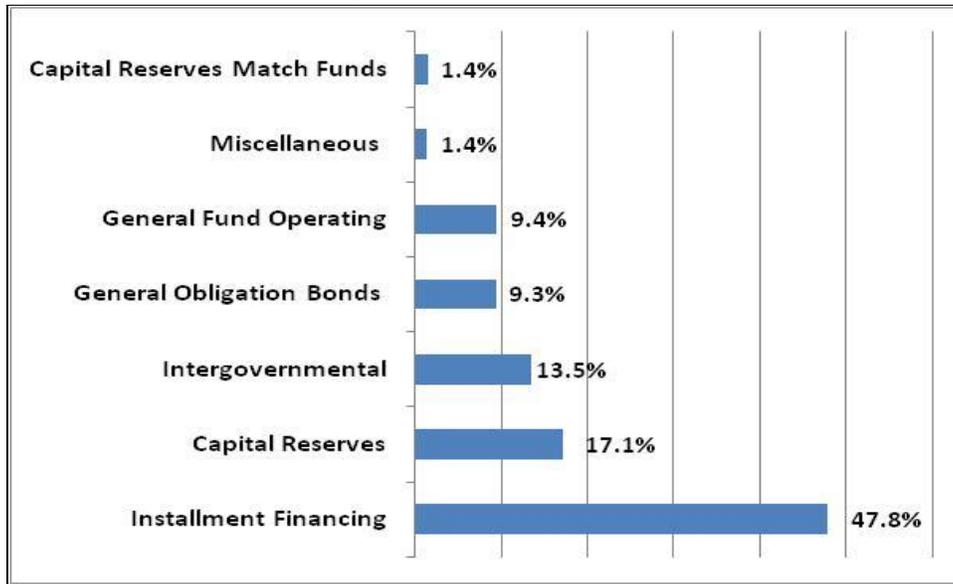
### **Funding for CIP**

Below are the proposed sources of funding for the \$49.3 million CIP.

Installment Financing	\$ 23,590,923
Capital Reserves	8,460,871
Intergovernmental	6,684,198
General Obligation Bonds	4,600,000
General Fund Operating	4,651,888
Miscellaneous	666,591
Capital Reserves - Matching Funds	702,065
TOTAL	\$ 49,356,536

With 57% of the proposed funding being debt, the concern is the potential impact on the Town's overall financial condition and annual operating budget. Installment debt financing comprise 47.8%, and general obligation bonds issued in 2013 comprise 9.3% of the proposed funding. While intergovernmental revenues represent 13.5% of total financing, the challenge for the Town will be to provide matching funds for such revenues. General Fund operating funds will comprise 27.9% for capital reserves, operating and miscellaneous.

### PROPOSED FINANCING SOURCES



Should the Town decide to undertake all projects requiring debt financing, there would be a change in the current debt service trend. If no additional debt was acquired by the Town, the debt service percent of operating budget would decline from 3.4% in 2015-16 to 1.6% in 2020-21. On the other hand, should the Town acquire additional debt as proposed in the CIP, during this period there would be a higher percentage of the operating budget devoted to debt services. In 2015-16 the debt service percent is estimated to be 4.7% peaking at 5.4% in 2017-18 before beginning a gradual decent to 4.2% in 2020-21. While these ratios may be below the Town's goal of 12%, the challenge will be the priority of CIP projects in relation to all of the other Town priorities.

As with major financing decisions, there are challenges and choices the Town must make in carrying out its CIP over the coming years. With a tax base comprised of mostly residential properties and limited commercial base, the ability to sustain a large Capital Improvements Program will require a combination of debt financing and the use of capital reserve funds. To minimize increases in the Ad Valorem tax rate for residents, it will require continuous evaluation of capital needs and priorities. Additionally, efforts need to continue to be undertaken to diversify the Town's tax base beyond the heavy reliance on residential property taxes. Such diversification might include impact fees for recreation and/or transportation purposes, meal taxes, special tax districts for economic development, real estate transfer taxes, and grants.

I am proud of the progress the Town has made in implementing its Capital Improvements Program. I look forward to discussing the projects included in the CIP for FY 2015-16 through FY 2020-21 and working to bring to life the vision of our residents and the Board.

Sincerely,

David L. Andrews, ICMA-CM  
Town Manager

## INTRODUCTION

The major goal of the CIP is to assemble a plan that addresses the Town's immediate and long-term capital needs, particularly those related to:

- a. Maintaining the existing infrastructure in order to protect the Town's investments
- b. Expanding the Town's tax base in a way that will benefit both current and future citizens
- c. Complying with state and federal mandates
- d. Incorporating energy and climate protection strategies
- e. Providing Town services in the most efficient and safe manner
- f. Managing and encouraging orderly implementation of Town adopted needs assessments, strategic and program master plans (e.g., Vision 2020, Downtown Visioning Plan, Downtown Traffic Circulation Study, Recreation and Parks Master Plan, etc.)

The six-year Capital Improvement Program is a planning tool, not a budget. Funding for projects and activities in the CIP is done through appropriation in the operating budget or enactment of project ordinance. Adjustments for anticipated projects may be made each year during development of the annual operating budget.

Town staff develops and maintains a projection of capital projects for the next six years based on previous capital plans, community needs assessments, and projects approved by the Board of Aldermen. Each proposed project in the CIP is tied to projected revenues that equal expenditures. Funds appropriated for study or evaluation of facilities and infrastructure that totaled less than \$50,000 are not included as part of the CIP project cost.

The CIP includes projects that cost \$100,000 or more; large in size; irregular in frequency; and involve assets that last for many years. Vehicles and capital equipment that cost \$25,000 or more per item for additions and replacements are considered for the Town's lease-purchase schedule based on criteria established in the Town vehicle replacement policy. As a general rule, vehicles with less than 100,000 miles will not be replaced unless it is determined to be a "lemon" and annual repairs in a two year period exceed the cost of a new vehicle. Note: All vehicles for purchase in 2015-16 and thereafter are expected to reflect fuel efficiencies as identified in the Town's Strategic Energy and Climate Protection Plan.

Also included are Information Technology (IT) projects which cost \$50,000 or more and are designed to increase or provide new technological capacity. IT projects related to software replacements, upgrades or maintenance costs are to be provided for in the annual operating budget.

The CIP recognizes the Town's borrowing limitation and debt tolerance. The CIP plan includes a financial analysis and impact of the CIP on the Town's operating budget impact and debt levels. Issuing debt is appropriate when facilities have a long life. Debt service payments spread the costs over the life of the facility. This ensures intergenerational equity; that is, the facility will be paid for by all citizens who will use and benefit from the facility, both when borrowing occurs and throughout the life of the debt issue.

## Summary of CIP Projects by Category

	Previous Expenditures	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 & BEYOND	TOTAL
<b>CURRENT PROJECTS</b>										
Homestead-CHHS MUP (Bolin Creek Phase IB Gway)	223,957	60,267	622,712	204,308						1,111,244
Morgan Creek MU Path	258,683	68,974	103,648	539,886					2,181,281	3,152,472
Park Maintenance and Repair	21,891	756,062	202,075	218,000	248,000	201,747	270,000	192,365	250,000	2,360,140
Rogers Road Remediation	-	-	200,000	200,000	250,000	250,000	-	-	-	900,000
Sidewalks	4,017,838	288,000	981,000	-	-	-	-	-	-	5,286,838
Street Resurfacing	-	435,562	601,400	-	601,400	-	601,400	-	-	2,239,762
Wilson Park MUP (completed)	371,282									371,282
<b>TOTAL CURRENT PROJECTS</b>	<b>4,893,651</b>	<b>1,608,865</b>	<b>2,710,835</b>	<b>1,162,194</b>	<b>1,099,400</b>	<b>451,747</b>	<b>871,400</b>	<b>192,365</b>	<b>2,431,281</b>	<b>15,421,738</b>
<b>MANDATED STORMWATER MANAGEMENT</b>										
Anderson Park		25,000	158,000							183,000
Carrboro Elementary/Shetley Bike Path							80,000	334,400		414,400
Carrboro Plaza			15,000	85,000						100,000
Carrboro High School						41,487	261,625			303,112
McDougle School Retrofit					82,974	523,249	389,463			995,686
MLK Retrofit		15,000	65,000							80,000
Morgran Creek Retrofit		40,000	245,000							285,000
Future Projects				40,000				345,000	1,135,000	1,520,000
<b>MANDATED STORMWATER MANAGEMENT</b>	<b>-</b>	<b>80,000</b>	<b>483,000</b>	<b>125,000</b>	<b>82,974</b>	<b>564,736</b>	<b>731,088</b>	<b>679,400</b>	<b>1,135,000</b>	<b>3,881,198</b>
<b>VEHICLES / EQUIPMENT</b>										
	<b>-</b>	<b>745,176</b>	<b>1,185,770</b>	<b>1,177,394</b>	<b>1,433,114</b>	<b>351,624</b>	<b>866,202</b>	<b>733,113</b>	<b>-</b>	<b>6,492,393</b>
<b>TEHCNOLOGY PROJECTS</b>										
	<b>200,982</b>	<b>178,216</b>	<b>246,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>625,198</b>
<b>NEW PROJECTS</b>										
Greensboro-Lloyd Street Bike Way	-	-	-	40,000		160,512	-	-	-	200,512
Jones Creek Greenway	-	-	29,388	308,569	-	-	-	-	1,115,504	1,453,461
PW Facility	756,236	-	-	-	-	-	-	-	11,814,833	12,571,069
Replacement of Street Lights w/ LED Lights	-	100,000	-	-	-	-	-	-	-	100,000
South Greensboro Sidewalk	-	-	105,130	440,896	405,756	242,774	-	-	-	1,194,556
Town Commons	-	-	64,300	464,300	43,000	353,500	-	-	-	925,100
Martin Luther King Park	596,250	-	-	129,115	1,291,146	-	-	-	-	2,016,511
Century Center HVAC	-	-	180,000	-	-	-	-	-	-	180,000
Town Hall Improvements	-	-	450,480	1,401,600	981,120	-	-	-	-	2,833,200
Storm Water Flooding Mitigation	-	-	432,800	718,000	310,800	-	-	-	-	1,461,600
<b>TOTAL NEW PROJECTS</b>	<b>1,352,486</b>	<b>100,000</b>	<b>1,262,098</b>	<b>3,502,480</b>	<b>3,031,822</b>	<b>756,786</b>	<b>-</b>	<b>-</b>	<b>12,930,337</b>	<b>22,936,009</b>
<b>TOTAL ALL PROJECTS</b>	<b>6,447,119</b>	<b>2,712,257</b>	<b>5,887,703</b>	<b>5,967,068</b>	<b>5,647,310</b>	<b>2,124,893</b>	<b>2,468,690</b>	<b>1,604,878</b>	<b>16,496,618</b>	<b>49,356,536</b>
<b>SUMMARY OF CIP REVENUES</b>										
	Previous Expenditures	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 & BEYOND	TOTAL
Capital Reserves	399,811	630,562	1,348,700	789,300	977,374	1,168,236	1,332,488	679,400	1,135,000	8,460,871
Capital Reserves - Matching Funds	-	-	5,878	61,714	-	32,102	-	-	602,371	702,065
General Fund Operating Funds	262,823	919,278	1,060,875	936,000	558,800	201,747	270,000	192,365	250,000	4,651,888
GO Bonds	2,955,350	60,267	864,735	105,000	195,756	48,555	-	-	370,337	4,600,000
Installment Financing	1,030,236	745,176	1,636,250	2,708,109	3,705,380	351,624	866,202	733,113	11,814,833	23,590,923
Intergovernmental	1,203,354	356,974	908,219	1,358,945	210,000	322,629	-	-	2,324,077	6,684,198
Miscellaneous (e.g., Payment in Lieu)	595,545	-	63,046	8,000	-	-	-	-	-	666,591
<b>TOTAL REVENUES</b>	<b>6,447,119</b>	<b>2,712,257</b>	<b>5,887,703</b>	<b>5,967,068</b>	<b>5,647,310</b>	<b>2,124,893</b>	<b>2,468,690</b>	<b>1,604,878</b>	<b>16,496,618</b>	<b>49,356,536</b>

