

INDIVIDUAL PROJECT DESCRIPTIONS
PROJECT DESCRIPTIONS AND EXPENDITURE SCHEDULE

Street Resurfacing

Project Description

Many years ago the Town acknowledged the importance of maintaining streets by appropriating an annual allocation for street resurfacing. The schedule for street resurfacing is based on a pavement condition survey performed every 3 years. The last study was completed in February of 2008. The Average Pavement Conditions Rating (PCR) for the entire maintained road system in 2008 was 85.7% which was lower than the 2005 Average PCR value of 88.0%. Both ratings fall within the Good Category range of 81%-90%.

The next condition survey will be in spring of 2011.

Define Problem

The Town has avoided the issues faced many years ago when streets were in poor condition. Resurfacing each street every 15 years prevents critical surface deterioration and avoids expensive roadway replacement or reconstruction. To maintain the 15 year cycle, approximately four to five miles of streets need to be resurfaced every 2 years. The Town currently maintains approximately 38 miles of paved roads.

A two-year bid cycle reduces administrative time and construction cost.

Project Alternatives

Lower cost surface treatments are available but the extended service life resulting from these treatments is much less than resurfacing.

Recommended Solution

Continue transferring money each year from the General Fund to the Capital Reserve Fund in order to cover the cost of the resurfacing project every other year.

PROJECT COST ESTIMATES

Expenditures	PREVIOUS YEARS EXPENSES							FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16			
Planning/Arch/Eng	\$ 1,200	\$ 1,300		\$ 1,400		\$ 1,500	\$ 17,000	\$ 22,400	
Land/ROW								\$ -	
Construction	\$ 543,606	\$ 600,000		\$ 662,000		\$ 730,000	\$ 805,000	\$ 3,340,606	
Equip/Furnishing								\$ -	
Other								\$ -	
Contingencies								\$ -	
TOTAL	\$ -	\$ 544,806	\$ 601,300	\$ -	\$ 663,400	\$ -	\$ 731,500	\$ 822,000	\$ 3,363,006

FUNDING SOURCES

Revenue Source	PREVIOUS YEARS REVENUE							FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16			
Installment Financing								\$ -	
GO Bond								\$ -	
Capital Reserves	\$ 544,806	\$ 601,300		\$ 663,400		\$ 731,500	\$ 822,000	\$ 3,363,006	
Intergovernmental Revenues								\$ -	
General Fund Operating Revenues								\$ -	
Miscellaneous - Payment in Lieu								\$ -	
Total Funding	\$ -	\$ 544,806	\$ 601,300	\$ -	\$ 663,400	\$ -	\$ 731,500	\$ 822,000	\$ 3,363,006

OPERATING BUDGET EFFECTS

Elements	PREVIOUS YEARS EXPENSES							FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16			
Personnel Costs								\$ -	
Operating and Maintenance								\$ -	
Capital Outlays								\$ -	
Total Operating Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Minus New Revenues*								\$ -	
Net Operating Effect	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
New Personnel (FTE)								0.0	

Sidewalks

Project Description

The purpose of this project is to increase the safety and convenience of walking throughout the Town's neighborhoods and to major facilities such as schools, bus stops, shopping areas and recreational facilities. Included in the sidewalk projects are state road improvements that serve the arterial needs of the community.

The Town has recommended all state road improvements include bike lanes on both sides of the road and, where feasible, side-

walks.

The community, in 2003, voted to use \$4.6 million general obligation bond funds to finance a comprehensive sidewalk construction program. In conjunction with state agencies and developers, the Board has crafted a plan to finance sidewalk construction over a period of six years provided the Town's fiscal position and the economy remain healthy. The list of sidewalks funded is reviewed on occasion by the Board. The Town continues to

work on Phase I Bond projects, which consists of twenty projects divided into Phase IA and Phase IB. All ten Phase IA projects are complete and five Phase IB projects are complete. Safe Routes to School funds (SRTS) have been secured to help fund the sidewalk on Elm St. which is another Phase IB project. Construction on Elm St. is anticipated to start in FY 10/11.

The proposed Rogers Road sidewalk project is included in the CIP with construction

PROJECT COST ESTIMATES

Expenditures	PREVIOUS YEARS EXPENSES							FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16			
Planning/Arch/Eng	\$ 542,045	\$ 14,500	\$ 315,000	\$ 91,500					\$ 963,045
Land/ROW		\$ 16,000	\$ 30,000						\$ 46,000
Construction	\$ 1,823,987	\$ 142,000	\$ 1,543,000	\$ 1,480,000					\$ 4,988,987
Equip/Furnishing									\$ -
Other	\$ 1,812		\$ -	\$ 207,000					\$ 208,812
Contingencies	\$ -								\$ -
TOTAL	\$ 2,367,844	\$ 172,500	\$ 1,888,000	\$ 1,778,500	\$ -	\$ -	\$ -	\$ -	\$ 6,206,844

FUNDING SOURCES

Revenue Source	PREVIOUS YEARS REVENUE							FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16			
Installment Financing									\$ -
GO Bond	\$ 2,081,924		\$ 810,558	\$ 1,448,618					\$ 4,341,100
Capital Reserves			\$ 143,823	\$ 207,000					\$ 350,823
Intergovernmental Revenues	\$ 71,944	\$ 172,500	\$ 883,340						\$ 1,127,784
General Fund Operating Revenues	\$ 11,700								\$ 11,700
Miscellaneous - Payment in Lieu	\$ 202,276		\$ 50,279	\$ 122,882					\$ 375,437
Total Funding	\$ 2,367,844	\$ 172,500	\$ 1,888,000	\$ 1,778,500	\$ -	\$ -	\$ -	\$ -	\$ 6,206,844

OPERATING BUDGET EFFECTS

Elements	PREVIOUS YEARS EXPENSES							FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16			
Personnel Costs									\$ -
Operating and Maintenance									\$ -
Capital Outlays									\$ -
Total Operating Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Minus New Revenues*									\$ -
Net Operating Effect	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Personnel (FTE)									0.0

planned to start in FY 11/12. This project will be funded with a combination of bond funds and STP-DA funds.

