

# Town of Carrboro

*Adopted*

## Capital Improvement Program



**Fiscal Year 2010- 2011  
Through  
Fiscal Year 2015-2016**

**TOWN OF CARRBORO, NORTH CAROLINA**  
**CAPITAL IMPROVEMENTS PROGRAM**  
**FY2010-2011 THROUGH FY2015-2016**

**BOARD OF ALDERMEN**

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**TOWN MANAGER**

Steven E. Stewart

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Travis Crabtree, Fire Chief  
Andy Vogel, Information and Technology Manager  
Roy Williford, Planning Director  
Sandra Svoboda, Budget and Purchasing Analyst, CIP Coordinator

Thanks to Jeff Kleaveland, Planning Department, for the cover design.

November 11, 2009

To: Mayor and Board of Aldermen

It is with pleasure that I transmit to you the adopted capital improvement program (CIP) for fiscal year 2010-2011. The overall spending plan proposed in the CIP remains unchanged, however, the Board directed the Town Manager to prepare reports on options for sidewalk projects that may ultimately re-arrange the proposed sidewalk construction plans presented in the recommended CIP.

With the Town facing limited funds and increased construction costs for sidewalks, I had recommended that the Estes Drive sidewalk be removed from the CIP.

The Board, recognizing that costs are limited, has asked staff to review two options for the Estes Drive sidewalk project. The options to be explored include:

- Possible Pleasant Drive-Estes Park Apartments connection
- Possible placement of sidewalks from N. Greensboro to Hillcrest and removal of Pine Street sidewalk from the sidewalk planned construction list.

In addition, the adopted FY2010-11 CIP document removes the Estes Drive sidewalk project from the unfunded list pending discussion of sidewalk construction options as approved by the Board on November 10, 2009. The Town Manager's Message, which follows, is included as part of the recommended CIP as presented to the Board prior to adoption.

Sincerely,



Steven E. Stewart  
Town Manager

## *A Message from the Manager*

November 10, 2009

Dear Mayor and Board of Aldermen,

It is with pleasure that I submit to you the Recommended FY10-11 - FY15-16 Capital Improvements Program (CIP). The CIP, in total, represents a best effort to implement the vision created by residents and documented by town staff in various needs assessments, including Vision 2020, the Downtown Visioning Plan, Downtown Traffic Circulation Study, and the recent economic development assessment, and various master plans for parks and recreation and greenways. A primary focus of the CIP is the maintenance/replacement of the existing infrastructure. Another prominent feature of the CIP is the sidewalk and greenways construction program approved in a bond referendum in November 2003 that validates residents' desire to have a walkable community that provides for safe and convenient transportation through means other than single-occupancy vehicles. The Town will continue prioritizing the placement of sidewalks and greenways as time and costs permit.

This year, the CIP plan represents significant progress in capital building. The fire substation is under construction and the design and building of bond-funded sidewalks will continue. Recognizing the importance of environmental sustainability, LEED standards are being used in the construction of the fire substation to meet the equivalent of a silver rating. Planning work is underway for the Morgan Creek and Bolin Creek greenways and for Weaver Street reconstruction with plans for significant project costs to occur within the upcoming two fiscal years. The Town continues to protect its investment in road infrastructure with a planned 15-year cycle street resurfacing program. A street resurfacing project is budgeted in the current fiscal year.

In addition to capital building, the FY10-11 - FY15-16 CIP continues the maintenance of Town facilities, vehicles, and equipment and on Board priorities of having a safe, walkable, and "green-friendly" community. Town staff continue to follow vehicle and equipment replacement guidelines focusing on timely replacement and economical use which includes the evaluation of alternative fuel or hybrid vehicles. Long-term initiatives are also unfolding in this CIP with the construction of bond-funded sidewalks, a fire substation in the northern area of town, and the development and construction of the long-planned Martin Luther King, Jr. park.

A notable change in the FY10-11 - FY15-16 CIP is the adjustment of priorities within the sidewalk construction program. As the town sidewalk construction program continues along with steep increases in materials and construction costs and the addition of the Rogers Road sidewalk project, it is clear that bond funds are not sufficient to support the projects currently planned. At this time, several projects will need local funding in addition to bond funding. Construction of sidewalks on Smith Level Road and on Rogers Road will require approximately \$350,823 in additional local funding from the capital reserve fund. The construction of sidewalk along Estes Drive is a continuing dilemma with the absence of bike lanes, the need to obtain right-of-way along a state-maintained highway, high construction costs and a future NCDOT road project along the same corridor. The proposed Wilson Park Multi-use path project mitigates some of the safety concerns along Estes Drive and therefore staff recommends that the Estes Drive sidewalk project be deferred until favorable alternatives can be identified. The MPO is working on projects to be included in the next State Transportation Improvement Program (TIP) for FY12-18. The Estes Drive project is #13 on the regional priority list. A roundabout at Estes and N. Greensboro Street is #15. The Board of Transportation is expected to adopt the next TIP in June, 2011. It seems prudent to coordinate with NCDOT on a project that would include bike lanes and cost-sharing on sidewalks that would reduce local funding requirements. If the Estes Drive sidewalk project remains in the CIP, then \$1,218,000 in local funds must be identified.

Parking lot construction and the planned public works facility will mark another significant phase of the town's capital planning in later years. The planned purchase/development of lots in the downtown area continues to be considered in FY 15-16. Arguably, construction of a new Public Works facility should be the next new construction project due to the inadequacy of the current facility and its susceptibility to serious flooding. However, it will also be the most expensive project ever undertaken by the Town. As in past years, needs outstrip the revenue capacity and thus some needs go unfunded. A view of unfunded town needs identified during this capital planning process is presented in the Appendix on page 3.6. The unfunded projects primarily address building facility needs, parks and recreation needs, bicycle and pedestrian improvements, and road improvements.

As mentioned in previous updates, this Capital Improvements Program is simply a planning tool to forecast and match estimated revenues and major capital needs over a six-year period and beyond. Due to new or shifting service needs, special financing opportunities, emergency needs, or other directives or priorities established by the Mayor and Board of Aldermen, this plan is updated annually and projects included in later planning years are not guaranteed for funding. Overall, however, we believe that while capital planning in this manner is not an exact science, it is a proven approach to building a forward-looking community while vigilantly protecting the town's fiscal health.

**FY10-11 - FY15-16 Capital Improvements Plan - Overview**

The Recommended Capital Improvements Plan (CIP) totals \$38,100,943. Approximately \$29,113,838 or 76%, of the \$38.1 million total is or will be funded through debt financing instruments such as general obligation bonds and installment financings. Of the total debt to be financed, \$6,486,606 represents installment financing needed to maintain the town's rolling stock and equipment to provide Town services.

Projects	CIP 10-11 THRU 15-16	CIP 09-10 THRU 14-15	Difference
Greenways	\$ 1,750,471	\$ 1,462,500	\$ 287,971
Martin Luther King, Jr. Park	\$ 2,069,246	\$ 1,881,133	\$ 188,113
Northern Area Fire Substation	\$ 3,250,000	\$ 2,992,703	\$ 257,297
Park Maintenance and Repair	\$ 1,154,365	\$ 1,003,130	\$ 151,235
Public Works Facility	\$ 12,155,486	\$ 9,699,501	\$ 2,455,985
Sidewalks	\$ 5,982,884	\$ 5,043,087	\$ 939,797
Street Resurfacing	\$ 2,800,927	\$ 2,073,641	\$ 727,286
Town Parking Lots	\$ 500,000	\$ 500,000	\$ -
Weaver Street Reconstruction	\$ 1,801,000	\$ 1,535,000	\$ 266,000
Information Technology	\$ 149,959	\$ 264,842	\$ (114,883)
Equipment/Vehicle Lease-Purchase	\$ 6,486,606	\$ 6,810,368	\$ (323,762)
<b>Total Projects</b>	<b>\$ 38,100,943</b>	<b>\$ 33,265,905</b>	<b>\$ 4,835,038</b>

Per capita debt and percentage of debt to the operating budget remain well within industry standards in each year of the CIP as indicated on p. 3.3.

The overall CIP plan has increased \$4,835,038, primarily due to inflation costs for the construction of the Public Works Facility (\$2,455,985), MLK, Jr. Park (\$188,113) and the Northern Area Fire Substation (\$257,297), materials for Sidewalks (\$939,797), and engineering and construction costs for the Weaver Street reconstruction project (\$266,000). Park maintenance costs have increased due to inflation and the addition of the Anderson Park Pavilion replacement and Brewer's Lane Basketball Court Renovation. The biennial street resurfacing program increased (\$727,286) due to having 5 resurfacing cycles in this CIP as to 4 in last year's CIP.

Project costs are updated periodically depending on the type of project. For example, street resurfacing costs are adjusted/inflated each year due to the fluctuation of petroleum product costs. Weaver Street reconstruction costs are estimates provided by the Town engineer in September 2009

based on review of other project costs in the marketplace. Updated sidewalk estimates for near future projects are based on current estimates calculating a cost per foot. The Public Works facility budget is not based on any final design at this point in time. However, the estimate has been updated from the original 2005 estimate prepared by a consultant. Similarly, the Martin Luther King, Jr. park project cost is adjusted in an attempt to keep the estimates current.