## CURRENT PROJECTS

### *Street Resurfacing*

#### Project Description

The Town currently maintains approximately 44.16 miles of paved roads and makes an annual allocation for maintaining and resurfacing streets. The schedule of streets to be resurfaced is based on a pavement condition survey performed every 3 years. The latest survey was completed in February of 2014 and yielded an Average Pavement Condition Rating (PCR) of 86.5 for the entire town maintained road system. Even though this number is slightly lower than the 2011 Average PCR of 89.0 a downward trend has not yet been established and hopefully the amount of resurfacing completed in summer of 2014 and in the future during 2016 will increase the PCR before the next survey in 2017. The Average PCR value in 2008 was 85.7%. All three surveys noted above fall within the Good Category range of 81%-90%.

#### Project Benefits

Resurfacing each street every 15 years prevents critical surface deterioration and avoids expensive roadway replacement or reconstruction. To maintain the 15 year cycle, approximately 5 to 5 1/2 miles of streets need to be resurfaced every 2 years. A two-year bid cycle reduces administrative time and construction cost.

#### Energy Sustainability Measures

This project, though necessary and important to the overall health of the Town's street network, has a negative impact on carbon emissions due to the use of asphalt (a petroleum product) and the heavy equipment needed for resurfacing. However, the use of warm asphalt with an additive that requires less heat for placement than regular asphalt is still in trial stages and under review by the NCDOT. Should NCDOT adopt the use of warm asphalt in the future, this may provide a means to reduce carbon emissions.

#### Operating Impact

Streets kept in good condition through resurfacing reduce the need for repair and patching which is labor intensive and expensive.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design		\$ 401	\$ 1,400		\$ 1,400		\$ 1,400			\$ 4,601
Construction		\$ 435,161	\$ 600,000		\$ 600,000		\$ 600,000			\$ 2,235,161
<b>TOTAL COST</b>		<b>\$ -</b>	<b>\$ 435,562</b>	<b>\$ 601,400</b>	<b>\$ -</b>	<b>\$ 601,400</b>	<b>\$ -</b>	<b>\$ 601,400</b>	<b>\$ -</b>	<b>\$ 2,239,762</b>

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Capital Reserves		\$ 435,562	\$ 601,400	\$ -	\$ 601,400	\$ -	\$ 601,400	\$ -		\$ 2,239,762
<b>TOTAL FUNDING</b>		<b>\$ -</b>	<b>\$ 435,562</b>	<b>\$ 601,400</b>	<b>\$ -</b>	<b>\$ 601,400</b>	<b>\$ -</b>	<b>\$ 601,400</b>	<b>\$ -</b>	<b>\$ 2,239,762</b>

## Sidewalks

### Project Description

In 2003 the citizens approved \$4.6 million of general obligation bonds for a sidewalk and greenway construction program. The Town has completed 22 sidewalks covering 4.72 miles.

### Sidewalks Completed

Ashe St.	Jones Ferry Rd (at Old Fay.)
Bim St.	Lisa Drive
Bolin Forest	Lloyd St.
Brewer Lane	N. Greensboro St.
Cheek St.	Old Fayetteville Rd.
Davie Rd.	Pine St.
Elm St.	Pleasant
Fowler St.	Quail Roost
Hanna St.	S. Greensboro St.
James St.	West Main St. (near Post Office)
Jones Ferry Rd. (Rt. 54)	Williams St.

The following two projects are expected to be completed in 2015-16 and will complete construction of the planned sidewalks.

- Rogers Road sidewalk project (one mile in length) consists of the installation of a 5 foot wide concrete sidewalk on the west side of Rogers Road from Homestead Road to Meadow Run Court. It is funded with a combination of bond funds and STP-DA funds. The project is at 90% design completion and staff is in the process of acquiring easements and right of way. Construction is anticipated in calendar year 2015.
- Smith Level Road improvements by NCDOT will include sidewalk installation with the Town providing a 30 % local match, currently estimated at \$42,412. The project is currently under construction and is expected to be completed in FY 2014-15.

### Project Benefits

This project increases the safety and convenience of walking throughout the Town within neighborhoods and to facilities such as schools, bus stops, shopping areas and recreational facilities. The Town encourages all state road improvements to include sidewalks and bike lanes on both sides of the road and, where feasible.

### Energy Sustainability Measures

A good sidewalk network reduces the reliance on automobiles and thereby reduces the Town's overall carbon footprint.

### Operating Impact

The construction of new sidewalks is not expected to have an immediate impact on the town's operating budget. However, in the long-run additional sidewalks will need to be maintained and replaced.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design	\$ 652,476	\$ -	\$ -							\$ 652,476
Construction	\$ 2,908,054	\$ 288,000	\$ 864,000							\$ 4,060,054
Other	\$ 457,308	\$ -	\$ 117,000							\$ 574,308
<b>TOTAL COST</b>	<b>\$ 4,017,838</b>	<b>\$ 288,000</b>	<b>\$ 981,000</b>	<b>\$ -</b>	<b>\$ 5,286,838</b>					

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Capital Reserves	\$ 383,811									\$ 383,811
Pay-As-You-Go	\$ 11,700									\$ 11,700
GO Bond	\$ 2,635,585	\$ -	\$ 828,678							\$ 3,464,263
Intergovernmental Revenues	\$ 693,168	\$ 288,000	\$ 152,322							\$ 1,133,490
Other	\$ 293,574									\$ 293,574
<b>TOTAL FUNDING</b>	<b>\$ 4,017,838</b>	<b>\$ 288,000</b>	<b>\$ 981,000</b>	<b>\$ -</b>	<b>\$ 5,286,838</b>					

## ***Recreation and Parks Facilities Maintenance Fund***

### **Project Description**

The Recreation and Parks Facilities Maintenance Fund identifies needed renovations and/or replacement of park facilities and equipment on a regular scheduled basis to minimize risk exposure and keep facilities and equipment up to date with current safety standards. Projects costing less than \$100,000 are normally funded from the General Fund and projects costing \$100,000 or more receive funding from the Capital Projects Fund.

For FY 2015-16, the upcoming fiscal year, three new projects are proposed:

Anderson Park Pavilion constructed in the '70's when the park was originally built needs to be updated. The pavilion is frequently reserved for all types of events including birthday parties, wedding receptions, family reunions, school field days and company picnics. Currently, it suffers when sand washes over the floor during heavy rains which requires additional maintenance.

Anderson Park Ball Field Fence Replacement involves replacing all the current chain link fencing surrounding the ball fields. The current fencing has surpassed the average lifespan of chain link fencing of 20-30 years. Sections of the fencing have begun to develop large patches of rust and require routine patching and repairs as metal sections break down over time. New fencing would improve the facility aesthetically, provide improved safety for citizens by replacing broken fencing sections, and require less upkeep by staff.

Anderson Park Fitness Stations will provide the benefits that come from fitness in the first place along with the fun factor that comes from a change in scenery and more variety in terms of activities. Adding the adult fitness stations will enhance and add variety to the amenities at the park while providing a healthy activity.

Other new proposed facilities maintenance projects include Anderson Community Park Basketball Court Replacement and Ball Field Covered Dugouts in FY 2019-20.

### **Project Benefits**

If park infrastructures are renovated and replaced on a regular schedule this tends to minimize liability risk and keep current with safety standards.

### **Energy Sustainability Measures**

Energy sustainability measures will be considered when planning and undertaking replacement and maintenance activities.