The NCDOT proposed sidewalk/bike lane along Old Fayetteville Road (NC54 to McDougle Middle School) is funded entirely by NCDOT and construction is expected to be completed in fall of 2010. Sidewalk installation is also expected to be part of the NCDOT Smith Level Rd. improvements and the Town will be required to provide a 30% local match, currently estimated at \$207,000. Construction is planned for FY 12/13.

It should be noted that \$126,849 of bond funds were used to fund the Town's share of three Enhancement Projects (Jones Ferry Rd., Old Fayetteville Rd. and Brewer Lane). These projects were completed in 2008.

Since the inception of the sidewalk bond program, the Town has undertaken and completed nineteen projects for approximately 3.9 miles of sidewalk which also includes significant storm sewer, curb, gutter and retaining wall improvements. The total expenses for these completed sidewalk projects and those planned for FY 10-11 and FY11-12 will commit the entire amount of bond funds available.

Define Problem

The Town's sidewalk system has not expanded to a point where sidewalks are available along the major streets that connect neighborhoods with each other as well as Town commercial centers, parks, schools and similar activity centers. Suitable urban roadways are needed to handle and sustain the development of the Town as well as the demand for public transit, bikeway, and pedestrian systems. Currently, the North Carolina Department of Transportation, when making improvements to the state roads that cross the Town's jurisdiction, allows the Town to provide a local match to obtain sidewalks, if desired.

Project Alternatives

Alternatives to this project include the status quo and the provision of temporary gravel or asphalt paths.

Recommended Solutions

Arterials or state roads, local collector and subcollector roads should have five-foot wide sidewalks constructed along both sides whereas local roads serving from 10 to 25 units should have five-foot wide sidewalks only along one side.

Operating Impact

As sidewalks are added and eventually age, operating costs will increase, however, the incremental cost with each project is minimal at this point.

Park Maintenance and Replacement Fund

Project Description

Providing an annual source of funds for park maintenance and replacement will provide for much needed maintenance requirements on a consistent ongoing basis. This concept, modeled after the Town's street resurfacing funding program, will offset costs such as field maintenance, court resurfacing, and refurbishment of park facilities. A list of projects by fiscal year are included on the following page.

Define Problem

In the past, park maintenance needs have been

deferred and then funded without support of a long-range schedule or plan to ensure the orderly upkeep of the Town's parks. This approach can pose liability risks and time constraints in managing park infrastructure that is in a state of disrepair. Park infrastructures need to be renovated or replaced on a fixed schedule to minimize liability and conform to current safety standards.

Project Alternatives

Continue to budget when needed and pursue funding for needs when resources are identified.

Recommended Solutions

Set aside an annual allocation to ensure funding for ongoing park maintenance and replacement needs.

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. The operating and maintenance costs in FY13-14 are for the elevator maintenance and inspection.

PROJECT COST ESTIMATES

Expenditures	PREVIOUS YEARS EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng		\$ 13,500							\$ 13,500
Land/ROW									\$ -
Construction		\$ 133,955			\$ 370,755				\$ 504,710
Equip/Furnishing									\$ -
Other	\$39,581		\$ 99,907	\$ 89,743	\$ 44,236	\$ 138,600	\$ 100,800	\$ 128,000	\$ 640,867
Contingencies									\$ -
TOTAL	\$ 39,581	\$ 147,455	\$ 99,907	\$ 89,743	\$ 414,991	\$ 138,600	\$ 100,800	\$ 128,000	\$ 1,159,077

FUNDING SOURCES

Revenue Source	PREVIOUS YEARS REVENUE	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND	TOTAL PROJECT
Installment Financing	\$ 37,647				\$ 370,755				\$ 408,402
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues	\$ 1,934	\$ 147,455	\$ 99,907	\$ 89,743	\$ 44,236	\$ 138,600	\$ 100,800	\$ 128,000	\$ 750,675
Miscellaneous - Payment in Lieu									\$ -
Total Funding	\$ 39,581	\$ 147,455	\$ 99,907	\$ 89,743	\$ 414,991	\$ 138,600	\$ 100,800	\$ 128,000	\$ 1,159,077

OPERATING BUDGET EFFECTS

Elements	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND	TOTAL PROJECT
Personnel Costs								\$ -
Operating and Maintenance				\$ 2,000				\$ 2,000
Capital Outlays								\$ -
Total Operating Costs	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000
Minus New Revenues*								\$ -
Net Operating Effect	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000
New Personnel (FTE)								0.0

Park Maintenance and Replacement Fund, continued

Summary of the park maintenance projects and related costs:

SUMMARY OF PARK MAINTENANCE PROJECTS		PREVIOUS YEARS EXPENSES					FY16-17 AND BEYOND		TOTAL
		FY11-12	FY12-13	FY13-14	FY14-15	FY15-16			
Lights at the Multi-purpose Field - Anderson Park		\$ 99,907						\$ 99,907	
Anderson Park Basketball Court Resurfacing			\$ 11,550					\$ 11,550	
Town Commons Play Equipment			\$ 38,808					\$ 38,808	
Baldwin Basketball Court Renovation			\$ 39,385					\$ 39,385	
Anderson Park Tennis Court Resurfacing				\$ 8,662				\$ 8,662	
Anderson Fitness Stations				\$ 35,574				\$ 35,574	
Anderson Park Bathroom Facility				\$ 209,055				\$ 209,055	
Century Center Renovation (Elevator)				\$ 161,700				\$ 161,700	
Wilson Park Tennis Court Replacement					\$ 138,600			\$ 138,600	
Anderson Park Pavillion Replacement						\$ 37,800		\$ 37,800	
Brewer's Lane Basketball Court Renovation						\$ 63,000		\$ 63,000	
Anderson Tennis Court Resurfacing							\$ 8,000	\$ 8,000	
Anderson and Wilson Playground Renovation							\$ 120,000	\$ 120,000	
Total	\$ -	\$ 99,907	\$ 89,743	\$ 414,991	\$ 138,600	\$ 100,800	\$ 128,000	\$ 972,041	

PROJECTS ON HOLD

Wilson Park Playground Replacement	\$ 31,500
Dog Park Fence Renovation	\$ 11,025
Field # 4 Renovation	\$ 50,935
Anderson Multi-purpose Field Renovation	\$ 44,236
Total	\$ 137,696

Town Parking Lots

Project Description

This project will satisfy the need to maintain public parking in the downtown to support the commercial business district and maintain the current number of parking spaces in the central business district. In the 1999 CIP, three parking lots were identified in the downtown area as suitable for public parking. One parking lot at the corner of Rosemary Street and Sunset Drive was purchased in FY03-04 at a cost of \$114,000. The Town is experiencing difficulty in finding affordable land space in the downtown area. The recent Regional Technology Strategies (RTS) report that assesses

Carrboro's economic development needs, recommends providing more adequate parking downtown and that a more comprehensive study of downtown parking be done to find the most cost-effective, environmentally appropriate, and business friendly parking structure. Other alternatives including parking decks have been considered and may be reviewed in the future.

Define Problem

Parking in the downtown has always been limited to private parking facilities associated with businesses until the Town developed the parking lots

currently under its control. As vacant properties in downtown are developed for commercial use, the lots that are currently leased by the Town as parking lots become more attractive to developers for building purposes. The current lots are leased with a 90-day clause that allows either the lessee or the lessor to terminate the contract without penalty.

Over time, the available properties will only become more expensive to buy and develop.

Project Alternative

An alternative to buying the properties would be to change the ordinance so that the properties in the downtown could be developed to mitigate parking needs. Another option would be to develop a parking facility that could be financed via a public-private partnership. The parking facility might be in the form of a parking deck. Parking deck space costs approximately \$20,000 per space to develop.

Recommended Solution

Continue to pursue parking options for the downtown area and perform a comprehensive study to determine best options.

Operating Impact

The operating budget impact is unknown at this time due to the fact that no specific decisions have been made regarding the parking arrangements in the downtown area. Maintenance and upkeep would vary depending on whether the lots would be paved or gravel.

PROJECT COST ESTIMATES

Expenditures	PREVIOUS YEARS							FY16-17 AND BEYOND	TOTAL PROJECT
	EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16		
Planning/Arch/Eng								\$ 500,000	\$ 500,000
Land/ROW									\$ -
Construction									\$ -
Equip/Furnishing									\$ -
Other									\$ -
Contingencies									\$ -
TOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000

FUNDING SOURCES

Revenue Source	PREVIOUS YEARS							FY16-17 AND BEYOND	TOTAL PROJECT
	REVENUE	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16		
Installment Financing								\$ 500,000	\$ 500,000
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues									\$ -
Miscellaneous - Payment in Lieu									\$ -
Total Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000

OPERATING BUDGET EFFECTS

Elements	PREVIOUS YEARS							FY16-17 AND BEYOND	TOTAL PROJECT
	EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16		
Personnel Costs									\$ -
Operating and Maintenance									\$ -
Capital Outlays									\$ -
Total Operating Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Minus New Revenues*</i>									\$ -
Net Operating Effect	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Personnel (FTE)									0.0

Public Works Facility

Project Description

A new facility is needed to move the Public Works Department from its current location on Smith Level Rd. to a more modern structure to improve operations and provide adequate storage. The project budget was updated in 2005 with the help of MHAworks Architects with a number inflated out six years to FY 11-12. Those numbers have now been inflated out five more years to FY 16-17.

Define Problem

Located on 2.5 acres, approximately 40 per-

cent of the current public works facility is located within a designated flood plain. The department has outgrown the current facility with respect to storage and office space. Most materials are stored in separate sheds away from the main building; some are exposed to the elements. Vehicles and equipment are also stored outside, many left out in the open. The fleet maintenance garage area is cramped for space and does not have any floor drains which can restrict vehicle preparation and clean-up. Bathroom and locker room facilities are woefully inadequate. Supervisors

work in poorly lit, cramped offices that do not have adequate electrical outlets. The conference room serves as an office for crew leaders and a file room.