The increased Greenways cost estimate primarily reflects the inclusion of the Wilson Park Multi-use Path. Construction estimates for Bolin and Morgan Creek are several years old and the current CIP estimates do not include any anticipated inflationary impact. The costs will be reviewed as the planning process is completed. Ultimately, the Town has limited funding capacity and this will affect what is actually constructed. In October 2007 the Board of Aldermen established the Greenways Commission which is composed of representatives from surrounding jurisdictions, agencies, advocacy groups and Carrboro citizens. Town staff, in conjunction with the Greenways Commission and the Board will move forward with the planning processes for both the Bolin Creek and Morgan Creek greenways and help fulfill the Town's goal of a connected series of greenways as established by Carrboro Vision 2020.

Information Technology cost decreases reflect the fact that most departments in the organization are now sufficiently automated and much of the costs for IT upgrades or replacements are now reflected in the operating budget. However, several IT needs are identified in this CIP including replacement of traffic counters used to perform traffic counts for planning purposes; a street sign management system to allow the Town to manage street signs for appropriate retro reflectivity (mandated to be in place by January 2012); an enhancement for the financial system that merges financial system data with electronic document templates that would be helpful in automating and decentralizing financial operations with adequate internal controls; and document scanning/GIS integration for the Planning Department in later years. The decrease in the Vehicle replacement schedule reflects adjustments to the fleet based on the vehicle maintenance policy.

Martin Luther King, Jr. Park is also considered a primary capital initiative that is important to residents. The master plan approved by the Board in September 2004 is complete. Actual development of the park is proposed for FY11-12 following the construction and operational implementation of the Fire Substation and the issuance of bonds for sidewalks and greenways in order to minimize any potential impact or ballooning effect on the potential tax burden. If the economic downturn continues, the park project will likely need to be pushed out beyond FY11-12.

Looking more specifically at the upcoming FY10-11 budget process, the CIP exerts significant spending pressures that will compete with the annual operating budget as the Town opens the fire substation paying both operational costs and debt service. The Town continues to implement the sidewalk and greenways program, and move forward with road improvements. Several projects require additional funding and will need an appropriation from the capital reserve fund to ensure project completion. The Board, upon approving the CIP, will be requested to designate available funds (\$720,940) within the capital reserve fund for Smith Level Road sidewalks (\$207,000); Rogers Road sidewalks (\$143,823); and Weaver Street Reconstruction (\$370,117).

As mentioned earlier, the CIP largely relies on debt financing as a means to build infrastructure. The town's ability to fund infrastructure projects for the next six years plays a significant role in the implementation of its CIP. A strong effort has been made to limit the number of projects until there is sufficient growth in the tax base to support a more aggressive capital improvement program. Looking forward, however, there are factors that may mitigate the debt impact anticipated by the adopted CIP, such as expanded tax base through growth, adjustment of spending priorities, or new grant funding.

Financing capital needs means that a revenue stream must exist to pay for the debt service costs. The potential tax impact of the CIP (shown on page 3.4) is noteworthy and points to the need for diversification of the town's tax base and consideration of revisiting revenue-generating possibilities with the North Carolina General Assembly to avoid a heavy reliance on property taxes, one of the very few revenue sources under control of local governments in North Carolina. A menu of revenue options exists, including impact fees for recreation and transportation purposes, meal taxes, special tax districts for economic development, real estate transfer taxes, and grants. Some of these options may not be viable, at least in the near future.

I am proud of the action that is occurring in the capital program in light of the difficult economic times. Town staff has delayed purchases, frozen positions, and remained diligent and frugal in their day-to-day operations while recognizing the importance of continuing to build upon and maintain the assets currently owned by the Town that will continue to provide for generations to come.

I look forward to discussing the projects recommended in the CIP and ultimately bringing to life the vision of our residents and the Board.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Stewart".

Steven Stewart  
Town Manager

SES/LBR

A RESOLUTION TO CONSIDER AND ADOPT THE RECOMMENDED CAPITAL  
IMPROVEMENTS PROGRAM – FISCAL YEAR 2010-2011 THROUGH  
FISCAL YEAR 2015-2016  
Resolution No. 44/2009-10

WHEREAS, the Town of Carrboro recognizes that a Capital Improvements Plan enables staff and the Board to plan for a vibrant community; and

WHEREAS, the Capital Improvements Plan is a six-year planning tool designed to help the Town plan for the repair, replacement, and acquisition of capital items; to assist in financial planning; to ensure better coordination and evaluation of projects; to provide necessary lead time for project planning, permitting, design; and to maintain or improve the Town's credit rating and fiscal health; and

WHEREAS, the Recommended FY2010-11 through FY2015-16 Capital Improvements Program updates last year's comprehensive revision of the Town's capital needs; and

WHEREAS, this plan is updated annually for Board review; and

WHEREAS, adjustments for anticipated projects can also be made each year during the annual revision of the Town's budget; and

WHEREAS, the Board authorizes staff to reallocate undesignated funds within the Capital Reserve Fund to support the following projects and additional local funding needed for future capital projects: Smith Level Road sidewalks (\$207,000); Rogers Road sidewalk (\$143,823); and Weaver St. reconstruction (\$370,117); and

WHEREAS, this flexibility in the planning and implementation of capital needs makes Carrboro's Capital Improvements Plan responsive to the changing needs of its diverse community.

THEREFORE BE IT RESOLVED that the Town of Carrboro Board of Aldermen has received the *Recommended Capital Improvements Program – Fiscal Year 2010-2011 through Fiscal Year 2015-2016* and adopts this capital program with the following changes and recommendations:

- Total sidewalk spending plans remain unchanged; however, staff is requested to prepare reports on options for sidewalk projects regarding the Estes Drive sidewalk project. The options to be explored include:

## ATTACHMENT A

- Possible Pleasant Drive-Estes Park Apartments connection
  - Possible placement of sidewalks from N. Greensboro to Hillcrest and removal of Pine Street sidewalk from the sidewalk planned construction list
- The CIP document will remove the Estes Drive sidewalk project from the unfunded list pending discussion of sidewalk construction options identified above.

# **Carrboro Capital Improvements Plan**

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***SUMMARY OF CAPITAL IMPROVEMENTS PLAN  
PROJECT EXPENDITURES AND OPERATING IMPACT***

# *The Capital Improvements Program*

Projects submitted through the Capital Improvement Program (CIP) differ from the annual operating expenses primarily in that they are of a high dollar threshold (more than \$100,000); large in size; and irregular in frequency. Also, they involve the development of assets that last for many years. Major capital decisions tend to have a fiscal and operational impact more extensive than that required of annual operating and maintenance decisions and require different planning and budgetary methods.

Vehicles and capital equipment (exceeding \$25,000) - both additions and replacements - shall be considered for the town's lease-purchase schedule identified in the CIP. The vehicle replacement schedule enumerated in the lease-purchase schedule within the CIP document is based on criteria established in the town vehicle replacement policy. Also, Information Technology (IT) projects with costs equal to or greater than \$15,000 are evaluated, prioritized and included in the Information Technology Schedule in the CIP. IT projects emphasized in the CIP focus on the significant IT needs not previously funded, whereas the annual operating budget assumes the responsibility for replacements, upgrades and maintenance costs.

## **Functions of the CIP**

The six-year CIP schedule is a planning tool, not a budget. Adjustments for anticipated projects can be made each year during the annual review of the town's budget. The CIP is revised as needed until individual projects

are formally adopted. This flexibility in the planning and implementation of capital needs makes Carrboro's CIP responsive to the changing needs of its diverse community. The CIP achieves five (5) major objectives:

1. To help the town plan for the repair, replacement, and acquisition of capital items and facilities that are necessary in providing high quality services to residents.
2. To assist in financial planning by forecasting capital demands together with future revenues and expenditures.
3. To insure better coordination, evaluation, prioritization, and planning of projects to serve the community and its needs.
4. To provide lead time for project planning, regulatory permitting, design, land acquisition, and construction to assure projects will be ready when needed.
5. To maintain or improve the town's credit rating and fiscal health through promoting strong budgetary and financial management planning.

## **CIP Planning Process**

Town staff develops and maintains a projection of capital projects for the next six years based on the previous capital plans, community needs assessments, and on projects approved by the Board of Aldermen. The CIP should be tied to projected revenue and expenditure constraints. Future planning should consider periods of revenue surplus and short-fall and adjust future programs accordingly. The CIP includes long-term maintenance and other operational requirements for proposed

projects. Each fiscal year, the CIP is updated to include current information for review by the Board of Aldermen.

The town's capital program recognizes the borrowing limitation and debt tolerance of the town. In addition, the CIP budget process includes a financial analysis and narrative of the impact of the CIP on the town's financial condition, including but not limited to, debt levels and operating budget. 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. Debt levels are discussed in detail in the Appendix.

Any capital item that has not been included in the CIP or recurring lease-purchase schedule but because of its critical or emergency need where timing was not anticipated in the CIP or budgetary process or is mandated immediately by either state or federal requirements will be considered for approval for debt financing.

The CIP Document provides information in three sections:

## **Section I, Summary**

This section of the document consists of a transmittal message and summary spreadsheets that describe what is proposed in the

## CIP Document Organization

CIP plan, changes in the town's capital program, and a discussion of the impact of the CIP on debt, operating costs, tax, and revenue implications of the plan.

### Section II, Individual Project Descriptions

This section describes each project individually, identifies various components of expenditures and revenue. The expenditure categories used are described below:

- *Planning*: These costs include architect plans, site testing, and other pre-building issues.
- *Land/ROW*: Estimated costs for land or right-of-ways.
- *Construction*: Estimated costs for buildings related to specific projects.
- *Equipment/Furnishings*: Estimated costs for equipment such as chillers, alarm systems, and safety equipment. Furnishings include desks, chairs, and other items that will be used by employees and patrons.
- *Other*: This allocation includes costs not easily fit into other categories. Examples include computer hardware and software purchases, attorney's fees, and ongoing park maintenance needs.
- *Contingencies*: This is generally a percentage of the total project construction costs and represents funds available for unforeseen costs or cost increases.