### **Operating Impact**

The orderly replacement and maintenance of facilities and associated equipment minimizes the additional maintenance costs incurred compared to when facilities are in a state of disrepair.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>	
Planning/Design		\$ 10,000								\$ 10,000	
Construction		\$ 746,062	\$ 202,075	\$ 218,000	\$ 248,000	\$ 201,747	\$ 270,000	\$ 192,365	\$ 250,000	\$ 2,328,249	
Equipment/Furnishing		\$ 21,891								\$ 21,891	
<b>TOTAL COST</b>		<b>\$ 21,891</b>	<b>\$ 756,062</b>	<b>\$ 202,075</b>	<b>\$ 218,000</b>	<b>\$ 248,000</b>	<b>\$ 201,747</b>	<b>\$ 270,000</b>	<b>\$ 192,365</b>	<b>\$ 250,000</b>	<b>\$ 2,360,140</b>

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>	
Pay-As-You-Go (General Fund)		\$ 756,062	\$ 202,075	\$ 218,000	\$ 248,000	\$ 201,747	\$ 270,000	\$ 192,365	\$ 250,000	\$ 2,360,140	
<b>TOTAL FUNDING</b>		<b>\$ 21,891</b>	<b>\$ 756,062</b>	<b>\$ 202,075</b>	<b>\$ 218,000</b>	<b>\$ 248,000</b>	<b>\$ 201,747</b>	<b>\$ 270,000</b>	<b>\$ 192,365</b>	<b>\$ 250,000</b>	<b>\$ 2,360,140</b>

<u>SUMMARY OF PARK MAINTENANCE PROJECTS</u>	<u>PREVIOUS YEARS EXPENSES</u>	<u>FY14-15</u>	<u>FY15-16</u>	<u>FY16-17</u>	<u>FY17-18</u>	<u>FY18-19</u>	<u>FY19-20</u>	<u>FY20-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL</u>
Century Center Drape Replacement	\$ 21,891									\$ 21,891
Anderson Park Bathroom Facility		\$ 251,459								\$ 251,459
Anderson Multi-purpose Field Renovation and Lights		\$ 321,400								\$ 321,400
Anderson Park Basketball Court Resurfacing		\$ 8,750								\$ 8,750
Anderson Park Tennis Court Resurfacing		\$ 8,150								\$ 8,150
Baldwin Basketball Court Renovation		\$ 40,981								\$ 40,981
Wilson Park Tennis Court Replacement		\$ 125,322								\$ 125,322
Anderson Fitness Stations			\$ 45,195							\$ 45,195
Anderson Park Pavilion Replacement			\$ 51,000							\$ 51,000
Anderson Ball Park Fence Replacement			\$ 105,880							\$ 105,880
Anderson Playground Renovation				\$ 130,000						\$ 130,000
Century Center Floor Replacement				\$ 88,000						\$ 88,000
Town Commons Play Equipment					\$ 48,000					\$ 48,000
Wilson Park Playground Renovation					\$ 200,000					\$ 200,000
Brewer's Lane Basketball Court Renovation						\$ 74,947				\$ 74,947
Baldwin Park 2-5 Playground Equipment						\$ 61,800				\$ 61,800
Anderson Park Basketball Lights						\$ 65,000				\$ 65,000
Anderson Park Ballfield Covered Dugouts							\$100,000.00			\$ 100,000
Anderson Park Basketball Court Replacement							\$170,000.00			\$ 170,000
Century Center Renovation (New Elevator)								\$ 192,365		\$ 192,365
Proposed Funding Level									\$ 250,000	\$ 250,000
<b>Total</b>	<b>\$ 21,891</b>	<b>\$ 756,062</b>	<b>\$ 202,075</b>	<b>\$ 218,000</b>	<b>\$ 248,000</b>	<b>\$ 201,747</b>	<b>\$ 270,000</b>	<b>\$ 192,365</b>	<b>\$ 250,000</b>	<b>\$ 2,360,140</b>

# Greenways

## Project Description

A system of multi-use greenways will link Town neighborhoods and park facilities as well as connect to existing and planned trails in Chapel Hill and Orange County. The Wilson Park Multi-use Path was completed in 2014. Other greenways and multi-use paths currently under design or construction include: Morgan Creek Greenway, Bolin Creek Greenway, and Jones Creek Greenway.

The development of these greenways is supported by the Carrboro Recreation and Parks Comprehensive Master Plan, Carrboro Vision 2020, and Carrboro Comprehensive Bicycle Transportation Plan.

## Project Benefits

Overall, the construction of greenways provides an option for walking and cycling between neighborhoods as well as to other facilities such as shopping areas, school, and recreational facilities. Greenways provide a means to not be in close proximity to moderate-speed and-volume automobile traffic.

## Energy Sustainability Measures

Construction of greenways will reduce emissions by providing safe walking and cycling options between origins and destinations. It is estimated that these projects will result in an annual reduction of 3082 kg of carbon monoxide emissions, 153 kg of volatile organic compound emissions, and 191 kg of nitrogen oxides emissions. The project will also reduce greenhouse gas emissions.

## Operating Impact

Additional personnel and equipment for maintenance as well as the possibility of police personnel for added security may be needed. Some maintenance may be needed if extreme weather or flooding damages a portion of the greenway.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design	\$ 537,116	\$ 85,866	\$ 44,036						\$ 475,304	\$ 1,142,322
Construction	\$ 316,806	\$ 43,375	\$ 711,712	\$ 1,052,763					\$ 2,800,131	\$ 4,924,787
Equipment/Furnishing									\$ 10,675	\$ 10,675
Other									\$ 10,675	\$ 10,675
<b>TOTAL COST</b>	<b>\$ 853,922</b>	<b>\$ 129,241</b>	<b>\$ 755,748</b>	<b>\$ 1,052,763</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,296,785</b>	<b>\$ 6,088,459</b>

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Capital Reserves-Matching Funds		\$	\$ 5,878	\$ 61,714					\$ 602,371	\$ 669,963
Pay-As-You-Go	\$ 1,000								\$ -	\$ 1,000
GO Bond	\$ 319,765	\$ 60,267	\$ 15,031						\$ 370,337	\$ 765,400
Intergovernmental Revenues	\$ 510,186	\$ 68,974	\$ 671,793	\$ 991,049					\$ 2,324,077	\$ 4,566,079
Payment in Lieu		\$	\$ 48,046						\$ 48,046	\$ 48,046
Other	\$ 22,971	\$	\$ 15,000						\$	\$ 37,971
<b>TOTAL FUNDING</b>	<b>\$ 853,922</b>	<b>\$ 129,241</b>	<b>\$ 755,748</b>	<b>\$ 1,052,763</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,296,785</b>	<b>\$ 6,088,459</b>



## **Rogers Road Remediation Project**

### **Project Description**

This project is a joint effort with Chapel Hill and Orange County to undertake remedial activities in the Rogers Eubanks Road Neighborhood due to closure of the County Landfill. Remediation activities include installation of a public sewer system and construction of a community center. The Town has committed up to \$900,000 for its share of anticipated remedial costs. The Town will enter into a cost sharing inter-local agreement with Chapel Hill and Orange County.

### **Project Benefit**

The Remediation effort will allow homes to connect to the public water and sewer system.

### **Energy Sustainability Measures**

N/A

### **Operating Impact**

None.

<u>ESTIMATED COSTS</u>	<u>PRIOR</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp;</u>	<u>TOTAL</u>
	<u>YEARS</u>								<u>BEYOND</u>	<u>PROJECT</u>
Construction			\$ 200,000	\$ 200,000	\$ 250,000	\$ 250,000				\$ 900,000
<b>TOTAL COST</b>		\$ -	\$ 200,000	\$ 200,000	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 900,000

<u>ESTIMATED FUNDING</u>	<u>PRIOR</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp;</u>	<u>TOTAL</u>
	<u>YEARS</u>								<u>BEYOND</u>	<u>PROJECT</u>
Capital Reserves		\$ -	\$ 200,000	\$ 200,000	\$ 250,000	\$ 250,000	\$ -	\$ -		\$ 900,000
<b>TOTAL FUNDING</b>		\$ -	\$ 200,000	\$ 200,000	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 900,000

# MANDATED PROJECTS

## *Stormwater Management*

### Project Description

The Jordan Lake Rules require the Town to reduce nitrogen loading from existing development by 8% by 2026. To comply with these Rules the Town is required to install two retrofits per year beginning in FY 2015-16. Seven sites have been identified as possible retrofit projects that are either on or adjacent to: 1) Carrboro Elementary School and the Frances Shetley bike path; 2) Morgan Creek near the Public Works facility and land owned by the Canterbury Town Homes Home Owners Association; 3) Anderson Park between/behind the recreational fields, 4) Carrboro Plaza, 5) McDougle Middle School, 6) Martin Luther King, Jr. Park and 7) Carrboro High School.

### Project Benefits

These requirements are designed to improve water quality in Jordan Lake, and should have the added benefit of improving water quality and reduced flooding in Bolin Creek, Toms Creek, and Morgan Creek.