Project Alternatives

Remain in current facility.

Recommended Solution

The Town has committed to constructing a public works facility in the future and has demonstrated this commitment with the purchase of approximately 23 acres off of Old NC 86. Construction of the facility is planned for FY16-17.

PROJECT COST ESTIMATES

Expenditures	PREVIOUS YEARS							FY16-17 AND BEYOND	TOTAL PROJECT
	EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16		
Planning/Arch/Eng	\$ 4,355							\$ 1,960,000	\$ 1,964,355
Land/ROW	\$ 751,881								\$ 751,881
Construction	\$ -							\$ 8,137,000	\$ 8,137,000
Equip/Furnishing								\$ 1,896,000	\$ 1,896,000
Other	\$ 250							\$ -	\$ 250
Contingencies								\$ 206,000	\$ 206,000
TOTAL	\$ 756,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,199,000	\$ 12,955,486

FUNDING SOURCES

Revenue Source	PREVIOUS YEARS							FY16-17 AND BEYOND	TOTAL PROJECT
	REVENUE	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16		
Installment Financing	\$ 756,486							\$ 12,199,000	\$ 12,955,486
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues									\$ -
Miscellaneous - Payment in Lieu									\$ -
Total Funding	\$ 756,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,199,000	\$ 12,955,486

OPERATING BUDGET EFFECTS

Elements	PREVIOUS YEARS							FY16-17 AND BEYOND	TOTAL PROJECT
	EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16		
Personnel Costs									\$ -
Operating and Maintenance								\$ 7,500	\$ 7,500
Capital Outlays									\$ -
Total Operating Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500	\$ 7,500
<i>Minus New Revenues*</i>									\$ -
Net Operating Effect	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500	\$ 7,500
New Personnel (FTE)									0.0

Operating Budget

Daily and annual operating costs would increase in correlation with the increase in facility size. Estimated increase is approximately \$7,000 to \$8,000 annually.

Greenway Trails

Project Description

This project will provide a system of multi-use greenways in Carrboro's Planning Area, link with existing and planned trails in Chapel Hill and Orange County, and link neighborhoods and park facilities. The development of these greenways is proposed by the Carrboro Recreation and Parks Comprehensive Master Plan and supported by the Carrboro Vision 2020. Through the Metropolitan Planning Organization project funding process, the Town has secured financing for two greenways proposed for construction: the Morgan Creek

Greenway from University Lake to Smith Level Road, and the Bolin Creek Greenway from Estes Drive to Homestead Road.

Define Problem

The Town has acquired a number of properties or public access easements along major creek corridors and has adopted as an element of the Parks and Recreation Master Plan a plan for greenways. If the Town wishes to establish a system of trails along these corridors, activities proposed by this project should be implemented.

Project Alternatives

An alternative to creating a system of greenways is to create selected linear parks or to simply continue without greenway facilities. In either event, the Town may wish to continue accepting the donation of easements and/or property along major streams for environmental protection and flood control purposes.

Recommended Solutions

Two separate trail systems are proposed by the Carrboro Recreation and Parks Comprehensive Master Plan: the Morgan Creek Greenway and the Bolin Creek Greenway. The Morgan Creek Greenway is three miles in length, connects with Chapel Hill's system at Smith Level Road and continues west to link with the University Lake Property. The BPW-Westbrook connector path, providing pedestrian and bicycle access, will be a part of this greenway. The Bolin Creek Greenway system also has the potential to link with Chapel Hill's system and will eventually stretch seven miles throughout Carrboro's northern planning area. The design and construction planning for Phase 1A Bolin Creek Greenway is expected to be nearly complete in FY10/11 with that of Bolin Creek Phase 1B and Morgan Creek beginning in FY10/11. Other phases of greenway trails have been proposed but are currently unfunded, as noted in the Appendix.

Operating Impact

The creation of a greenway system will require additional personnel and equipment for maintenance as well as the possibility of police personnel for added security.

PROJECT COST ESTIMATES

Expenditures	PREVIOUS YEARS							FY16-17 AND BEYOND	TOTAL PROJECT
	EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16		
Planning/Arch/Eng	\$ 122,379	\$ 146,500	\$ 175,469	\$ 132,727					\$ 577,075
Land/ROW									\$ -
Construction			\$ 443,349	\$ 730,047					\$ 1,173,396
Equip/Furnishing									\$ -
Other									\$ -
Contingencies									\$ -
TOTAL	\$ 122,379	\$ 146,500	\$ 618,818	\$ 862,774	\$ -	\$ -	\$ -	\$ -	\$ 1,750,471

FUNDING SOURCES

Revenue Source	PREVIOUS YEARS							FY16-17 AND BEYOND	TOTAL PROJECT
	REVENUE	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16		
Installment Financing									\$ -
GO Bond			\$ 106,502	\$ 152,398					\$ 258,900
Capital Reserves									\$ -
Intergovernmental Revenues	\$ 53,327	\$ 146,500	\$ 512,316	\$ 531,000					\$ 1,243,143
General Fund Operating Revenues	\$ 46,081								\$ 46,081
Miscellaneous - Payment in Lieu	\$ 22,971			\$ 179,376					\$ 202,347
Total Funding	\$ 122,379	\$ 146,500	\$ 618,818	\$ 862,774	\$ -	\$ -	\$ -	\$ -	\$ 1,750,471