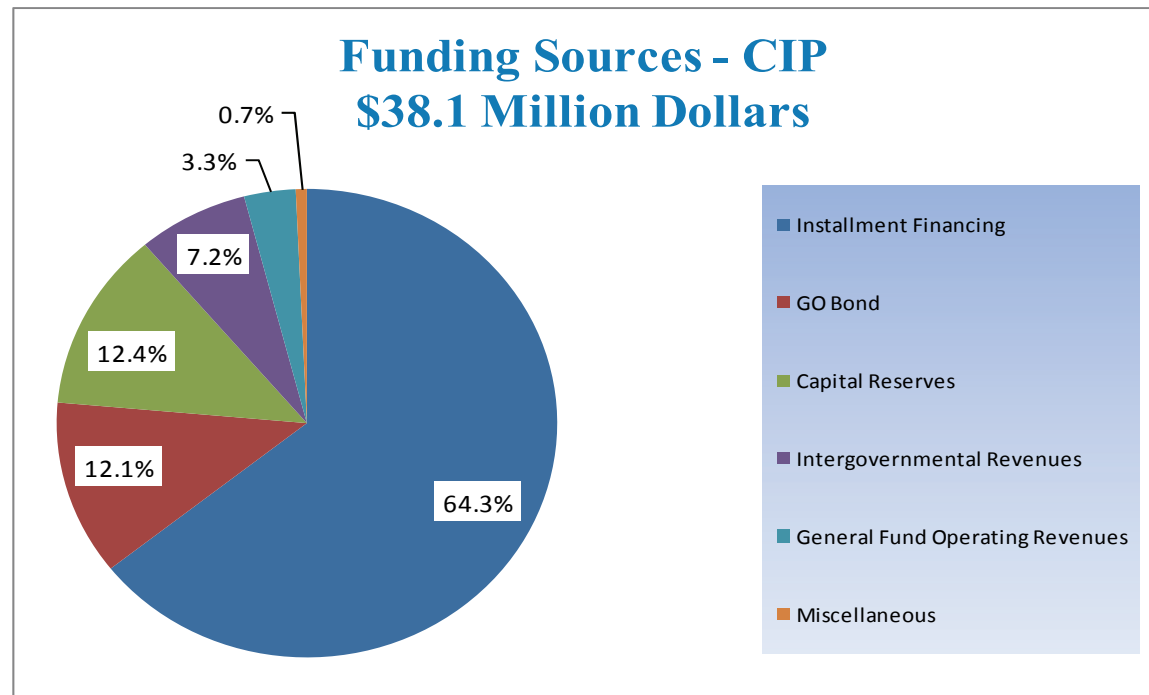
Project revenues are largely dependent upon financing through various debt instruments

such as general obligation bonds or installment financing. The graph below illustrates the revenue stream needed to finance the town's CIP. Approximately, 82 percent of the CIP is financed through debt, requiring revenue to support debt payments.

Below is a list of the types of funding:

- *Installment Financing*: This is a debt financing source that does not require voter approval. Debt payments generally extend fifteen years. The town has used installment financing to fund short-term vehicle and equipment purchases and for land and facilities.

- *General Obligation Bonds*: This is a form of debt financing that requires voter approval. The ability to get funds follows a bond referendum. This is the strongest form of security that a local government can pledge for debt, its full faith and credit, making the debt general obligation. Debt payments for GO bonds generally have twenty-year terms.
- *Capital Reserves*: Capital reserve funds are created to set aside funds for any purposes for which a local government may issue bonds. A certain amount of funds is set aside via an allocation from the town's primary operating fund, the General Fund, to accumulate to pay for large capital items. The town has largely



used capital reserves for its street resurfacing program and to pay the local match toward sidewalk construction along state roads.

- *Intergovernmental Revenues* – This represents grants or support from other local, federal, or state governmental jurisdictions.
- *General Fund Operating Revenues* – This represents funding directly from the town’s General Fund for each year. There is no debt associated with this funding.
- *Miscellaneous* – The revenue includes various small miscellaneous contributions including funds received directly from developers and reserves set aside as required by the town’s payment-in-lieu program for recreation and open space.
- *Operating Budget Effects* – This reflects the annual additional operating impact in each fiscal year.

### **Section III, Appendix**

This section includes detailed analysis of the impact of the recommended CIP on the town’s financial condition and a discussion of projects that currently remain unfunded.

## Summary Table of CIP Projects by Fiscal Year

The following table shows a summary of project expenditures over the next five years and the operating impact of each project on the annual budget.

Projects	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECTS	OPERATING IMPACT	FTES
Street Resurfacing	\$259,921	\$544,806	\$ -	\$601,300	\$ -	\$663,400	\$ -	\$731,500	\$2,800,927	\$ -	0.0
Northern Area Fire Substation	\$308,654	\$2,941,346	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,250,000	\$686,247	12.0
Sidewalks	\$2,226,384	\$647,000	\$1,883,500	\$1,226,000	\$ -	\$ -	\$ -	\$ -	\$5,982,884	\$ -	0.0
Park Maintenance and Repair	\$21,295	\$238,580	\$90,640	\$95,150	\$85,470	\$207,350	\$286,000	\$129,880	\$1,154,365	\$ -	0.0
Town Parking Lots	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$ -	0.0
Public Works Facility	\$756,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$11,399,000	\$12,155,486	\$7,500	0.0
Greenways	\$67,094	\$103,906	\$350,500	\$1,228,971	\$ -	\$ -	\$ -	\$ -	\$1,750,471	\$ -	0.0
Martin Luther King, Jr. Park	\$ -	\$ -	\$ -	\$1,687,763	\$381,483	\$ -	\$ -	\$ -	\$2,069,246	\$126,408	2.0
Weaver Street Reconstruction	\$20,411	\$42,089	\$1,128,200	\$610,300	\$ -	\$ -	\$ -	\$ -	\$1,801,000	\$ -	0.0
Equipment/Vehicle Lease-Purchase	\$1,252,927	\$620,496	\$586,500	\$1,184,000	\$646,000	\$298,000	\$1,457,000	\$441,683	\$6,486,606	\$ -	0.0
Information Technology	\$49,459	\$ -	\$15,000	\$15,000	\$15,500	\$55,000	\$ -	\$ -	\$149,959	\$20,000	0.0
<b>Total Projects</b>	<b>\$4,962,630</b>	<b>\$5,138,223</b>	<b>\$4,054,340</b>	<b>\$6,648,484</b>	<b>\$1,128,453</b>	<b>\$1,223,750</b>	<b>\$1,743,000</b>	<b>\$13,202,063</b>	<b>\$38,100,943</b>	<b>\$840,155</b>	<b>14.0</b>

Funding Source	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL FUNDING	% of Funding
Installment Financing	\$2,318,067	\$3,614,342	\$586,500	\$2,871,763	\$1,027,483	\$298,000	\$1,457,000	\$12,340,683	\$24,513,838	64.3%
GO Bond	\$1,941,047	\$267,650	\$1,677,116	\$714,187	\$ -	\$ -	\$ -	\$ -	\$4,600,000	12.1%
Capital Reserves	\$279,732	\$586,895	\$1,237,200	\$1,217,424	\$ -	\$663,400	\$ -	\$731,500	\$4,716,151	12.4%
Intergovernmental Revenues	\$71,524	\$476,100	\$447,884	\$1,734,960	\$ -	\$ -	\$ -	\$ -	\$2,730,468	7.2%
General Fund Operating Revenues	\$85,054	\$186,080	\$105,640	\$110,150	\$100,970	\$262,350	\$286,000	\$129,880	\$1,266,124	3.3%
Miscellaneous	\$224,084	\$50,279	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$274,363	0.7%
<b>Total Funding</b>	<b>\$4,919,507</b>	<b>\$5,181,346</b>	<b>\$4,054,340</b>	<b>\$6,648,484</b>	<b>\$1,128,453</b>	<b>\$1,223,750</b>	<b>\$1,743,000</b>	<b>\$13,202,063</b>	<b>\$38,100,943</b>	<b>100.0%</b>

### OPERATING BUDGET EFFECTS

Elements	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs	\$388,220	\$ -	\$192,634	\$ -	\$81,950	\$ -	\$ -	\$ -	\$662,804
Operating and Maintenance	\$7,797	\$5,685	\$92,411	\$1,500	\$8,493	\$15,000	\$1,500	\$7,500	\$139,886
Capital Outlays	\$ -	\$ -	\$ -	\$ -	\$37,495	\$ -	\$ -	\$ -	\$37,495
Total Operating Costs	\$396,017	\$5,685	\$285,045	\$1,500	\$127,908	\$15,000	\$1,500	\$7,500	\$840,155
Minus New Revenues*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Net Operating Effect</b>	<b>\$396,017</b>	<b>\$5,685</b>	<b>\$285,045</b>	<b>\$1,500</b>	<b>\$127,908</b>	<b>\$15,000</b>	<b>\$1,500</b>	<b>\$7,500</b>	<b>\$840,155</b>
New Personnel (FTE)	9.0	0.0	3.0	0.0	2.0	0.0	0.0	0.0	14.0