### Energy Sustainability Measures

N/A

### Operating Impact

The stormwater wetlands will have to be maintained after installation. Maintenance costs could include personnel and material costs, and/or the cost of contracting out these services. Annual maintenance activities can include minor grading, monitoring condition of vegetation and replanting, if necessary.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>	
Planning/Design		\$ 80,000	\$ 15,000	\$ 40,000	\$ 82,974	\$ 41,487	\$ 80,000	\$ 45,000	\$ 135,000	\$ 519,461	
Construction			\$ 468,000	\$ 85,000		\$ 523,249	\$ 651,088	\$ 634,400	\$ 1,000,000	\$ 3,361,737	
<b>TOTAL COST</b>		<b>\$ -</b>	<b>\$ 80,000</b>	<b>\$ 483,000</b>	<b>\$ 125,000</b>	<b>\$ 82,974</b>	<b>\$ 564,736</b>	<b>\$ 731,088</b>	<b>\$ 679,400</b>	<b>\$ 1,135,000</b>	<b>\$ 3,881,198</b>

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>	
Capital Reserves		\$ 80,000	\$ 483,000	\$ 125,000	\$ 82,974	\$ 564,736	\$ 731,088	\$ 679,400	\$ 1,135,000	\$ 3,881,198	
<b>TOTAL FUNDING</b>		<b>\$ -</b>	<b>\$ 80,000</b>	<b>\$ 483,000</b>	<b>\$ 125,000</b>	<b>\$ 82,974</b>	<b>\$ 564,736</b>	<b>\$ 731,088</b>	<b>\$ 679,400</b>	<b>\$ 1,135,000</b>	<b>\$ 3,881,198</b>

# VEHICLES AND EQUIPMENT

## *Lease-Purchase Schedule for Vehicles and Equipment*

### **Project Description**

The Town's policy and practice is to provide adequate maintenance of Town vehicles and equipment and for their orderly rehabilitation and replacement, within available revenue and budgetary limits. The Town funds vehicle and equipment exceeding \$25,000 per item using installment financing. The Town evaluates whether there are suitable hybrids or alternative fuel vehicles available before purchasing non-hybrids or non-alternative vehicles. The Public Works Department reviews all vehicle requests and makes recommendations based on replacement criteria identified in the Town's policies.

The schedule for FY 2015-16 totals \$1.2 million and includes the replacement of a solid waste truck, a dump truck, and seven police vehicles. The actual vehicles to be acquired during a given year are determined during development of the annual operating budget and dependent on the Town's anticipated revenues and debt tolerance.

### **Project Benefits**

Regular and appropriate replacement cycles ensure an efficient service delivery system that is not hampered by time lost to repairs, broken parts, or maintaining outdated equipment or vehicles.

### **Energy Sustainability Measures**

Every effort is being made to review and evaluate the Town's Vehicle and Equipment Replacement Schedule to include vehicles that use less fossil fuel, vehicles that use alternative fuels, and vehicles or equipment that allow for more efficient service and reduce the total equipment needs for the Town.

The Town's carbon emissions from the vehicle and equipment fleet have been decreasing over the past few years. Emissions, expressed as Metric Tons of Carbon Dioxide Equivalent (MTCDE), were 685.09 MTCDE in FY10-11, 682.10 (-0.44%) in FY11-12 and 672.27 (-1.44%) in FY12-13. As older vehicles are replaced with newer, more efficient models, this trend should continue.

The Town continues to work toward decreasing GHG emissions in the Town's fleet in FY14-15 with the purchase of a hybrid MSW collection vehicle; increased foot patrols and reduced vehicle idling in the Police Department; and use of supplementary battery systems in Police vehicles that allow the vehicle's systems to run without the engine. To date six police vehicles now have the supplemental battery system and 5 more will be installed in FY 14-15, and potentially 7 more in 15-16.

Additional strategies include the purchase of a nitrogen generator in 2015 to fill tires with nitrogen allowing for longer tread life, better air pressure retention and increased fuel economy. Full monitoring of the nitrogen implementation will begin in FY15-16.

### **Operating Impact**

Replacement vehicles should be acquired with the goal of minimizing operational costs by replacing the vehicles in a timely manner.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Equipment/Furnishing		\$ 745,176	\$ 1,185,770	\$ 1,177,394	\$ 1,433,114	\$ 351,624	\$ 866,202	\$ 733,113		\$ 6,492,393
<b>TOTAL COST</b>		\$ -	\$ 745,176	\$ 1,185,770	\$ 1,177,394	\$ 1,433,114	\$ 351,624	\$ 866,202	\$ 733,113	\$ -

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Installment Financing		\$ -	\$ 745,176	\$ 1,185,770	\$ 1,177,394	\$ 1,433,114	\$ 351,624	\$ 866,202	\$ 733,113	\$ -
<b>TOTAL FUNDING</b>		\$ -	\$ 745,176	\$ 1,185,770	\$ 1,177,394	\$ 1,433,114	\$ 351,624	\$ 866,202	\$ 733,113	\$ -

## Vehicle and Equipment Schedule

<b>Fiscal Year 2015-2016</b>			
Replacement	Public Works	Solid Waste - Replace #801	\$ 313,000
Replacement	Public Works	L&G-Dump Truck-Replace vehicle #031	\$ 57,974
Replacement	Police	Patrol Vehicles-Replace vehicle #230	\$ 47,916
Replacement	Police	Patrol Vehicles-Replace vehicle #231	\$ 47,916
Replacement	Police	Patrol Vehicle	\$ 47,916
Replacement	Police	Community Services-Replace vehicle #233	\$ 47,916
Replacement	Police	Patrol Vehicles-Replace vehicle #222	\$ 47,916
Replacement	Police	Patrol Vehicles-Replace vehicle #223	\$ 47,916
Replacement	Police	Patrol Vehicles-Replace vehicle #224	\$ 47,916
Addition	Police	Patrol Vehicles-Replace vehicle #225	\$ 47,916
Replacement	Public Works	Streets-New Holland Tractor Replace #044/Boom Mower-#040	\$ 109,200
Replacement	Public Works	Streets-Sweeper Truck-Replace vehicle #008	\$ 240,000
Replacement	Public Works	Streets-F-450 Truck-Replace vehicle #017	\$ 52,500
Replacement	Public Works	Ventrac Tractor Edger/72" Mower ( Replaces Unit #091 )	\$ 29,768
<b>TOTAL</b>			<b>\$ 1,185,770</b>

<b>Fiscal Year 2016-2017</b>			
Replacement	Public Works	Fleet Maintenance-Ford Ranger 4x4 Replace vehicle #700	\$ 24,441
Replacement	Public Works	Streets-580/Case Backhoe Super M #060	\$ 87,106
Replacement	Public Works	L&G-Ford F350 With Flat Bed Utility #602	\$ 32,162
Replacement	Public Works	L&G-Ford Ranger Replace vehicle # 600	\$ 21,441
Replacement	Public Works	Solid Waste-Condor Labire #802	\$ 334,000
Replacement	Police	Investigations-Replace vehicle # 237	\$ 34,842
Addition	Police	Patrol Vehicle	\$ 47,916
Replacement	Fire-Rescue	Ford F-250 HD 4x4 Shift Comander Replace vehicle # 987	\$ 53,470
Replacement	Public Works	Streets - Replace Lee Boy Roller #039	\$ 48,244
Replacement	Public Works	L&G John Deere Tractor-Replace vehicle #064	\$ 43,500
Replacement	Public Works	L&G John Deere 997 Mower-Replace #603	\$ 17,959
Replacement	IT	Mid size van-Replace vehicle #012	\$ 22,000
Replacement	Rec & Parks	Ford E-350 Van-Replace vehicle # 701	\$ 33,700
Replacement	Police	Investigations-Replace #234	\$ 34,650
Replacement	Police	Community Services-Replace vehicle #228	\$ 47,916
Replacement	Police	Community Services-Replace vehicle #232	\$ 47,916
Replacement	Planning	Hybrid Honda Civic #702	\$ 32,340
Replacement	Public Works	L&G F-150 Supercab Replace vehicle #030	\$ 37,521
Replacement	Planning	Ford F-150-Replace # 134	\$ 24,708
Replacement	Rec & Parks	Full Size Pick up -Replace #015	\$ 24,708
Replacement	Rec & Parks	Full Size Pick up -Replace #016	\$ 24,708
Replacement	Planning	Mid size SUV - Replace #135	\$ 32,415
Replacement	Public Works	Fleet Maintenance-Hybrid Sedan-Replace vehicle #220	\$ 30,288
Replacement	Public Works	Streets-F-350 4x4 Truck-Replace vehicle #041	\$ 39,443
<b>TOTAL</b>			<b>\$ 1,177,394</b>

<b>Fiscal Year 2017-2018</b>			
Replacement	Public Works	Fleet Maintenance-Ford Ranger Replace vehicle #706	\$ 21,000
Replacement	Public Works	Supervision-Ford Ranger Replace vehicle #704	\$ 21,000
Replacement	Public Works	Building & Maintenance-Ford Ranger Replace vehicle #705	\$ 21,000
Replacement	Public Works	Streets - Dump Truck Replace vehicle #033	\$ 108,000
Replacement	Public Works	L&G-Ford F-250 HD 4 X 2 Replace vehicle #604	\$ 28,670
Replacement	Public Works	Solid Waste - Autocar Frontloader #804	\$ 294,000
Replacement	Police	Patrol Vehicles-Replace vehicle #202	\$ 45,024
Replacement	Police	Patrol Vehicles-Replace vehicle #236 K-9	\$ 45,024
Replacement	Police	Patrol Vehicles-Replace vehicle #238	\$ 45,024
Addition	Police	Patrol Vehicle	\$ 45,024
Replacement	Fire-Rescue	Engine-1998 Ferrara-Replace #931	\$ 722,728
Replacement	Fire-Rescue	Supervision-Ford Expedition #986	\$ 36,620
			<b>TOTAL \$ 1,433,114</b>

<b>Fiscal Year 2018-2019</b>			
Replacement	Public Works	Streets - Dump Truck Replace vehicle # 501	\$ 162,524
Replacement	Police	Patrol Vehicles-Replace vehicle #239	\$ 47,275
Replacement	Police	Patrol Vehicles-Replace vehicle #240	\$ 47,275
Replacement	Police	Patrol Vehicles-Replace vehicle #241	\$ 47,275
Replacement	Police	Patrol Vehicles-Replace vehicle #242	\$ 47,275
			<b>TOTAL \$ 351,624</b>