OPERATING BUDGET EFFECTS

Elements	PREVIOUS YEARS							FY16-17 AND BEYOND	TOTAL PROJECT
	EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16		
Personnel Costs				\$ 36,000					\$ 36,000
Operating and Maintenance				\$ 18,000					\$ 18,000
Capital Outlays				\$ 18,000					\$ 18,000
Total Operating Costs	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ 72,000
<i>Minus New Revenues*</i>									\$ -
Net Operating Effect	\$ -	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ 72,000
New Personnel (FTE)				0.7					0.7

Martin Luther King, Jr. Park

Project Description

In December 1999, the Town purchased 9.5 acres of land in the Hillsborough Road/Pathway Drive area and designated it as a neighborhood park. A committee was appointed and Site Solutions was selected as the design consultant for the park. In October 2003, the Board approved a road alignment concept and requested the design committee work with the consultant to complete the park design. On June 15, 2004, the Board of Al-

dermen approved the park design and officially named the park Martin Luther King, Jr. Park.

Define Problem

A neighborhood park is recommended for the Hillsborough Road area to accommodate the surrounding neighborhoods. Wilson Park is the closest neighborhood park in this area; however, the service radius neither serves the neighborhoods that the proposed park project

is intended to serve nor accommodates 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, making this site a suitable project.

Project Alternatives

Allow park to be used as is with no additional improvement.

Recommended Solution

Develop a neighborhood park on Hillsborough Road.

Operating Impact

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

PROJECT COST ESTIMATES

Expenditures	PREVIOUS YEARS EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng	\$ 42,533			\$ 169,773	\$ 66,759				\$ 279,065
Land/ROW	\$ 552,700								\$ 552,700
Construction				\$1,602,378	\$ 333,798				\$ 1,936,176
Equip/Furnishing									\$ -
Other	\$ 1,017								\$ 1,017
Contingencies									\$ -
TOTAL	\$ 596,250	\$ -	\$ -	\$1,772,151	\$ 400,557	\$ -	\$ -	\$ -	\$ 2,768,958

FUNDING SOURCES

Revenue Source	PREVIOUS YEARS REVENUE	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND	TOTAL PROJECT
Installment Financing	\$ 274,000			\$1,772,151	\$ 400,557				\$ 2,446,708
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues	\$ 43,250								\$ 43,250
Miscellaneous - Payment in Lieu	\$ 279,000								\$ 279,000
Total Funding	\$ 596,250	\$ -	\$ -	\$1,772,151	\$ 400,557	\$ -	\$ -	\$ -	\$ 2,768,958

OPERATING BUDGET EFFECTS

Elements	PREVIOUS YEARS EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND	TOTAL PROJECT
Personnel Costs				\$ 16,000					\$ 16,000
Operating and Maintenance									\$ -
Capital Outlays				\$ 9,000					\$ 9,000
Total Operating Costs	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
Minus New Revenues*				\$ -					\$ -
Net Operating Effect	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000
New Personnel (FTE)				0.3					0.3

Lease-Purchase Schedule for Vehicles and Equipment

Project Description

The Town's policy and practice is to provide for 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) additions and replacements using installment financing. An inventory of these needs is presented on the following pages. In regards to vehicles, the Public Works Department evaluates whether there are suitable hybrids or alternative fuel vehicles available before purchasing non-hybrids or non-alternative vehicles.

Define Problem

Maintenance of capital assets is one of many important criteria used by credit rating agencies to assess the fiscal health and credit rating of an organization. In addition, 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. The Town has traditionally used installment financing to ensure regular replacement of the Town's rolling stock and on occasion to purchase high-cost equipment that is replaced or needed on an infrequent basis.

Project Alternatives

When vehicles or equipment are not replaced on a consistent schedule, excessive downtime or staff labor may be used toward maintaining broken equipment or vehicles. This could disrupt services provided by the Town in a detrimental way that affects service delivery or causes safety or liability concerns for the Town.

Recommended Solution

The Town should provide for the adequate maintenance of vehicles and equipment to ensure efficient and effective service delivery. The Public Works Department reviews all vehicle requests and makes recommendations based on

replacement criteria identified in the Town's policies.

Operating Impact

The majority of items requested are replacement vehicles and operational costs are minimized by replacing the vehicles in a timely manner. The increased cost of the police vehicles in FY11-12 is due to retrofitting video equipment in each vehicle.

PROJECT COST ESTIMATES

Expenditures	PREVIOUS YEARS EXPENSES								FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16				
Planning/Arch/Eng									\$ -	
Land/ROW									\$ -	
Construction									\$ -	
Equip/Furnishing	\$ 620,496	\$ 560,500	\$ 1,171,350	\$ 999,480	\$ 353,248	\$ 1,543,795	\$ 566,443	\$ 296,342	\$ 6,111,654	
Other									\$ -	
Contingencies									\$ -	
TOTAL	\$ 620,496	\$ 560,500	\$ 1,171,350	\$ 999,480	\$ 353,248	\$ 1,543,795	\$ 566,443	\$ 296,342	\$ 6,111,654	