***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%.

## 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.

PROJECT COST ESTIMATES									
Expenditures	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng	\$600	\$1,200		\$1,300		\$1,400		\$1,500	\$6,000
Land/ROW									\$ -
Construction	\$259,321	\$543,606		\$600,000		\$662,000		\$730,000	\$2,794,927
Equip/Furnishing									\$ -
Other									\$ -
Contingencies									\$ -
<b>TOTAL</b>	<b>\$259,921</b>	<b>\$544,806</b>	<b>\$ -</b>	<b>\$601,300</b>	<b>\$ -</b>	<b>\$663,400</b>	<b>\$ -</b>	<b>\$731,500</b>	<b>\$2,800,927</b>
FUNDING SOURCES									
Revenue Source	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing									\$ -
GO Bond									\$ -
Capital Reserves	\$259,321	\$544,806		\$601,300		\$663,400		\$731,500	\$2,800,327
Intergovernmental Revenues									\$ -
General Fund Operating Revenues	\$600								\$600
Miscellaneous - Payment in Lieu									\$ -
<b>Total Funding</b>	<b>\$259,921</b>	<b>\$544,806</b>	<b>\$ -</b>	<b>\$601,300</b>	<b>\$ -</b>	<b>\$663,400</b>	<b>\$ -</b>	<b>\$731,500</b>	<b>\$2,800,927</b>
OPERATING BUDGET EFFECTS									
Elements	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs									\$ -
Operating and Maintenance									\$ -
Capital Outlays									\$ -
<b>Total Operating Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Minus New Revenues*									\$ -
<b>Net Operating Effect</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>New Personnel (FTE)</b>									<b>0.0</b>

## Recommended Solution

Continue annual allocation from the General Fund to support the timely and orderly repair of the town's streets.

## Operating Impact

Not applicable.

# Northern Area Fire Substation

## Project Description

To ensure continued adequate and effective fire coverage in all areas of town, a fire substation is being built on Homestead Road. In FY06-07, the Town hired Stewart Cooper Newell Architects for the design and construction management of the new fire station. Central Builders of Mebane have been hired as the contractors for the fire substation and construction has begun.

## Define Problem

Construction of a fire substation is needed to

protect the residents, businesses and new school that are existing and/or being built in the northern area.

## Project Alternatives

There are no good alternatives at this time. In order to continue to provide adequate fire protection and emergency medical response in the future, it will be necessary to add this substation. In the meantime, excellent mutual aid agreements with the New Hope, Orange Grove and the Town of Chapel Hill Fire De-

partments ensure appropriate coverage.

## Recommended Solution

To ensure continued adequate and effective fire coverage, a fire substation is proposed for Homestead Road.

## Operating Impact

Once the substation is fully operational, it will require an estimated 15 firefighter positions and miscellaneous operating costs including uniforms, utilities, and departmental supplies.

PROJECT COST ESTIMATES									
Expenditures	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng	\$200,377	\$48,645							\$249,022
Land/ROW									\$ -
Construction		\$2,000,020							\$2,000,020
Equip/Furnishing	\$98,297	\$691,504							\$789,801
Other	\$9,980	\$16,207							\$26,187
Contingencies		\$184,970							\$184,970
<b>TOTAL</b>	<b>\$308,654</b>	<b>\$2,941,346</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$3,250,000</b>
FUNDING SOURCES									
Revenue Source	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing	\$308,654	\$2,941,346							\$3,250,000
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues									\$ -
Miscellaneous - Payment in Lieu									\$ -
<b>Total Funding</b>	<b>\$308,654</b>	<b>\$2,941,346</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$3,250,000</b>
OPERATING BUDGET EFFECTS									
Elements	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs	\$388,220		\$192,634						\$580,854
Operating and Maintenance	\$7,797	\$5,685	\$91,911						\$105,393
Capital Outlays									\$ -
<b>Total Operating Costs</b>	<b>\$396,017</b>	<b>\$5,685</b>	<b>\$284,545</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$686,247</b>
Minus New Revenues*									\$ -
<b>Net Operating Effect</b>	<b>\$396,017</b>	<b>\$5,685</b>	<b>\$284,545</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$686,247</b>
New Personnel (FTE)	9.0		3.0						12.0

# 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, sidewalks.

The community, in 2003, voted to use general obligation bond funds to finance a comprehensive sidewalk construction project. 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 three Phase IB projects are complete. Two other Phase IB projects (Bim and Ashe St.) will begin construction in February of 2010. American Recovery Reinvestment act funds (ARRA) have been secured to help fund both projects along with bond funds. Safe Routes to School

PROJECT COST ESTIMATES									
Expenditures	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng	\$446,979	\$87,000	\$169,500	\$109,000					\$812,479
Land/ROW									\$ -
Construction	\$1,730,288	\$548,000	\$1,702,000	\$1,077,000					\$5,057,288
Equip/Furnishing									\$ -
Other	\$49,117	\$12,000	\$12,000	\$40,000					\$113,117
Contingencies									\$ -
<b>TOTAL</b>	<b>\$2,226,384</b>	<b>\$647,000</b>	<b>\$1,883,500</b>	<b>\$1,226,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$5,982,884</b>
FUNDING SOURCES									
Revenue Source	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing									\$0
GO Bond	\$1,941,047	\$241,421	\$1,474,500	\$555,216					\$4,212,184
Capital Reserves			\$109,000	\$241,824					\$350,824
Intergovernmental Revenues	\$71,524	\$355,300	\$300,000	\$428,960					\$1,155,784
General Fund Operating Revenues	\$12,700								\$12,700
Miscellaneous - <i>Payment in Lieu</i>	\$201,113	\$50,279							\$251,392
<b>Total Funding</b>	<b>\$2,226,384</b>	<b>\$647,000</b>	<b>\$1,883,500</b>	<b>\$1,226,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$5,982,884</b>
OPERATING BUDGET EFFECTS									
Elements	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs									\$ -
Operating and Maintenance									\$ -
Capital Outlays									\$ -
<b>Total Operating Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<i>Minus New Revenues*</i>									\$ -
<b>Net Operating Effect</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
New Personnel (FTE)									0.0

funds (SRTS) have been secured to help fund the sidewalk on Elm St. which is another Phase IB project. Construction on Elm St. and three other Phase IB projects is anticipated to start in FY 10/11.

The proposed Rogers Road sidewalk project is included in the CIP with construction planned for 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 underway in spring on 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 11/12.

It should be noted that bond funds were also 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 seventeen projects for approximately 3.6 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 neighborhoods with each other as well as with commercial centers, parks, schools and similar activity centers. Suitable urban roadways are needed to handle and sustain the development of the town and region 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**

The construction of new sidewalks will impact the town's operating budget in proportion to the amount of sidewalks constructed. Additional sidewalk facilities will produce an increase in sidewalk maintenance costs.

# Park Maintenance and Replacement Fund

## Project Description

Providing for an annual allocation for park maintenance and replacement will provide for much needed perennial maintenance requirements on a consistent 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 rehabilitation 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. The majority of 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 continue to pursue funding for needs until 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 when facilities are in a state of disrepair.

PROJECT COST ESTIMATES									
Expenditures	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng	\$5,902								\$5,902
Land/ROW									\$ -
Construction	\$13,584	\$145,580				\$199,100	\$154,000		\$512,264
Equip/Furnishing									\$ -
Other	\$1,809	\$93,000	\$90,640	\$95,150	\$85,470	\$8,250	\$132,000	\$129,880	\$636,199
Contingencies									\$ -
<b>TOTAL</b>	<b>\$21,295</b>	<b>\$238,580</b>	<b>\$90,640</b>	<b>\$95,150</b>	<b>\$85,470</b>	<b>\$207,350</b>	<b>\$286,000</b>	<b>\$129,880</b>	<b>\$1,154,365</b>
FUNDING SOURCES									
Revenue Source		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing		\$52,500							\$52,500
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues	\$21,295	\$186,080	\$90,640	\$95,150	\$85,470	\$207,350	\$286,000	\$129,880	\$1,101,865
Miscellaneous - Payment in Lieu									\$ -
<b>Total Funding</b>	<b>\$21,295</b>	<b>\$238,580</b>	<b>\$90,640</b>	<b>\$95,150</b>	<b>\$85,470</b>	<b>\$207,350</b>	<b>\$286,000</b>	<b>\$129,880</b>	<b>\$1,154,365</b>
OPERATING BUDGET EFFECTS									
Elements		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs									\$ -
Operating and Maintenance									\$ -
Capital Outlays									\$ -
<b>Total Operating Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<i>Minus New Revenues*</i>									\$ -
<b>Net Operating Effect</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
New Personnel (FTE)									0.0

## ***Park Maintenance and Replacement Fund, continued***

The following table shows a summary of the park maintenance projects:

<b>Field #4 Renovation - Anderson Park</b>	<b>\$ 48,510</b>
<b>Anderson Multi-purpose Field Renovation</b>	<b>\$ 42,130</b>
<b>FY10-11</b>	<b>\$ 90,640</b>
<b>Lights at the Multi-purpose Field - Anderson Park</b>	<b>\$ 95,150</b>
<b>FY11-12</b>	<b>\$ 95,150</b>
<b>Anderson Park Basketball Court Resurfacing</b>	<b>\$ 11,000</b>
<b>Town Commons Play Equipment</b>	<b>\$ 36,960</b>
<b>Baldwin Park Renovation</b>	<b>\$ 37,510</b>
<b>FY12-13</b>	<b>\$ 85,470</b>
<b>Anderson Park Tennis Court Resurfacing</b>	<b>\$ 8,250</b>
<b>Anderson Park Bathroom Facility</b>	<b>\$ 199,100</b>
<b>FY13-14</b>	<b>\$ 207,350</b>
<b>Wilson Park Tennis Court Replacement</b>	<b>\$ 132,000</b>
<b>Century Center Renovation (Elevator)</b>	<b>\$ 154,000</b>
<b>FY14-15</b>	<b>\$ 286,000</b>
<b>Anderson Park Pavillion Replacement</b>	<b>\$ 36,000</b>
<b>Anderson Fitness Stations</b>	<b>\$ 33,880</b>
<b>Brewer's Lane Basketball Court Renovation</b>	<b>\$ 60,000</b>
<b>FY-15-16</b>	<b>\$ 129,880</b>

# Town Parking Lots

## Project Description

This project will satisfy the need to maintain public parking in the downtown to support the commercial business district while maintaining 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 allowing for more adequate parking downtown and recommends that a more comprehensive study of downtown parking 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 the 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 would allow 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	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng								\$500,000	\$500,000
Land/ROW									\$ -
Construction									\$ -
Equip/Furnishing									\$ -
Other									\$ -
Contingencies									\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000
FUNDING SOURCES									
Revenue Source		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing								\$500,000	\$500,000
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues									\$ -
Miscellaneous - Payment in Lieu									\$ -
<b>Total Funding</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000
OPERATING BUDGET EFFECTS									
Elements		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs									\$ -
Operating and Maintenance									\$ -
Capital Outlays									\$ -
<b>Total Operating Costs</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Minus New Revenues*</i>									\$ -
<b>Net Operating Effect</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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 four more years to FY 15-16.

## 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. Inadequate door height into the fleet maintenance area restricts larger vehicles from being brought inside for repairs and subsequently mechanics are required to work outside on certain vehicles during inclement weather.

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 is also used for filing.

## 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 included in FY15-16 and Beyond.

## 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.

PROJECT COST ESTIMATES									
Expenditures	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng	\$4,355							\$1,868,000	\$1,872,355
Land/ROW	\$751,881								\$751,881
Construction								\$7,534,000	\$7,534,000
Equip/Furnishing								\$1,806,000	\$1,806,000
Other	\$250								\$250
Contingencies								\$191,000	\$191,000
<b>TOTAL</b>	<b>\$756,486</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$11,399,000</b>	<b>\$12,155,486</b>
FUNDING SOURCES									
Revenue Source		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing	\$756,486							\$11,399,000	\$12,155,486
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues									\$ -
Miscellaneous - Payment in Lieu									\$ -
<b>Total Funding</b>	<b>\$756,486</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$11,399,000</b>	<b>\$12,155,486</b>
OPERATING BUDGET EFFECTS									
Elements		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs									\$ -
Operating and Maintenance								\$7,500	\$7,500
Capital Outlays									\$ -
<b>Total Operating Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$7,500</b>	<b>\$7,500</b>
<i>Minus New Revenues*</i>									\$ -
<b>Net Operating Effect</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$7,500</b>	<b>\$7,500</b>
<b>New Personnel (FTE)</b>									<b>0.0</b>

# Greenway Trails

## Project Description

The objective of this project is to provide a system of multi-use greenways in Carrboro's Planning Area, to coordinate these improvements to link with existing and planned trails in Chapel Hill and Orange County, and to 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, then the 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 conceptual planning phase for the Morgan Creek and Bolin Creek Greenways began in January 2009 and is expected to be complete by the end of December 2009. The Wilson Park Multi-Use Path construction is planned for FY 10/11. Other phases of greenway trails have been proposed but are currently unfunded.

## Operating Impact

The creation of a greenway system may over time require additional personnel and equipment for maintenance as well as police personnel for added security.

PROJECT COST ESTIMATES									
Expenditures	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng	\$67,094	\$103,906	\$137,500	\$111,500					\$420,000
Land/ROW									\$ -
Construction			\$213,000	\$1,117,471					\$1,330,471
Equip/Furnishing									\$ -
Other									\$ -
Contingencies									\$ -
<b>TOTAL</b>	<b>\$67,094</b>	<b>\$103,906</b>	<b>\$350,500</b>	<b>\$1,228,971</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,750,471</b>
FUNDING SOURCES									
Revenue Source		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing									\$ -
GO Bond		\$26,229	\$202,616	\$158,971					\$387,816
Capital Reserves									\$ -
Intergovernmental Revenues		\$120,800	\$147,884	\$1,070,000					\$1,338,684
General Fund Operating Revenues	\$1,000								\$1,000
Miscellaneous - Payment in Lieu	\$22,971								\$22,971
<b>Total Funding</b>	<b>\$23,971</b>	<b>\$147,029</b>	<b>\$350,500</b>	<b>\$1,228,971</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,750,471</b>
OPERATING BUDGET EFFECTS									
Elements		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs									\$ -
Operating and Maintenance									\$ -
Capital Outlays									\$ -
<b>Total Operating Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<i>Minus New Revenues*</i>									\$ -
<b>Net Operating Effect</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>New Personnel (FTE)</b>									<b>0.0</b>

# Martin Luther King, Jr. Park

## Project Description

In December 1999, the Town of Carrboro 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 to serve as the consultant to design 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 Aldermen 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

The Public Works Department will need to hire two (2) full-time positions and seasonal help to maintain the park. Mowers and other supplies will be needed to maintain the park grounds.

PROJECT COST ESTIMATES									
Expenditures	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng				\$161,689	\$63,580				\$225,269
Land/ROW									\$ -
Construction				\$1,526,074	\$317,903				\$1,843,977
Equip/Furnishing									\$ -
Other									\$ -
Contingencies									\$ -
<b>TOTAL</b>	\$ -	\$ -	\$ -	\$1,687,763	\$381,483	\$ -	\$ -	\$ -	\$2,069,246
FUNDING SOURCES									
Revenue Source		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing				\$1,687,763	\$381,483				\$2,069,246
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues									\$ -
Miscellaneous - Payment in Lieu									\$ -
<b>Total Funding</b>	\$ -	\$ -	\$ -	\$1,687,763	\$381,483	\$ -	\$ -	\$ -	\$2,069,246
OPERATING BUDGET EFFECTS									
Elements		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs					\$81,950				\$81,950
Operating and Maintenance					\$6,993				\$6,993
Capital Outlays					\$37,495				\$37,495
<b>Total Operating Costs</b>	\$ -	\$ -	\$ -	\$ -	\$126,408	\$ -		\$ -	\$126,408
<i>Minus New Revenues*</i>									
<b>Net Operating Effect</b>	\$ -	\$ -	\$ -	\$ -	\$126,408	\$ -	\$ -	\$ -	\$126,408
New Personnel (FTE)					2.0				2.0

# Lease-Purchase Schedule for Vehicles and Equipment

## Project Description

The town's fiscal policy and practices are such that provisions will be made 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 will make every effort to evaluate 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.

PROJECT COST ESTIMATES									
Expenditures	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng									\$ -
Land/ROW									\$ -
Construction									\$ -
Equip/Furnishing	\$1,252,927	\$620,496	\$586,500	\$1,184,000	\$646,000	\$298,000	\$1,457,000	\$441,683	\$6,486,606
Other									\$ -
Contingencies									\$ -
<b>TOTAL</b>	<b>\$1,252,927</b>	<b>\$620,496</b>	<b>\$586,500</b>	<b>\$1,184,000</b>	<b>\$646,000</b>	<b>\$298,000</b>	<b>\$1,457,000</b>	<b>\$441,683</b>	<b>\$6,486,606</b>
FUNDING SOURCES									
Revenue Source	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing	\$1,252,927	\$620,496	\$586,500	\$1,184,000	\$646,000	\$298,000	\$1,457,000	\$441,683	\$6,486,606
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues									\$ -
Miscellaneous - Payment in Lieu									\$ -
<b>Total Funding</b>	<b>\$1,252,927</b>	<b>\$620,496</b>	<b>\$586,500</b>	<b>\$1,184,000</b>	<b>\$646,000</b>	<b>\$298,000</b>	<b>\$1,457,000</b>	<b>\$441,683</b>	<b>\$6,486,606</b>
OPERATING BUDGET EFFECTS									
Elements	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs									\$ -
Operating and Maintenance									\$ -
Capital Outlays									\$ -
Total Operating Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Minus New Revenues*									\$ -
<b>Net Operating Effect</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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
<b><u>Fiscal Year 2010-2011</u></b>			
Replacement	Public Works	Administration - Mid size Hybrid SUV - Replace vehicle #001	\$ 33,500
Replacement	Public Works	Streets - utility truck - Replace vehicle #042	\$ 44,000
Replacement	Public Works	Streets - pickup - Replace vehicle #043	\$ 22,000
Replacement	Public Works	Solid Waste - boom truck - Replace vehicle #57	\$ 154,000
Replacement	Police	Patrol - Replace vehicle #199	\$ 30,000
Replacement	Police	Patrol - Replace vehicle K-9 #209	\$ 30,000
Replacement	Police	Animal Control vehicle - Replace K-9	\$ 15,000
Replacement	Public Works	L&G - Full Size Truck - Replace #003	\$ 25,000
Replacement	Police	Investigations - Replace vehicle #198	\$ 23,000
Replacement	Police	Community Services - Replace vehicle #200	\$ 25,000
Replacement	Police	Community Services - Replace vehicle #201	\$ 25,000
Replacement	Fire	Fire Suppression 4x4 Brush - Truck Replace-#985	\$ 160,000
<b>TOTAL</b>			<b>\$ 586,500</b>
<b><u>Fiscal Year 2011-2012</u></b>			
Replacement	Fire	Pumper Truck - Replace #934	\$ 620,000
Replacement	Rec & Parks	Full Size Pick up - Replace #016	\$ 16,000
Replacement	Rec & Parks	Small Pick up - Replace #015	\$ 15,000
Replacement	Planning	Mid size SUV - Replace #135	\$ 28,000
Replacement	Police	Administration - Replace vehicle #190	\$ 25,000
Replacement	Police	Patrol - Replace vehicle #205	\$ 30,000
Replacement	Police	Patrol - Replace vehicle #206	\$ 30,000
Replacement	Police	Patrol - Replace vehicle #207	\$ 30,000
Replacement	Police	Patrol - Replace vehicle #208	\$ 30,000
Replacement	Police	Patrol - Replace vehicle #235	\$ 30,000
Replacement	Police	Investigations - Replace vehicle #204	\$ 30,000
Addition	Public Works	Streets - 1-Ton dump	\$ 44,000
Replacement	Public Works	Solid Waste - Fully Automated - Replace #54	\$ 256,000
<b>TOTAL</b>			<b>\$1,184,000</b>
<b><u>Fiscal Year 2012-2013</u></b>			
Replacement	Public Works	Solid Waste - Replace #56	\$ 220,000
Replacement	Public Works	Solid Waste - Replace #800	\$ 250,000
Replacement	Police	Patrol - Replace vehicle #211	\$ 30,000
Replacement	Police	Patrol - Replace vehicle #212	\$ 30,000
Replacement	Police	Patrol - Replace vehicle #213	\$ 30,000
Replacement	Police	Patrol- Replace vehicle #214	\$ 30,000
Replacement	Police	Community Services - Replace vehicle #210	\$ 32,000
Replacement	Fire	Sedan - Replace vehicle #982	\$ 24,000
<b>TOTAL</b>			<b>\$ 646,000</b>