<b>Fiscal Year 2019-2020</b>			
Replacement	Police	Patrol Vehicles-Replace vehicle #244	\$ 49,639
Replacement	Police	Patrol Vehicles-Replace vehicle #245	\$ 49,639
Replacement	Police	Patrol Vehicles-Replace vehicle #246	\$ 49,639
Replacement	Police	Patrol Vehicles-Replace vehicle #247	\$ 49,639
Replacement	Police	Patrol Vehicles-Replace vehicle #248	\$ 49,639
Replacement	Police	Patrol Vehicles-Replace vehicle #249	\$ 49,639
Replacement	Fire-Rescue	Fire- Ford Expedition #988	\$ 40,373
Replacement	Planning	Pickup F-150 #708	\$ 31,907
Replacement	Planning	Pickup F-150 #709	\$ 31,907
Replacement	Public Works	Fleet Maintenance-Pool #711	\$ 35,398
Replacement	Public Works	Building and Maintenance #710	\$ 35,000
Replacement	Public Works	Streets #503	\$ 67,000
Replacement	Public Works	Streets #061	\$ 100,826
Replacement	Public Works	L&G #605	\$ 58,708
Replacement	Public Works	Sold Waste Pickup F-250 #803	\$ 29,142
Replacement	Public Works	Solid Waste Boom Truck #805	\$ 138,107
			<b>TOTAL \$ 866,202</b>

<b>Fiscal Year 2020-2021</b>			
Replacement	Public Works	Admin Ford Escape Hybrid #712	\$ 46,826
Replacement	Public Works	Freightliner Dump Truck with 11' Snow Plow #502	\$ 147,415
Replacement	Public Works	Ford F450 Utility Body #505	\$ 70,372
Replacement	Public Works	Ford 4x4 #504	\$ 30,097
Replacement	Public Works	Ford F250 4 Door #607	\$ 34,849
Replacement	Public Works	ODB Leaf Vac LCT 600 #021	\$ 29,720
Replacement	Public Works	TORO Grounds Master #608	\$ 32,542
Replacement	Public Works	Solid Waste Auto Car Front loader #806	\$ 341,292
			<b>TOTAL \$ 733,113</b>

# TECHNOLOGY PROJECTS

## *Information Technology Schedule*

### **Project Description**

Information Technology projects that cost \$50,000 or greater are included on the Information Technology Schedule. Upgrades for existing technology products and funding are included in the annual operating budget. Projects proposed for FY 2015-16 are Mobile Video Recording technology (MVR) in the Carrboro Police Department to implement Body Worn Cameras (BWC). Forty Two (42) BWC will be purchased for Patrol Officers, Community Service Officers, and School Resource Officers.

Other projects in FY15-16 include conduit installation for Rogers Road and Smith Level Road.

### **Project Benefits**

MVR will be used to document encounters and provide an objective record of police officers' interactions with citizens. MVR would enhance officers' and the court's ability to obtain convictions and increase the number of guilty pleas. This would reduce court case loads and reduce officer court time. MVR would allow officers to review recorded incidents and prepare detailed accounts of actions that transpired. This will allow officers to reduce the time they actually spend in court and allow them to remain in the community protecting and serving the citizens.

Having objective video documentation of incidents would assist in the investigation of these incidents. Reviewing previous incidents could be used to train and develop officers on tactics that keep them safer.

Telecommunication infrastructure, like innerduct, that facilitates high-speed connectivity is critical to economic growth and the standard of living. middle-mile and last mile infrastructure is the most costly and often the greatest barriers to reaching underserved areas and low income individuals. When municipalities install such infrastructure, they can often greatly reduce their own long term operational costs while offering excess capacity to others as a possible incentive to bring new high speed broadband providers into their communities, as well as effectively lowering the cost to reach areas that may otherwise remain unserved or underserved due to middle and last mile construction costs.

### **Energy Sustainability Measures**

Using MVR technology will reduce travel time to and from court, fuel usage and carbon emissions should be reduced.

Advanced communications options often eliminate the need for in-person meetings removing the need for travel. This conduit facilitates the installation of advanced communications systems and thus indirectly supports a lower carbon foot print.

### **Operating Impact**

The operating impact is the cost of annual software support and upgrades.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Equipment/Furnishing	\$ 200,982	\$ 178,216	\$ 246,000							\$ 625,198
<b>TOTAL COST</b>	<b>\$ 200,982</b>	<b>\$ 178,216</b>	<b>\$ 246,000</b>	<b>\$ -</b>	<b>\$ 625,198</b>					

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Pay-As-You-Go	\$ 200,982	\$ 178,216	\$ 246,000							\$ 625,198
<b>TOTAL FUNDING</b>	<b>\$ 200,982</b>	<b>\$ 178,216</b>	<b>\$ 246,000</b>	<b>\$ -</b>	<b>\$ 625,198</b>					

# NEW PROJECTS

## *Martin Luther King, Jr. Park*

### Project Description

The Town purchased 9.5 acres of land in the Hillsborough Road/Pathway Drive and designated it as a neighborhood park. On June 15, 2004, the Board of Aldermen approved a park design and officially named the park Martin Luther King, Jr. Park. While the original master plan has not been implemented, a community garden has been established at the park and the Park is used for walking and informal field play. The original master plan is currently being updated. In addition to enlarging the community garden, possible amenities being considered for the park are trails, restroom, picnic shelters, pavilions, a playground, amphitheater, sculpture garden, meditation garden, enhancing wetlands for environmental education, and a pollinator garden.

### Project Benefit

Wilson Park is the closest neighborhood park in this area; however, the service radius neither serves the neighborhoods that the MLK Park is intended to serve. The development of Martin Luther King, Jr. Park will serve neighborhoods in the northern area and accommodate the ultimate growth north of Hillsborough Road from the Old Fayetteville to Calvander intersection. Currently, there is not a neighborhood park available for the northern area of Town.

### Energy Sustainability Measures

Rain barrels will be placed at all structures so rain can be used in the community garden and by Public Works as needed.

### Operating Impact

Additional personnel and equipment will be required to maintain the park grounds.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design	\$ 42,533			\$ 129,115						\$ 171,648
Construction					\$ 1,291,146					\$ 1,291,146
Other	\$ 553,717									\$ 553,717
<b>TOTAL COST</b>	<b>\$ 596,250</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 129,115</b>	<b>\$ 1,291,146</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,016,511</b>

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Pay-As-You-Go	\$ 43,250									\$ 43,250
Installment Financing	\$ 274,000			\$ 129,115	\$ 1,291,146					\$ 1,694,261
Payment in Lieu	\$ 279,000									\$ 279,000
<b>TOTAL FUNDING</b>	<b>\$ 596,250</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 129,115</b>	<b>\$ 1,291,146</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,016,511</b>

## Greensboro-Lloyd Bikeway

### Project Description

Construct a multi-use (bicycle and pedestrian) path connecting Greensboro and Lloyd Streets, including a railroad crossing. The project would serve as a spur to the Campus-to-Campus Bicycle Connector Project. A feasibility study is proposed in FY15-16 to determine the best location for the bikeway.

### Project Benefits

Provide a safe east-west access for bicycle and pedestrian traffic that is an alternative to segments of E. Main St., Weaver St., and N. Greensboro St. that experience heavy motor vehicle traffic. The connector would traverse two traffic analysis zones (TAZs) estimated to have approximately 1,200 jobs and 400 residents.

### Energy Sustainability Measures

The project is projected to achieve daily reductions of 1.1 kg of carbon monoxide, 100 g of volatile organic compounds, and 100 g of nitrogen oxides.

### Operating Impact

Additional maintenance costs would be incurred from the additional length of path. However, the costs could be mitigated with an adopt-a-path sponsorship program, and by using a durable surface such as concrete.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design				\$ 40,000		\$ 36,748				\$ 76,748
Construction						\$ 123,764				\$ 123,764
<b>TOTAL COST</b>		\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ 160,512	\$ -	\$ -	\$ 200,512

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Capital Reserves-Matching Funds						\$ 32,102				\$ 32,102
Intergovernmental Revenues				\$ 32,000		\$ 128,410				\$ 160,410
Payment in Lieu				\$ 8,000						\$ 8,000
<b>TOTAL FUNDING</b>		\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ 160,512	\$ -	\$ -	\$ 200,512

## South Greensboro Sidewalk

### Project Description

Construct a sidewalk on the west side of S. Greensboro St. from the northern end of Old Pittsboro Rd. to the NC-54 eastbound off-ramp.

### Project Benefits

The sidewalk would fill a major gap for pedestrians from the higher-density area along Smith Level Rd., south of NC-54 bypass, to downtown. It will provide access to downtown transit service for residents along S. Greensboro St. and Smith Level Rd., as well as access to the J bus stop on S. Greensboro St. across from Rand Rd. It will contribute to a safer and more comfortable walking environment for pedestrians traveling north and south on S. Greensboro St. and underneath NC-54 bypass.

### Energy Sustainability Measures

This may serve to reduce reliance on motor vehicles for access and thus reduce motor vehicle emissions.

### Operating Impact

Additional maintenance and policing staff hours may be necessary as a result of the project, although the exact extent of hours cannot be predicted at this time.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design			\$ 105,130							\$ 105,130
Construction				\$ 420,896	\$ 405,756	\$ 242,774				\$ 1,069,426
Other				\$ 20,000						\$ 20,000
<b>TOTAL COST</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 105,130</b>	<b>\$ 440,896</b>	<b>\$ 405,756</b>	<b>\$ 242,774</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,194,556</b>

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
GO Bond			\$ 21,026	\$ 105,000	\$ 195,756	\$ 48,555				\$ 370,337
Intergovernmental Revenues			\$ 84,104	\$ 335,896	\$ 210,000	\$ 194,219				\$ 824,219
Payment in Lieu										
<b>TOTAL FUNDING</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 105,130</b>	<b>\$ 440,896</b>	<b>\$ 405,756</b>	<b>\$ 242,774</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,194,556</b>

## **Public Works Facility**

### **Project Description**

The Town purchased 23 acres of land off Old NC 86 in anticipation of constructing a new public works facility to move it from its Smith Level Rd. location and provide a more modern structure to improve operations and provide adequate storage and office space. The current facility is on 2.5 acres with approximately 40 percent of the site located within a designated flood plain on Smith Level Road.