FUNDING SOURCES

Revenue Source	PREVIOUS YEARS REVENUE								FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16				
Installment Financing	\$ 620,496	\$ 560,500	\$ 1,171,350	\$ 999,480	\$ 353,248	\$ 1,543,795	\$ 566,443	\$ 296,342	\$ 6,111,654	
GO Bond									\$ -	
Capital Reserves									\$ -	
Intergovernmental Revenues									\$ -	
General Fund Operating Revenues									\$ -	
Miscellaneous - Payment in Lieu									\$ -	
Total Funding	\$ 620,496	\$ 560,500	\$ 1,171,350	\$ 999,480	\$ 353,248	\$ 1,543,795	\$ 566,443	\$ 296,342	\$ 6,111,654	

OPERATING BUDGET EFFECTS

Elements	PREVIOUS YEARS REVENUE								FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16				
Personnel Costs									\$ -	
Operating and Maintenance									\$ -	
Capital Outlays									\$ -	
Total Operating Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Minus New Revenues*									\$ -	
Net Operating Effect	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
New Personnel (FTE)									0.0	

Lease-Purchase Schedule, continued

The following table provides a breakdown, by fiscal year, of the cost estimates provided in the previous table.

Type	Department	Vehicle	Cost
Fiscal Year 2011-2012			
Replacement	Fire	Pumper Truck-Replace #934	17 yrs. 62,000 \$ 620,000
Replacement	Rec & Parks	Full Size Pick up -Replace #016	9 yrs. 20,000 \$ 16,000
Replacement	Rec & Parks	Small Pick up -Replace #015	9 yrs. 30,000 \$ 15,800
Replacement	Planning	Mid size SUV - Replace #135	9 yrs. 27,000 \$ 28,000
Replacement	Police	Administration-Replace vehicle #190	9 yrs. 95,000 \$ 28,000
Replacement	Police	Patrol Vehicle-Replace vehicle #205	6 yrs. 76,000 \$ 40,100
Replacement	Police	Patrol Vehicle-Replace vehicle #206	6 yrs. 53,000 \$ 40,100
Replacement	Police	Patrol Vehicle-Replace vehicle #207	6 yrs. 59,000 \$ 40,100
Replacement	Police	Patrol Vehicle-Replace vehicle #208	6 yrs. 69,000 \$ 40,100
Replacement	Police	Patrol Vehicle-Replace vehicle #235	4 yrs. 33,000 \$ 40,100
Replacement	Police	Investigations-Replace vehicle #204	6 yrs. 80,000 \$ 27,300
Replacement	Police	Animal Control vehicle - Replace K-9	\$ 15,750
Replacement	Public Works	Solid Waste - Front Loader- Replace #56	9 yrs 98,000 \$ 220,000
		TOTAL	\$ 1,171,350
Fiscal Year 2012-2013			
Replacement	Public Works	Solid Waste - Fully Automated - Replace #54	\$ 256,000
Replacement	Public Works	Streets - Replace Lee Boy Roller #039	\$ 37,800
Replacement	Public Works	Solid Waste - Replace #800	\$ 250,000
Replacement	Police	Patrol Vehicles-Replace vehicle #211	\$ 35,280
Replacement	Police	Patrol Vehicles-Replace vehicle #212	\$ 35,280
Replacement	Police	Patrol Vehicles-Replace vehicle #213	\$ 35,280
Replacement	Police	Patrol Vehicles-Replace vehicle #214	\$ 35,280
Replacement	Police	Community Services-Replace vehicle #210	\$ 35,280
Addition	Police	Patrol Vehicle	\$ 35,280
Replacement	Fire	Sedan - Replace #982	\$ 24,000
Addition	Public Works	Solid Waste - Front Loader New Addition to Fleet	\$ 220,000
		TOTAL	\$ 999,480
Fiscal Year 2013-2014			
Replacement	Planning	Hybrid	\$ 32,340
Replacement	Police	Patrol Vehicles-Replace vehicle #215	\$ 37,044
Replacement	Police	Patrol Vehicles-Replace vehicle #216	\$ 37,044
Replacement	Police	Patrol Vehicles-Replace vehicle #217	\$ 37,044
Replacement	Police	Patrol Vehicles-Replace vehicle #218	\$ 37,044
Replacement	Police	Patrol Vehicles-Replace vehicle #219	\$ 37,044
Replacement	Police	Patrol Vehicles-Replace vehicle #221	\$ 37,044
Addition	Police	Patrol Vehicle	\$ 37,044
Replacement	Police	Administration- Replace vehicle #203	\$ 30,800
Replacement	Police	Administration- Replace vehicle #004	\$ 30,800
		TOTAL	\$ 353,248