## *Lease-Purchase Schedule, continued*

<b>Fiscal Year 2013-2014</b>			
Replacement	Planning	Hybrid - Replace vehicle #702	\$ 28,000
Replacement	Police	Patrol - Replace vehicle #209	\$ 31,000
Replacement	Police	Patrol - Replace vehicle #215	\$ 31,000
Replacement	Police	Patrol - Replace vehicle #216	\$ 31,000
Replacement	Police	Patrol - Replace vehicle #217	\$ 31,000
Replacement	Police	Patrol - Replace vehicle #218	\$ 31,000
Replacement	Police	Patrol - Replace vehicle #219	\$ 31,000
Replacement	Police	Patrol - Replace vehicle #221	\$ 31,000
Replacement	Police	Administration - Replace vehicle #203	\$ 28,000
Replacement	Police	Administration - Replace vehicle #004	\$ 25,000
		<b>TOTAL</b>	<b>\$ 298,000</b>
<b>Fiscal Year 2014-2015</b>			
Replacement	Public Works	Streets- Tractor Replace #044/Boom Mower-Replace #040	\$ 96,000
Replacement	Public Works	Streets - Replace vehicle #008	\$ 240,000
Replacement	Public Works	Streets - Replace vehicle #017	\$ 50,000
Replacement	Public Works	Solid Waste - Replace #801	\$ 225,000
Replacement	Planning	Inspections - Replace vehicle #134	\$ 18,000
Replacement	Replacement	Patrol - Replace vehicle #222	\$ 31,000
Replacement	Replacement	Patrol - Replace vehicle #223	\$ 31,000
Replacement	Replacement	Patrol - Replace vehicle #224	\$ 31,000
Replacement	Replacement	Patrol - Replace vehicle #225	\$ 31,000
Replacement	Replacement	Patrol - Replace vehicle #226	\$ 31,000
Replacement	Police	Investigations - Replace vehicle #227	\$ 23,000
Replacement	Fire	Fire Suppression - Replace Engine #931	\$ 650,000
		<b>TOTAL</b>	<b>\$1,457,000</b>
<b>Fiscal Year 2015-2016</b>			
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 #064	\$ 41,000
Replacement	Public Works	L&G John Deere 997 Mower - Replace #603	\$ 16,328
Replacement	IT	Midsize Service Van - Replace vehicle #012	\$ 21,000
Replacement	Rec & Parks	E-350 Van - Replace vehicle # 701	\$ 33,700
Replacement	Police	Patrol - Replace vehicle #229	\$ 32,000
Replacement	Police	Patrol - Replace vehicle #230	\$ 32,000
Replacement	Police	Patrol - Replace vehicle #231	\$ 32,000
Replacement	Police	Patrol - Replace vehicle #235	\$ 32,000
Replacement	Police	Investigations - Replace vehicle #234	\$ 24,000
Replacement	Police	Community Services - Replace vehicle #228	\$ 15,000
Replacement	Police	Community Services - Replace vehicle #232	\$ 34,000
Replacement	Police	Community Services - Replace vehicle #233	\$ 34,000
		<b>TOTAL</b>	<b>\$ 441,683</b>

# 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 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

PROJECT COST ESTIMATES									
Expenditures	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng	\$20,411	\$42,089	\$145,900	\$41,700					\$250,100
Land/ROW									\$ -
Construction		\$0	\$982,300	\$568,600					\$1,550,900
Equip/Furnishing									\$ -
Other									\$ -
Contingencies									\$ -
<b>TOTAL</b>	<b>\$20,411</b>	<b>\$42,089</b>	<b>\$1,128,200</b>	<b>\$610,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,801,000</b>
FUNDING SOURCES									
Revenue Source		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing									\$ -
GO Bond									\$ -
Capital Reserves	\$20,411	\$42,089	\$1,128,200	\$374,300					\$1,565,000
Intergovernmental Revenues				\$236,000					\$236,000
General Fund Operating Revenues									\$ -
Miscellaneous - <i>Payment in Lieu</i>									\$ -
<b>Total Funding</b>	<b>\$20,411</b>	<b>\$42,089</b>	<b>\$1,128,200</b>	<b>\$610,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$1,801,000</b>
OPERATING BUDGET EFFECTS									
Elements		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs									\$ -
Operating and Maintenance									\$ -
Capital Outlays									\$ -
<b>Total Operating Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<i>Minus New Revenues*</i>									\$ -
<b>Net Operating Effect</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
New Personnel (FTE)									<b>0.0</b>

recommended the re-examination of the Weaver Street reconstruction 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 BOA in June of 2005. Kimley-Horn recommended several street projects as a result of the study including the repaving and restriping of Weaver Street.

In essence, the recommendation suggests repaving of Weaver Street (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 scheduled for 2007/08 and construction slated for 2008/09. The cost estimate for the basic road improvements was adjusted up considerably while preparing the CIP in fall of 2005 and again in fall of 2006. Items such as sidewalk improvements, decorative lighting, architectural amenities (e.g. benches, trash receptacles), landscaping, raised crosswalks, and bike detectors have not been added to the project cost at this time.

This project was discussed with the Board of Aldermen 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 that included the building of the least expensive option for Weaver Street which is basically reconstruction of the street only as outlined in the Project Description above.

Design and geotechnical engineering is scheduled for FY09/10. Continued geo-technical engineering, inspection engineering and construction are slated to begin in FY10/11. Preliminary engineering has already been completed and the Public Works Department is actively working with the consultant (Sungate Design) on the final design. The construction cost estimate has been increased to reflect the recent significant price increases in asphalt.

#### **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. In addition, 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 to ensure efficient and effective service delivery.

## Operating Impact

FY08-09 capital outlay costs included the replacement of four servers and the records management system for the Police Department.

PROJECT COST ESTIMATES									
Expenditures	ACTUAL 6/30-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng									\$ -
Land/ROW									\$ -
Construction									\$ -
Equip/Furnishing	\$49,459		\$15,000	\$15,000	\$15,500	\$55,000			\$149,959
Other									\$ -
Contingencies									\$ -
<b>TOTAL</b>	<b>\$49,459</b>	<b>\$ -</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,500</b>	<b>\$55,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$149,959</b>
FUNDING SOURCES									
Revenue Source		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Installment Financing									\$ -
GO Bond									\$ -
Capital Reserves									\$ -
Intergovernmental Revenues									\$ -
General Fund Operating Revenues	\$49,459		\$15,000	\$15,000	\$15,500	\$55,000			\$149,959
Miscellaneous - <i>Payment in Lieu</i>									\$ -
<b>Total Funding</b>	<b>\$49,459</b>	<b>\$ -</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,500</b>	<b>\$55,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$149,959</b>
OPERATING BUDGET EFFECTS									
Elements		FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16 AND BEYOND	TOTAL PROJECT
Personnel Costs									\$ -
Operating and Maintenance			\$500	\$1,500	\$1,500	\$15,000			\$18,500
Capital Outlays									\$ -
<b>Total Operating Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$500</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$15,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$18,500</b>
<i>Minus New Revenues*</i>									\$ -
<b>Net Operating Effect</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$500</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$15,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$18,500</b>

## 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:

	<b>Project Costs</b>	<b>Operating Budget Impact</b>
<b><u>Fiscal Year 2010-2011</u></b>		
Traffic Counters	\$ 15,000	\$ 500
<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 500</b>
<b><u>Fiscal Year 2011-12</u></b>		
Street Sign Management System	\$ 15,000	\$ 1,500
<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 1,500</b>
<b><u>Fiscal Year 2012-13</u></b>		
Tyler Forms for the Munis Financial System	\$ 15,500	\$ 1,500
<b>TOTAL</b>	<b>\$ 15,500</b>	<b>\$ 1,500</b>
<b><u>Fiscal Year 2013-14</u></b>		
Planning-Document Scanning/GIS Integration	\$ 55,000	\$ 15,000
<b>TOTAL</b>	<b>\$ 55,000</b>	<b>\$ 15,000</b>
<b><u>Fiscal Year 2014-15</u></b>		
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>
<b><u>Beyond Fiscal Year 2015-16</u></b>		
<b>TOTAL</b>	<b>\$ -</b>	<b>\$ -</b>



***APPENDIX***

## ***Impact of Capital Improvements Plan on Operating Budget and the Town's Fiscal Health***

The CIP planning process includes a financial analysis and narrative on the impact of the CIP on the town's financial condition and includes an analysis of debt burden, debt service and other operational costs. Debt ratios are monitored by the Local Government Commission and credit rating industries and provide information on the town's fiscal health.