### **Project Benefits**

The department has outgrown the current facility with respect to storage and office space. A new facility would provide more storage for vehicles and equipment so they aren't exposed to the elements, larger office space with better lighting, a larger fleet maintenance garage with floor drains, updated bathroom and locker room facilities and additional rooms for crew leaders, storage and meetings. One project alternative is to find an existing building with adequate space and acreage that could be converted to house public works operations.

### **Energy Sustainability Measures**

The current metal building is more than 30 years old and is not energy efficient. A new facility, even though likely to be larger than the current one, will include energy efficient measures, including potentially solar hot water heaters, LED light fixtures, and thermal envelope sealing.

### **Operating Impact**

Maintenance costs for this older facility will continue to increase as the grounds and building deteriorate. Significant investments such as repaving of the asphalt will soon be necessary. Daily and annual operating costs would depend upon facility size. Estimated increase in annual operating costs is approximately \$7,000 to \$8,000.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design	\$ 4,355								\$ 1,700,727	\$ 1,705,082
Construction									\$ 8,503,635	\$ 8,503,635
Equipment/Furnishing									\$ 1,455,339	\$ 1,455,339
Other	\$ 751,881								\$ 155,132	\$ 907,013
<b>TOTAL COST</b>	<b>\$ 756,236</b>	<b>\$ -</b>	<b>\$ 11,814,833</b>	<b>\$ 12,571,069</b>						

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Installment Financing	\$ 756,236								\$ 11,814,833	\$ 12,571,069
<b>TOTAL FUNDING</b>	<b>\$ 756,236</b>	<b>\$ -</b>	<b>\$ 11,814,833</b>	<b>\$ 12,571,069</b>						

## Century Center HVAC Replacement

### Project Description

This project consists of upgrading various components of the HVAC system at the Century Center to improve overall efficiency. The system is comprised of a boiler and chiller that are controlled by electronic sensors and a web based interface for making adjustments. The controls (i.e. sensors and thermostats) are outdated; and, parts are becoming difficult to obtain creating service outages when parts need to be replaced. The Town will solicit proposals from HVAC companies for initially upgrading control systems and include recommendations for upgrading the boiler and chiller system in subsequent years.

### Project Benefits

The building has a number of meeting and recreational rooms which are controlled at a constant rate throughout the day and year. Significant savings could be achieved by changing the control parameters based on use and weather; however the existing interface used to adjust the controls is highly technical preventing the users of the rooms to adjust the temperature.

### Energy Sustainability Measures

The Century Center comprised 16.8% of total municipal emissions in 2012. This study will seek to find areas to reduce emissions within the HVAC system and provide more comprehensive recommendations than those previously provided in limited studies by Waste Reduction Partners (2009) and Big Woods Engineering (2010).

### Operating Impact

A new control system for the HVAC unit would decrease natural gas use at the facility, resulting in a cost savings. Exact savings would not be known until the study is completed.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design			\$ 54,000							\$ 54,000
Construction			\$ 126,000							\$ 126,000
<b>TOTAL COST</b>		\$ -	\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Pay-As-You-Go		\$ -	\$ 180,000	\$ -						\$ 180,000
<b>TOTAL FUNDING</b>		\$ -	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,000

## **Replacement of Streetlight Fixtures with LED Lights**

### **Project Description**

This project involves replacing roughly 700 fixtures on Town maintained streets starting when a fiscally viable rate structure comes into place.

### **Project Benefits**

LED lights typically last over 100,000 hours, or 20+ years, and feature a “plug and play” electrical system which lowers maintenance costs. It is anticipated that the LED streetlights would have a roughly 10% municipal footprint reduction for the year(s) in which fixture replacement occurs.

### **Energy Sustainability Measures**

This project offers significant energy efficiency improvements. LED lighting is on average 50% more efficient than current standard lighting fixtures (High Pressure Sodium or Mercury Vapor), yielding a relatively short payback period for capital investment (3 years or less). This offers the potential to capitalize future energy savings with the cost savings for LED lighting. Street lighting is a large contribution to all municipal emissions (22%). In FY10-11, street lighting accounted for 408.72 Metric Tons of Carbon Dioxide Equivalent (MTCDE). In FY11-12, street lighting decreased slightly to 408.58 MTCDE (-0.03%), and in FY12-13 it decreased again to 406.66 MTCDE (-0.47%). Installation of LED lighting could reduce carbon emissions due to street lighting to approximately 204 MTCDE in FY 16-17 when fully installed.

### **Operating Impact**

It is anticipated that the overall impact would result in savings in the annual operating budget equivalent to the capital cost incurred within roughly three years.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design		\$ 100,000								\$ 100,000
<b>TOTAL COST</b>		\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Capital Reserves		\$ 100,000								\$ 100,000
<b>TOTAL FUNDING</b>		\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000

## **Town Hall Improvements**

### **Project Description**

The last comprehensive building study of the Town Hall was done in 1995 and intended to provide a space needs analysis through 2010. Since the 1995 study, the use of Town Hall has changed. Police and Recreation and Parks departments have moved into the Century Center. Other Town departments that remain in Town Hall have expanded. This study seeks to provide a long-term plan for usability, energy efficiency and infrastructure utilization of existing finished and unfinished space. It will identify work that would need to be done to use unfinished space, as well as improvements to bring the building up to code.

There has been interest in exploring installing photoelectric solar panels on roofs at Town facilities, similar to what was done on the Town Commons structure. This study will look at the roof at Town Hall and other facilities and make a recommendation on the feasibility of installing solar panels at Town Hall and other facilities. The estimate for the initial cost for the evaluation study is \$60,000. Based on a renovation cost of \$150 per square feet, the total cost to renovate Town Hall is estimated to be \$2,803,200.

### **Project Benefits**

The infrastructure at the Town Hall needs to be evaluated to determine the upgrades needed to allow for other improvements. Any significant upgrades or changes to the building will likely result in substantial infrastructure improvements. Additionally, the building, built in 1922 as Carrboro Town School, has been upgraded over the years and may have infrastructure items in need of repair and/or upgrades for existing use.

### **Energy Sustainability Measures**

Town Hall comprised of 3.8% of total municipal emissions in 2012. This study will seek to find areas to reduce emissions, and to provide more comprehensive recommendations through remodeling or retrofitting than those previously provided as part of limited studies by Waste Reduction Partners (2009) and Big Woods Engineering (2010). These include (but are not limited to) lighting, HVAC controls, roofing materials and roofing insulation, and water fixtures.

Public Works staff has taken steps to reduce emissions within Town Hall by replacing older (T-12 fluorescent) lighting ballasts and bulbs with higher efficiency (T-8) ballasts and bulbs, installing programmable HVAC thermostats, and installing motion-sensing water faucets; these efforts will continue until in the near future.

### **Operating Impact**

Any upgrades to Town Hall will have an impact on the operating budget.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design			\$ 450,480	\$ 420,480						\$ 870,960
Construction				\$ 981,120	\$ 981,120					\$ 1,962,240
<b>TOTAL COST</b>		\$ -	\$ -	\$ 450,480	\$ 1,401,600	\$ 981,120	\$ -	\$ -	\$ -	\$ 2,833,200

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Installment Financing			\$ 450,480	\$ 1,401,600	\$ 981,120					\$ 2,833,200
<b>TOTAL FUNDING</b>		\$ -	\$ -	\$ 450,480	\$ 1,401,600	\$ 981,120	\$ -	\$ -	\$ -	\$ 2,833,200

## **Storm Water Flooding Mitigation**

### **Project Description**

A significant rain event on June 30, 2013 caused extensive flooding at several locations within the city limits. Many of these locations had experienced flooding before. The Town has responded by completing engineering evaluations to determine possible options and cost estimates to address the flooding problems.

The following locations have been evaluated:

Tributary to Morgan Creek adjacent to the Public Works building  
 Areas along Tom's Creek- Lorraine Street, Carol Street and Rainbow Street  
 West Main Street  
 Old Pittsboro Road  
 Morningside Drive  
 Broad Street

### **Project Benefits**

To reduce flooding of yards, structure damage, and overtopping of roadways during significant rain events.

### **Energy Sustainability Measures**

None identified.

### **Operating Impact**

Maintenance costs will be minimal.

<u>ESTIMATED COSTS</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Planning/Design			\$ 69,900	\$ 78,300	\$ 35,900					\$ 184,100
Construction			\$ 362,900	\$ 639,700	\$ 274,900					\$ 1,277,500
<b>TOTAL COST</b>		\$ -	\$ -	\$ 432,800	\$ 718,000	\$ 310,800	\$ -	\$ -	\$ -	\$ 1,461,600

<u>ESTIMATED FUNDING</u>	<u>PRIOR YEARS</u>	<u>2014-15</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>2021-22 &amp; BEYOND</u>	<u>TOTAL PROJECT</u>
Pay-As-You-Go/ Assessments			\$ 432,800	\$ 718,000	\$ 310,800					\$ 1,461,600
<b>TOTAL FUNDING</b>		\$ -	\$ -	\$ 432,800	\$ 718,000	\$ 310,800	\$ -	\$ -	\$ -	\$ 1,461,600

## Impact on Town’s Financial Condition and Operating Budget

The last step in the CIP planning process is to gauge the potential impact of the proposed capital projects on the Town’s overall financial condition and annual operating budget. Of particular concern is debt financing and the Town’s capacity to meet debt obligations in the future. The debt capacity or burden of municipalities is monitored by the Local Government Commission (LGC) and credit rating agencies on an ongoing basis as part of the overall financial condition assessment.