Lease-Purchase Schedule, continued

Fiscal Year 2014-2015			
Replacement	Public Works	Streets-New Holland Tractor Replace #044/Boom Mower-Replace #040	\$ 96,000
Replacement	Public Works	Streets-Sweeper Truck-Replace vehicle #008	\$ 240,000
Replacement	Public Works	Streets-F-450 Truck-Replace vehicle #017	\$ 50,000
Replacement	Public Works	Solid Waste-Condor Labrie #801	\$ 225,000
Replacement	Planning	Ford F-150-Replace # 134	\$ 18,000
Replacement	Police	Patrol Vehicles-Replace vehicle #222	\$ 38,900
Replacement	Police	Patrol Vehicles-Replace vehicle #223	\$ 38,900
Replacement	Police	Patrol Vehicles-Replace vehicle #224	\$ 38,900
Replacement	Police	Patrol Vehicles-Replace vehicle #225	\$ 38,900
Replacement	Police	Patrol Vehicles-Replace vehicle #226	\$ 38,900
Addition	Police	Patrol Vehicle	\$ 38,900
Replacement	Police	Investigations-Replace # 227	\$ 31,395
Replacement	Fire	Engine-1998 Ferrara-Replace #931	\$ 650,000
		TOTAL	\$ 1,543,795
Fiscal Year 2015-2016			
Replacement	Public Works	Fleet Maintenance-Hybrid Sedan-Replace vehicle #220	\$ 28,000
Replacement	Public Works	Streets-F-350 4x4 Truck-Replace vehicle #041	\$ 23,500
Replacement	Public Works	L&G-Dump Truck-Replace vehicle #031	\$ 43,155
Replacement	Public Works	L&G John Deere Tractor-Replace vehicle #064	\$ 41,000
Replacement	Public Works	L&G John Deere 997 Mower-Replace #603	\$ 16,328
Replacement	IT	Mid size van-Replace vehicle #012	\$ 21,000
Replacement	Rec & Parks	Ford E-350 Van-Replace vehicle # 701	\$ 33,700
Replacement	Police	Patrol Vehicles-Replace vehicle #229	\$ 40,845
Replacement	Police	Patrol Vehicles-Replace vehicle #230	\$ 40,845
Replacement	Police	Patrol Vehicles-Replace vehicle #231	\$ 40,845
Replacement	Police	Patrol Vehicles-Replace vehicle #235	\$ 40,845
Addition	Police	Patrol Vehicle	\$ 40,845
Replacement	Police	Investigations-Replace #234	\$ 33,000
Replacement	Police	Community Services-Replace vehicle #228	\$ 40,845
Replacement	Police	Community Services-Replace vehicle #232	\$ 40,845
Replacement	Police	Community Services-Replace vehicle #233	\$ 40,845
		TOTAL	\$ 566,443
Fiscal Year 2016-2017			
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	Police	Investigations-Replace vehicle # 237	\$ 34,842
Addition	Police	Patrol Vehicle	\$ 42,880
Replacement	Fire	Ford F-250 HD 4x4 Shift Commander Replace vehicle # 987	\$ 53,470
		TOTAL	\$ 296,342

Weaver Street Reconstruction

Project Description

The Weaver Street Reconstruction project includes the removal and reconstruction of the existing road, removal and replacement of curb and gutter, the installation of additional storm inlets and piping to improve storm drainage in the block of W. Main to N. Greensboro, and the replacement of an existing 12 inch water main in both blocks. The cost for the water main replacement will be paid for by OWASA.

Define Problem

It was determined in 1997 that due to the poor condition of the existing sub-grade and base that the removal and replacement of all the pavement, base materials, sub-grade materials and curb & gutter would be necessary. Sun-gate and Town staff were working on finalizing design plans in Summer of 2000 when the project was put on hold knowing that a Downtown Vision 2020 Report was anticipated. It was decided at the time it would be prudent to delay work so that any recommendations for design consideration that might come from

the report could be considered as part of the construction project. This way Weaver Street could include suggested items such as decorative street lights, benches, and wider sidewalks, etc. As of April 2003, no decisions had been made from the Downtown Vision Report on what suggestions should be included in the project.

A Downtown Transportation Circulation Study was being discussed in early 2003. Subsequently, the project was put on hold again pending the outcome of the study. A

resolution was adopted in April of 2003 that recommended the re-examination of the Weaver Street project when the Downtown Transportation Circulation Study was completed.

The Downtown Traffic Circulation Study, as prepared by Kimley-Horn and Associates, was presented to the Board in June of 2005. Kimley-Horn recommended several street projects as a result of the study including Weaver Street.

PROJECT COST ESTIMATES

Expenditures	PREVIOUS YEARS EXPENSES							FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16			
Planning/Arch/Eng	\$ 52,315	\$ 97,685	\$ 100,100					\$ 250,100	
Land/ROW								\$ -	
Construction		\$ 700,000	\$ 850,900					\$ 1,550,900	
Equip/Furnishing								\$ -	
Other								\$ -	
Contingencies								\$ -	
TOTAL	\$ 52,315	\$ 797,685	\$ 951,000	\$ -	\$ -	\$ -	\$ -	\$ 1,801,000	

FUNDING SOURCES

Revenue Source	PREVIOUS YEARS REVENUE							FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16			
Installment Financing								\$ -	
GO Bond								\$ -	
Capital Reserves	\$ 52,315	\$ 797,685	\$ 601,000					\$ 1,451,000	
Intergovernmental Revenues			\$ 350,000					\$ 350,000	
General Fund Operating Revenues								\$ -	
Miscellaneous - Payment in Lieu								\$ -	
Total Funding	\$ 52,315	\$ 797,685	\$ 951,000	\$ -	\$ -	\$ -	\$ -	\$ 1,801,000	

OPERATING BUDGET EFFECTS

Elements	PREVIOUS YEARS EXPENSES							FY16-17 AND BEYOND	TOTAL PROJECT
	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16			
Personnel Costs								\$ -	
Operating and Maintenance								\$ -	
Capital Outlays								\$ -	
Total Operating Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Minus New Revenues*								\$ -	
Net Operating Effect	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
New Personnel (FTE)								0.0	

The recommendation for Weaver Street includes repaving (maintain existing cross section) and re-striping to narrow the travel lanes to ten feet creating a four-foot wide bicycle lane between the travel lanes and the gutter pan. Other suggestions include the installation of three new mid-block crossings, upgrade signage, bike detectors at intersections to trigger changes in traffic signals, ADA compliant wheelchair ramps, hedge-screens between the public right-of-way and private parking lots.