Credit rating firms, in assessing a town's financial condition, review the debt ratios. Currently, the town holds a credit rating of A+ with Standard and Poors and a grade of 83 with the North Carolina Municipal Council. These are considered very favorable ratings, particularly for municipalities similar to Carrboro.

The CIP actually proposes spending and borrowing \$38.1 million dollars to fund projects over a six-year period and the debt analyses that follow project the impact of borrowing. Where applicable, projects and purchases including vehicles and equipment are based upon a six percent inflation factor. Lease-purchase financing for vehicles and equipment assumes a five– seven year term while lease-purchase financing for all other projects is structured using a 15-year term and GO Bond financing assumes a 20-year term. For all long-term debt scenarios, we estimate a six and one-quarter percent interest rate in FY2009-10 and increase the rate a one-half percentage point every year through FY2015-16 with a final interest rate of 8.75 percent. In addition, the amounts needed to finance capital projects via cash (capital reserves or general fund contribution) are also considered.

### **Debt Service Ratios**

Debt load is a large expenditure that credit rating industries monitor. Debt is an obligation resulting from the borrowing of money. The town's debt structure primarily consists of installment fi-

nancing and GO bond debt to support its capital improvements and equipment and vehicle replacements.

Credit rating firms analyze the ability of governments to measure debt in numerous ways. Under favorable circumstances, debt:

- Is proportionate in size and growth to the government's tax base;
- Does not extend past the facilities' useful life which it finances;
- Is not used to balance the operating budget;
- Does not put excessive burdens on operating expenditures; and
- Is not so high as to jeopardize the credit rating.

Numerous indicators are used to evaluate ability to repay as well as the government's capacity to incur debt. One measure of a unit's debt capacity is debt expressed in terms of assessed or market valuation. The town has embraced a fiscal policy on debt management that promotes using an objective and analytical approach to determine the amount of debt to be considered for authorization and issuance. The town compares its debt ratios to its peer population group as identified by the Local Government Commission (LGC) as a reference point to assess debt burden and ability to pay. The peer group, identified by the LGC, is based on municipalities with populations of 10,000 to 24,999.

The LGC categorizes the following two debt ratios of each jurisdiction as being low, average, or high. The town will strive to avoid the "high" debt burden. The spreadsheet beginning on page 3.3 reviews the impact of financing projects in the CIP.

For municipalities comparable to Carrboro in FY2007-08, the average debt-to-assessed valuation ratio was .372 percent; a high level is considered 1.735 percent. Carrboro has an average debt ratio when compared to peer jurisdictions. The debt-to-assessed valuation ratio for Carrboro is at its peak at 0.65 percent in FY11-12. Overall, however, the town's debt is below the legal limit in the NC General Statutes (GS 159-55) that limits net debt to eight percent (8 %) or less of a local government's total property valuation. That legal margin, based on the June 30, 2009 audited valuation, is \$126,531,227.

Debt can also be monitored on a per capita basis, which is generally useful for communities that do not rely heavily on property taxes and that cannot easily compute a substitute revenue base for comparison. This is an indicator that is monitored by the Local Government Commission and credit industry agencies as a measure of debt burden. The town's per capita debt is currently \$630 per capita in FY09-10. The average for comparable jurisdictions is \$307 per capita; \$1,818 per capita is considered a high ratio amongst the peer jurisdictions. Per capita debt may increase to \$939 in FY15-16 as the Town incurs additional debt costs.

Debt service can be a major part of a government's fixed costs, and its increase may indicate excessive debt and fiscal strain; credit firms consider debt exceeding 20 percent of operating revenues as a potential problem. Ten percent is considered acceptable. The Town will maintain this ratio at or below 12%, considering this to be a moderate level of debt.

As depicted, the town's debt service as a percentage of the operating budget reaches 9.48 percent in FY12-13 and stays within the fiscal policy limits.

The North Carolina Local Government Commission (LGC) advises that local governments should have a reasonable debt bur-

den. A heavy debt burden may be evidenced by a ratio of General Fund Debt Service to General Fund Expenditures exceeding 15%, or Debt per Capita or Debt to Appraised Property Value exceeding that of similar units.

Carrboro's CIP meets all objectives of the LGC as well as its own fiscal policy. The debt ratios, while increasing at times, do not come close to the "high" debt burden as currently measured by the Local Government Commission. The more significant impact of the CIP is the potential property tax rate that may occur over the next five years should the town pursue all of the projects recommended for funding in the CIP. The fiscal analysis reveals the challenges and choices the town makes in sustaining large capital improvements on a tax base that has limited diversity.

- i. "Evaluating Financial Condition, A Handbook for Local Government," ICMA, Sanford M. Groves and Maureen Godsey Valente, pp 75
- ii. "Evaluating Financial Condition, A Handbook for Local Government," ICMA, Sanford M. Groves and Maureen Godsey Valente, pp 83
- iii. Evaluating Financial Condition, A Handbook for Local Government," ICMA, Sanford M. Groves and Maureen Godsey Valente, pp 81

# Summary Table of the Impact of CIP on Debt Ratios

DEBT SERVICE COSTS	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
Total GO Debt	\$45,983	\$121,074	\$ -	\$ -	\$ -	\$ -	\$ -
Total Installment Purchase Debt, Long Term	\$555,129	\$719,293	\$706,781	\$694,301	\$681,759	\$669,247	\$632,063
Total Installment Purchase Debt, General Fund Veh/Equip	\$866,626	\$802,313	\$573,949	\$414,904	\$414,904	\$ -	\$ -
<b>CURRENT DEBT SERVICE OBLIGATIONS</b>	<b>\$1,467,738</b>	<b>\$1,642,679</b>	<b>\$1,280,730</b>	<b>\$1,109,205</b>	<b>\$1,096,663</b>	<b>\$669,247</b>	<b>\$632,063</b>
<b>DEBT SERVICE COSTS, ADDITIONAL DEBT SERVICE, RECOMMENDED IN CIP</b>							
GO Debt Service Costs	\$ -	\$ -	\$362,931	\$555,163	\$538,488	\$521,813	\$505,138
Installment Purchase Debt Service Costs, Long Term	\$ -	\$ -	\$ -	\$253,483	\$245,982	\$238,481	\$230,980
Installment Purchase Short Term Debt Service Costs, General Fund Veh/Equip	\$ -	\$ -	\$267,522	\$414,769	\$483,285	\$821,169	\$924,472
<i>FUTURE DEBT SERVICE, RECOMMENDED CIP</i>	\$ -	\$ -	\$630,453	\$1,223,414	\$1,267,754	\$1,581,462	\$1,660,589
<b>TOTAL DEBT SERVICE OBLIGATIONS, CURRENT &amp; RECOMMENDED</b>	<b>\$1,467,738</b>	<b>\$1,642,679</b>	<b>\$1,911,183</b>	<b>\$2,332,619</b>	<b>\$2,364,417</b>	<b>\$2,250,710</b>	<b>\$2,292,653</b>
<b>TOTAL DEBT (OUTSTANDING PRINCIPAL)</b>							
GO Bond, Long Term Debt (includes authorized but unissued bonds)	\$4,600,000	\$4,600,000	\$4,600,000	\$4,370,000	\$4,140,000	\$3,910,000	\$3,680,000
Installment Purchase, Long Term Debt	\$5,515,184	\$5,010,887	\$4,499,103	\$3,979,545	\$3,451,918	\$2,915,914	\$2,396,132
Installment Purchase, Short Term General Fund Veh/Equip	\$2,153,357	\$1,415,389	\$880,847	\$511,711	\$123,917	\$ -	\$ -
<b>CURRENT OUTSTANDING PRINCIPAL</b>	<b>\$12,268,542</b>	<b>\$11,026,277</b>	<b>\$9,979,950</b>	<b>\$8,861,256</b>	<b>\$7,715,835</b>	<b>\$6,825,914</b>	<b>\$6,076,132</b>
<b>ADDITIONAL DEBT (OUTSTANDING PRINCIPAL):</b>							
Installment Purchase, Long Term Debt	\$ -	\$ -	\$2,069,246	\$1,965,784	\$1,862,321	\$1,758,859	\$13,054,397
Installment Purchase, Short Term General Fund Veh/Equip	\$ -	\$ -	\$916,478	\$1,207,280	\$1,102,962	\$1,814,713	\$1,462,279
<b>FUTURE OUTSTANDING PRINCIPAL</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$2,985,724</b>	<b>\$3,173,064</b>	<b>\$2,965,284</b>	<b>\$3,573,572</b>	<b>\$14,516,676</b>
<b>TOTAL OUTSTANDING PRINCIPAL, CURRENT &amp; RECOMMENDED</b>	<b>\$12,268,542</b>	<b>\$11,026,277</b>	<b>\$12,965,673</b>	<b>\$12,034,320</b>	<b>\$10,681,119</b>	<b>\$10,399,486</b>	<b>\$20,592,808</b>
<b>POPULATION AND VALUATION</b>							
Population	19,479	19,869	20,266	20,671	21,085	21,506	21,937
Projected Assessed Valuation	\$1,890,550,409	\$1,947,266,921	\$2,005,684,929	\$2,065,855,477	\$2,127,831,141	\$2,191,666,075	\$2,257,416,058
<b>WITHOUT ADDITIONAL DEBT</b>							
Projected Budget - 3% growth w short term debt and CIP PAYG only (NO additional long-term debt)	\$19,075,434	\$20,293,897	\$21,781,747	\$22,423,324	\$22,867,424	\$23,260,264	\$23,692,007
<b>ESTIMATED RATIOS</b>							
% Outstanding Principal to Assessed Valuation	0.65%	0.57%	0.50%	0.43%	0.36%	0.31%	0.27%
% Debt Svc to Total Budget	7.69%	8.09%	5.88%	4.95%	4.80%	2.88%	2.67%
Debt Per Capita	\$630	\$555	\$492	\$429	\$366	\$317	\$277
<b>WITH ADDITIONAL DEBT</b>							
Projected Budget + Additional Debt Service + CIP PAYG and Operating Impact Costs	\$19,075,434	\$21,459,346	\$23,883,575	\$24,593,447	\$25,225,817	\$25,721,055	\$26,030,087
<b>ESTIMATED RATIOS</b>							
% Outstanding Principal to Assessed Valuation	0.65%	0.57%	0.65%	0.58%	0.50%	0.47%	0.91%
% Debt Svc to Total Budget	7.69%	7.65%	8.00%	9.48%	9.37%	8.75%	8.81%
Debt Per Capita	\$630	\$555	\$640	\$582	\$507	\$484	\$939
<b>DEBT RATIOS: PEER POPULATION (10,000-24,999), FY07-08</b>							
Outstanding Principal (Debt) as % of Assessed Valuation	HIGH	AVERAGE	LOW				
Outstanding Principal (Debt) Per Capita	1.735%	0.372%	0.030%				
	\$1,818	\$307	\$ -				
<b>CREDIT RATING INDUSTRY STANDARD:</b>							
Debt Service as a % of the Operating Budget	BUDGET	S'TRAIN	ACCEPTABLE				
	20%	10%	\$ -				