The Town currently has the following credit ratings:

- Standard and Poor’s AAA;
- Moody’s Aa2; and
- North Carolina Municipal Council 83.

These are considered very favorable ratings for municipalities similar in size to Carrboro.

The Town’s current debt portfolio consists of GO debt for sidewalk and greenways, installment financing for fire station #2, and vehicle/lease purchases. The issuance of additional General Obligation Bond debt is not proposed for any of the projects.

As shown in Appendix A: CIP and Debt Ratios, the Town’s current debt service cost is expected to steadily decline through FY 2020-21. Future debt service of \$25.6 million would be necessary to fund the entire capital projects plan as proposed through FY 2021-22 and beyond. Of this total, \$5.8 million would be required through 2020-21. The remaining \$19.8 million would be required in year 2021-22 and beyond.

Two projects are proposed for installment financing in FY 2016-17: a) \$1.2 million for Martin Luther King Jr. Park; and, b) \$2.8 million for Town Hall improvements. Assumed financing would be for term of 15 years and an average interest rate of 5%. In 2021-22 and beyond, \$11.8 million installment financing is proposed to construct a new public works facility.

For vehicles and equipment, installment lease purchases will total \$6.4 million with terms from five to seven year at an assumed annual rate of 3%. (Actual financing rates for vehicles and equipment for past two years have been less than 2%).

In order to measure debt capacity we use the standards established by the Local Government Commission (LGC). One standard is the *percent of outstanding principal (debt) to assessed valuation*, and the other is *debt per capita basis*. The LGC calculates the debt-to-assessed valuation ratio for each jurisdiction and determines the overall debt-to-assessed valuation ratio as being low, average, or high. The Town strives to avoid the “high” debt burden. Below is the LGC debt to assessed valuation and per capita ratio of outstanding principal for municipalities at June 30, 2013 with population 10,000 – 24,999.

	LOW	AVERAGE	HIGH
Debt as % of Assessed Valuation	0.026	0.283	1.506
Debt Per Capita	\$ -	\$ 271	\$ 1,656

**Debt to Assessed Valuation**

The Town’s debt-to-assessed valuation ratio as of June 30, 2013, as calculated by the LGC, was .344% which is above the average of .283%, but considerably below the high level of 1.506% for municipalities comparable in size. Without additional debt, this ratio is projected to decrease to .154% in 2020-21. With the proposed additional debt in the CIP, this ratio is projected to peak at .636% in 2016-17 and gradually decrease to .297% in 2020-21.

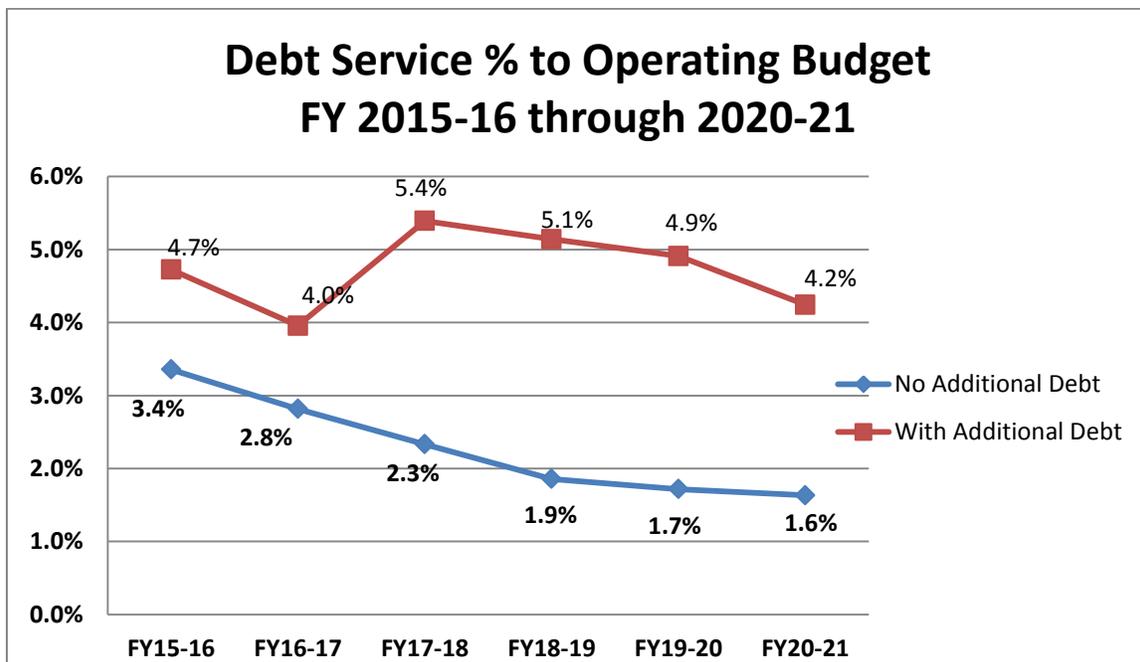
**Debt Per Capita**

At June 30, 2013 the Town’s per capita debt reported by the LGC was \$352 compared to the average of \$271 for peer group. The peer group high was \$1,656. The estimated per capita debt ratio for the Town in FY 2014-15 is \$405. With no additional debt this ratio estimate will gradually decrease to \$158 in FY 2020-21. With the proposed additional CIP debt, this ratio will increase to \$653 in 2016-17 and gradually decrease to \$305 by FY 2020-21.

**Debt Burden and Operating Budget**

Debt service can be a major part of a government’s operating budget fixed costs. Credit rating firms consider debt exceeding 20% of operating revenues as a potential problem while 10% is considered an acceptable debt burden. The LGC advises that local governments should have a reasonable debt burden. A heavy debt burden may be evidenced by a ratio of General Fund Debt Service to General Fund Expenditures exceeding 15%, or a Debt per Capita or Debt to Appraised Property Value exceeding that of similar units. The Town’s goal is to keep total debt service at or below 12%, considering this to be a moderate level of debt.

The Town’s current debt service as a percentage of the FY 2015-16 operating budget is estimated to be 3.4% and will decline to 1.6% in 2020-21 with no additional debt. Should the Town issue \$10.4 million of debt through 2020-21 for MLK Park, Town Hall improvements, and vehicles/equipment as proposed in the CIP, the percentage of debt service to operating budget will rise to 4.7% in 2015-16, peak at 5.4% in 2017-18, then gradually decrease to 4.2% in 2020-21.



With a total CIP estimated to cost \$49.3 million, there is the potential for an increased property tax burden *should* the Town undertake all of the projects proposed in the CIP. As the Impact on Town's Annual Operating Budget shows (Appendix B), current and future debt service is \$1.2 million in FY 2014-15. This is projected to increase to \$1.8 million in 2017-18 and slowly decrease to \$1.5 million in 2020-21.

Through 2020-21 the Town expects to need \$11.5 million in Capital Reserve Fund resources. This is necessary primarily for mandated storm water management compliance projects costing \$2.7 million and proposed park maintenance and repairs costing \$2.0 million. Each year upon completion of the annual audit, if the general fund unassigned fund balance is greater than 35%, the Town Manager may assign funds above the 35% level for future capital project needs. By assigning funds annually for future capital projects, we should be able to lessen the burden of the need for Capital Reserve Funds.

As with most financing decisions, there are challenges and choices the Town must make in carrying out its CIP over the coming years. With a tax base consisting mainly of residential properties and limited commercial base, the ability to sustain the CIP yet minimize increases in the tax rate for citizens will require a continuous on-going evaluation of capital needs and priorities. Financing this CIP will require a reasonable and careful balance of debt financing and the use of general fund balance resources that may be dedicated in the Capital Reserve Fund.

As always, funding for actual projects in the CIP will depend upon the Town's overall financial condition during a given fiscal year, as well as the ability to cover any new debt service costs.

## Appendix A

### CIP and Debt Ratios

CURRENT DEBT SERVICE	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22 & BEYOND
General Obligation Debt	\$ 350,000	\$ 345,000	\$ 340,000	\$ 332,500	\$ 327,500	\$ 322,500	\$ 317,500	\$ 2,983,125
Installment Purchase Debt, Long Term	307,055	298,236	289,418	280,600	271,781	262,963	254,145	928,395
Installment Purchase Debt, Vehicles & Equipment	344,176	245,934	184,210	102,286	-	-	-	-
<b>TOTAL CURRENT DEBT SERVICE</b>	<b>\$ 1,001,231</b>	<b>\$ 889,171</b>	<b>\$ 813,628</b>	<b>\$ 715,386</b>	<b>\$ 599,281</b>	<b>\$ 585,463</b>	<b>\$ 571,645</b>	<b>\$ 3,911,520</b>

ADDITIONAL DEBT SERVICE COSTS								
General Obligation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Installment Purchase Debt, Long Term	\$ -	\$ -	\$ 330,910	\$ 391,094	\$ 391,094	\$ 391,093	\$ 391,095	\$ 24,799,523
Installment Purchase Debt, Vehicles & Equipment	\$ 258,857	\$ 435,857	\$ 576,629	\$ 715,312	\$ 688,349	\$ 717,335	\$ 540,336	\$ 845,997
<b>FUTURE DEBT SERVICE</b>	<b>\$ 258,857</b>	<b>\$ 435,857</b>	<b>\$ 907,539</b>	<b>\$ 1,106,406</b>	<b>\$ 1,079,443</b>	<b>\$ 1,108,428</b>	<b>\$ 931,431</b>	<b>\$ 25,645,520</b>
<b>TOTAL CURRENT &amp; FUTURE DEBT SERVICE OBLIGATIONS</b>	<b>\$ 1,260,088</b>	<b>\$ 1,325,027</b>	<b>\$ 1,721,167</b>	<b>\$ 1,821,792</b>	<b>\$ 1,678,724</b>	<b>\$ 1,693,891</b>	<b>\$ 1,503,076</b>	<b>\$ 29,557,040</b>