The basic repaving of Weaver Street was first programmed in the CIP beginning with the FY 2006/07 plan. Design for the project was originally scheduled for 2007/08 and construction slated for 2008/09.

This project was discussed with the Board in November of 2007 as part of the annual CIP presentation. At the end of the presentation the Board adopted a resolution for the CIP to include the least expensive option for Weaver Street which is basically reconstruction of the street only as outlined in the Project Description above.

Design of the project continues in FY 10/11. Final construction plans are almost finished and the Town is in the process of obtaining necessary permits, encroachment agreements and easements. A tentative bid opening is slated for the fall of 2010. It is anticipated that construction will start in late December of 2010 and take about one year for completion.

Project Alternatives

None.

Recommended Solutions

The current condition of Weaver Street continues to worsen and the project cannot be postponed indefinitely. The longer reconstruction is delayed, the more expensive temporary repairs will be.

Operating Impact

These two blocks of Weaver Street are in poor condition and in the last several years have required annual maintenance in terms of asphalt patching. Reconstruction of the roadway will reduce this routine maintenance requirement.

Information Technology Schedule

Project Description

All new Information Technology projects with costs equal to or greater than \$15,000 are included on the Information Schedule (individual projects are listed in the schedule on the following page).

Define Problem

Maintenance and upgrades of information technology are critical to the efficient and effective operations of the Town. Regular and appropriate replacement cycles ensure a service delivery system that is not hampered by time lost to repairs, broken parts, or maintaining outdated equipment.

Project Alternatives

When information technology is not updated or replaced on a consistent schedule, excessive downtime or staff time may be used toward maintaining outdated equipment. This could disrupt services provided by the Town in a detrimental way that affects service delivery.

Recommended Solution

The Town should provide for the maintenance and upgrade of information technology on a regular on-going basis to ensure efficient and effective service delivery.

Operating Impact

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

PROJECT COST ESTIMATES

Expenditures	PREVIOUS YEARS EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng									\$ -
Land/ROW									\$ -
Construction									\$ -
Equip/Furnishing		\$ 15,000	\$ 36,500	\$ 15,500	\$ 55,000				\$ 122,000
Other									\$ -
Contingencies									\$ -
TOTAL	\$ -	\$ 15,000	\$ 36,500	\$ 15,500	\$ 55,000	\$ -	\$ -	\$ -	\$ 122,000

FUNDING SOURCES

Revenue Source	PREVIOUS YEARS REVENUE	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND	TOTAL PROJECT
Installment Financing									\$ -
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues		\$ 15,000	\$ 36,500	\$ 15,500	\$ 55,000				\$ 122,000
Miscellaneous - Payment in Lieu									\$ -
Total Funding	\$ -	\$ 15,000	\$ 36,500	\$ 15,500	\$ 55,000	\$ -	\$ -	\$ -	\$ 122,000

OPERATING BUDGET EFFECTS

Elements	PREVIOUS YEARS EXPENSES	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND	TOTAL PROJECT
Personnel Costs									\$ -
Operating and Maintenance			\$ 3,700	\$ 1,500	\$ 1,500	\$ 15,000			\$ 21,700
Capital Outlays									\$ -
Total Operating Costs			\$ 3,700	\$ 1,500	\$ 1,500	\$ 15,000			\$ 21,700
<i>Minus New Revenues*</i>									\$ -
Net Operating Effect	\$ -	\$ -	\$ 3,700	\$ 1,500	\$ 1,500	\$ 15,000	\$ -	\$ -	\$ 21,700
New Personnel (FTE)									0.0

Information Technology Schedule, continued

The following table provides a breakdown, by fiscal year, of the cost of the estimates provided in the table on the previous page:

SUMMARY OF TECHNOLOGY SOLUTIONS PROJECTS	PREVIOUS YEARS EXPENSES						FY16-17 AND BEYOND		TOTAL
	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND			
Street Sign Management System	\$ 15,000							\$ 15,000	
PD In-Car Video System and Infrastructure	\$ 21,500							\$ 21,500	
Tyler Forms for the Munis Financial System		\$ 15,500						\$ 15,500	
Planning - Document Scanning/GIS Integration			\$ 55,000					\$ 55,000	
								\$ -	
Total	\$ -	\$ 36,500	\$ 15,500	\$ 55,000	\$ -	\$ -	\$ -	\$ 107,000	

OPERATING BUDGET EFFECTS

Elements	PREVIOUS YEARS EXPENSES						FY16-17 AND BEYOND		TOTAL
	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17 AND BEYOND			
Personnel Costs								\$ -	
Operating and Maintenance	\$ 3,700	\$ 1,500	\$ 1,500	\$ -				\$ 6,700	
Capital Outlays								\$ -	
Total Operating Costs	\$ -	\$ 3,700	\$ 1,500	\$ 1,500	\$ 15,000	\$ -	\$ -	\$ 21,700	
<i>Minus New Revenues*</i>								\$ -	
Net Operating Effect	\$ -	\$ 3,700	\$ 1,500	\$ 1,500	\$ 15,000	\$ -	\$ -	\$ 21,700	
New Personnel (FTE)								0.0	