TOTAL DEBT (OUTSTANDING PRINCIPAL)								
GO Bond, Long Term Debt	\$ 4,100,000	\$ 3,850,000	\$ 3,600,000	\$ 3,350,000	\$ 3,100,000	\$ 2,850,000	\$ 2,600,000	\$ 3,100,000
Installment Purchase, Long Term Debt	\$ 2,058,333	\$ 1,841,667	\$ 1,625,000	\$ 1,408,333	\$ 1,191,667	\$ 975,000	\$ 758,333	\$ 758,333
Installment Purchase, Vehicles & Equipment	\$ 2,087,531	\$ 2,356,440	\$ 2,392,880	\$ 2,369,843	\$ 2,081,036	\$ 609,977	\$ 276,894	\$ 72,738
<b>CURRENT OUTSTANDING PRINCIPAL</b>	<b>\$ 8,245,865</b>	<b>\$ 8,048,107</b>	<b>\$ 7,617,880</b>	<b>\$ 7,128,177</b>	<b>\$ 6,372,702</b>	<b>\$ 4,434,977</b>	<b>\$ 3,635,227</b>	<b>\$ 3,931,071</b>

ADDITIONAL DEBT (OUTSTANDING PRINCIPAL)								
Installment Purchase, Long Term Debt	\$ -	\$ -	\$ 3,933,483	\$ 3,736,633	\$ 3,529,817	\$ 3,312,532	\$ 3,084,246	\$ 1,108,840
Installment Purchase, Vehicles & Equipment	\$ 1,567,100	\$ 2,074,674	\$ 2,291,871	\$ 2,369,843	\$ 2,081,036	\$ 609,977	\$ 276,894	\$ 2,081,036
<b>FUTURE OUTSTANDING PRINCIPAL</b>	<b>\$ 1,567,100</b>	<b>\$ 2,074,674</b>	<b>\$ 6,225,354</b>	<b>\$ 6,106,476</b>	<b>\$ 5,610,853</b>	<b>\$ 3,922,509</b>	<b>\$ 3,361,140</b>	<b>\$ 3,189,876</b>
<b>TOTAL OUTSTANDING PRINCIPAL, CURRENT &amp; ADDITIONAL DEBT</b>	<b>\$ 9,812,965</b>	<b>\$ 10,122,781</b>	<b>\$ 13,843,234</b>	<b>\$ 13,234,653</b>	<b>\$ 11,983,555</b>	<b>\$ 8,357,486</b>	<b>\$ 6,996,367</b>	<b>\$ 7,120,947</b>

Population (Assumes 2% growth)	20,373	20,781	21,196	21,620	22,053	22,494	22,943	22,053
Projected Assessed Valuation (Assumes 2% growth)	\$2,093,527,579	\$2,135,398,131	\$2,178,106,094	\$2,221,668,215	\$2,266,101,580	\$2,311,423,611	\$2,357,652,084	\$2,266,101,580
<b>WITHOUT ADDITIONAL DEBT</b>								
Projected Budget - 2% growth w short term debt and w/o additional long-term debt only + CIP PAYG only	\$ 23,572,584	\$ 26,499,227	\$ 28,894,955	\$ 30,684,135	\$ 32,257,715	\$ 34,095,857	\$ 35,033,751	\$ 39,350,096
<b>ESTIMATED RATIOS</b>								
% Outstanding Principal to Assessed Valuation	0.394%	0.377%	0.350%	0.321%	0.281%	0.192%	0.154%	N/A
% Debt Service to Total Budget	4.25%	3.36%	2.82%	2.33%	1.86%	1.72%	1.63%	N/A
Debt Per Capita	\$ 405	\$ 387	\$ 359	\$ 330	\$ 289	\$ 197	\$ 158	N/A
<b>WITH ADDITIONAL DEBT</b>								
Projected Budget + Additional Debt Service + CIP PAYG and Operating Impact Costs	\$ 25,356,254	\$ 28,041,801	\$ 43,507,689	\$ 33,789,994	\$ 32,648,809	\$ 34,486,950	\$ 35,424,846	N/A
<b>ESTIMATED RATIOS</b>								
% Outstanding Principal to Assessed Valuation	0.469%	0.474%	0.636%	0.596%	0.529%	0.362%	0.297%	N/A
% Debt Service to Total Budget	4.97%	4.73%	3.96%	5.39%	5.14%	4.91%	4.24%	N/A
Debt Per Capita	\$ 482	\$ 487	\$ 653	\$ 612	\$ 543	\$ 372	\$ 305	N/A

## Appendix B

### Impact on Town Annual Operating Budget

CURRENT DEBT SERVICE	FY14-15	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22 & BEYOND
SIDEWALK AND GREENWAYS GO BONDS	350,000	345,000	340,000	332,500	327,500	322,500	317,500	2,983,125
FIRE SUBSTATION	307,055	298,236	289,418	280,600	271,781	262,963	254,145	928,395
VEHICLE AND EQUIPMENT	344,176	245,934	184,210	102,286	-	-	-	-
<b>CURRENT DEBT SERVICE</b>	<b>\$ 1,001,231</b>	<b>\$ 889,171</b>	<b>\$ 813,628</b>	<b>\$ 715,386</b>	<b>\$ 599,281</b>	<b>\$ 585,463</b>	<b>\$ 571,645</b>	<b>\$ 3,911,520</b>
<b>FUTURE INSTALLMENT DEBT SERVICE</b>								
MARTIN LUTHER KING JR. PARK	\$ -	\$ -	\$ 60,183	\$ 120,367	\$ 120,367	\$ 120,366	\$ 120,367	\$ 1,263,850
TOWN HALL IMPROVEMENTS	-	-	\$ 270,727	\$ 270,727	\$ 270,727	\$ 270,727	\$ 270,728	\$ 2,707,270
PUBLIC WORKS FACILITY	-	-	-	-	-	-	-	\$ 20,828,403
<b>FUTURE INSTALLMENT DEBT SERVICE</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 330,910</b>	<b>\$ 391,094</b>	<b>\$ 391,094</b>	<b>\$ 391,093</b>	<b>\$ 391,095</b>	<b>\$ 24,799,523</b>
<b>FUTURE VEHICLE &amp; EQUIPMENT DEBT</b>								
<b>FUTURE VEHICLE &amp; EQUIPMENT DEBT</b>	<b>\$ 258,857</b>	<b>\$ 435,857</b>	<b>\$ 576,629</b>	<b>\$ 715,312</b>	<b>\$ 688,349</b>	<b>\$ 717,335</b>	<b>\$ 540,336</b>	<b>\$ 845,997</b>
<b>TOTAL CURRENT &amp; FUTURE DEBT</b>								
<b>TOTAL CURRENT &amp; FUTURE DEBT</b>	<b>\$ 1,260,088</b>	<b>\$ 1,325,027</b>	<b>\$ 1,721,167</b>	<b>\$ 1,821,792</b>	<b>\$ 1,678,724</b>	<b>\$ 1,693,891</b>	<b>\$ 1,503,076</b>	<b>\$ 29,557,040</b>
<b>CAPITAL RESERVE FUND - FUTURE PROJECTS</b>								
<b>CAPITAL RESERVE FUND - FUTURE PROJECTS</b>	<b>\$ 1,783,670</b>	<b>\$ 2,415,453</b>	<b>\$ 1,827,014</b>	<b>\$ 1,536,174</b>	<b>\$ 1,530,495</b>	<b>\$ 1,602,488</b>	<b>\$ 871,765</b>	<b>\$ 1,542,574</b>
<b>GRAND TOTAL COSTS FOR CIP IMPLEMENTATION</b>								
<b>GRAND TOTAL COSTS FOR CIP IMPLEMENTATION</b>	<b>\$ 3,043,758</b>	<b>\$ 3,740,480</b>	<b>\$ 3,548,181</b>	<b>\$ 3,357,966</b>	<b>\$ 3,209,219</b>	<b>\$ 3,296,379</b>	<b>\$ 2,374,841</b>	<b>\$ 31,099,614</b>
<b>LESS FUNDS ALREADY SET ASIDE IN CAPITAL RESERVE/DESIGNATED FUND BALANCE</b>								
<b>LESS FUNDS ALREADY SET ASIDE IN CAPITAL RESERVE/DESIGNATED FUND BALANCE</b>	<b>2,000,000</b>	<b>N/A</b>						
<b>ADDITIONAL CAPITAL RESERVES</b>	<b>(216,330)</b>	<b>415,453</b>	<b>(172,986)</b>	<b>(463,826)</b>	<b>(469,505)</b>	<b>(397,512)</b>	<b>(1,128,235)</b>	
<b>CAPITAL COSTS</b>								
<b>DIFFERENCE IN CAPITAL COSTS FROM PRIOR FISCAL YEAR</b>	<b>\$ 93,995</b>	<b>\$ 696,723</b>	<b>\$ (192,299)</b>	<b>\$ (190,215)</b>	<b>\$ (148,747)</b>	<b>\$ 87,160</b>	<b>\$ (921,538)</b>	<b>N/A</b>
<b>REVENUE PER PENNY OF TAX</b>	<b>\$ 201,243</b>	<b>\$ 205,268</b>	<b>\$ 209,373</b>	<b>\$ 213,561</b>	<b>\$ 217,832</b>	<b>\$ 222,189</b>	<b>\$ 226,632</b>	<b>N/A</b>
<b>TAX RATE EQUIVALENT (CENTS) - CAPITAL COSTS ONLY</b>	<b>0.47</b>	<b>3.39</b>	<b>(0.92)</b>	<b>(0.89)</b>	<b>(0.68)</b>	<b>0.39</b>	<b>(4.07)</b>	<b>N/A</b>

*Revenue per penny of tax for FY 14-15 as stated in adopted budget  
Revenue per penny of tax assumes 2% growth after 2014-15*