# Impact of the CIP on the Town's Annual Operating Budget

The chart below illustrates the potential impact of the CIP on the Town's annual operating budget. This impact is calculated in terms of tax rate equivalent which is a formula that takes estimated revenue generated from the Town's assessed property tax base and estimates what it would take in the property tax revenue to fund the increases due to CIP needs. This formula does not take into account the natural growth or decline in the annual revenue stream which consists of numerous revenues other than property tax, such as sales tax, grant revenues, and local user fees. Nor does this chart address ongoing operational needs that are cited in the annual operating budget process but are unrelated to the CIP.

Committing to an aggressive capital improvement program will require significant increases in debt service costs associated with financing large multi-year projects and will require significant annual cash appropriations to pay for smaller capital projects where financing is not an appropriate alternative and to pay for staffing and other operating needs once capital projects are completed. These costs will be largely funded through property taxes, one of the few significant revenue streams that is directly under the control of local jurisdictions. This fact, compounded with the fact that the town's tax base is largely comprised of residential property, constrains the ability of the town to diversify its revenue stream. A notable dynamic reflected in this chart is the increased cost of funding the priorities stated in the CIP – building a fire substation beginning in FY09-10 while increasing the staffing capacity in preparation for the completion of the building; moving forward with plans to build the Martin Luther King, Jr. neighborhood park on Hillsborough Road in FY11-12; and continuing with sidewalk construction with the intention of beginning full debt service payments in FY12-13 on the entire \$4,600,000 approved by voters in November 2003. In addition, the town continues to maintain its current infrastructure, replacing vehicles in a timely manner; maintaining streets and performing storm water repairs; and addressing technology needs. The chart shows periodic increases in the cost of the FY10-11 CIP as needs are funded.

The potential increases cited by the CIP can be mitigated by obtaining additional revenue sources, expansion of the tax base above what is projected, or by delaying or deleting projects that are not related to public safety.

\$ ISSUE	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	
<b>CURRENT DEBT SERVICE</b>								
STREET AND BIKEWAY, GO BOND	\$500,000	\$26,701	\$ -	\$ -	\$ -	\$ -	\$ -	
CENTURY CENTER, IP	\$3,080,000	\$229,879	\$229,879	\$229,879	\$229,879	\$229,879	\$229,879	
MARTIN LUTHER KING, JR PARK, IP	\$274,000	\$24,673	\$24,673	\$24,673	\$24,673	\$24,673	\$ -	
PUBLIC WORKS LAND, IP	\$767,000	\$68,066	\$66,013	\$63,960	\$61,938	\$59,854	\$55,748	
FIRE SUBSTATION #2	\$3,250,000	\$174,471	\$342,328	\$333,510	\$324,691	\$315,873	\$307,055	
ADAMS TRACT, IP	\$600,000	\$58,040	\$56,400	\$54,760	\$53,120	\$51,480	\$49,840	
SIDEWALK AND GREENWAYS - BANS (FY10-11 CIP)	\$2,590,000	\$19,282	\$121,074	\$ -	\$ -	\$ -	\$ -	
VEHICLE/EQPMT INSTALLMENT DEBT SERVICE, CURRENT(FY10-11 CIP)	N/A	\$866,626	\$802,313	\$573,949	\$414,904	\$414,904	\$ -	
<b>CURRENT DEBT SERVICE</b>		<b>\$1,467,738</b>	<b>\$1,642,679</b>	<b>\$1,280,730</b>	<b>\$1,109,205</b>	<b>\$1,096,663</b>	<b>\$669,247</b>	
<b>CIP PROJECTS RECOMMENDED, NOT YET FUNDED</b>								
<b>DEBT SERVICE COSTS - GENERAL OBLIGATION BONDS</b>	<b>\$ ISSUE</b>	<b>FY09-10</b>	<b>FY10-11</b>	<b>FY11-12</b>	<b>FY12-13</b>	<b>FY13-14</b>	<b>FY14-15</b>	<b>FY15-16</b>
GO SIDEWALK AND GREENWAY DEBT SERVICE, FUTURE	\$4,600,000	\$ -	\$ -	\$362,931	\$555,163	\$538,488	\$521,813	\$505,138
<b>DEBT SERVICE COSTS - LONG-TERM INSTALLMENT FINANCING</b>								
MARTIN LUTHER KING JR. PARK	\$1,881,133	\$ -	\$ -	\$ -	\$253,483	\$245,982	\$238,481	\$230,980
FUTURE VEHICLE/EQP INSTALLMENT DEBT SERVICE, FY09-10 CIP	\$4,229,000	\$ -	\$ -	\$267,522	\$414,769	\$483,285	\$821,169	\$924,472
<b>TOTAL DEBT SERVICE, CURRENT AND FUTURE</b>		<b>\$1,467,738</b>	<b>\$1,642,679</b>	<b>\$1,911,183</b>	<b>\$2,079,136</b>	<b>\$2,118,435</b>	<b>\$2,012,229</b>	<b>\$2,061,673</b>
STREET RESURFACING		\$200,000	\$300,650	\$300,650	\$331,700	\$331,700	\$365,750	\$365,750
PARK MAINTENANCE FUND		\$184,455	\$90,640	\$95,150	\$85,470	\$207,350	\$286,000	\$129,880
WEAVER STREET RECONSTRUCTION		\$151,883	\$ -	\$370,117	\$ -	\$ -	\$ -	\$ -
SIDEWALKS		\$ -	\$109,000	\$241,824	\$ -	\$ -	\$ -	\$ -
INFORMATION TECHNOLOGY		\$ -	\$15,000	\$15,000	\$15,500	\$55,000	\$ -	\$ -
<b>TOTAL CASH ALLOCATION FOR FUTURE CAPITAL PROJECTS (CAPITAL RESERVE)</b>		<b>\$536,338</b>	<b>\$515,290</b>	<b>\$1,022,741</b>	<b>\$432,670</b>	<b>\$594,050</b>	<b>\$651,750</b>	<b>\$495,630</b>
FIRE SUBSTATION (including IT needs for Fire Station #2)		\$395,701	\$717,660	\$757,131	\$798,773	\$842,706	\$889,054	\$937,952
LESS SAFER GRANT REVENUE FOR FIREFIGHTERS		(\$92,284)	(\$68,000)	(\$43,000)	\$ -	\$ -	\$ -	\$ -
INFORMATION TECHNOLOGY		\$ -	\$500	\$2,025	\$3,626	\$3,808	\$18,998	\$19,948
MARTIN LUTHER KING, JR. PARK		\$ -	\$ -	\$ -	\$126,408	\$133,360	\$140,695	\$148,434
<b>TOTAL OPERATING IMPACT OF CIP PROJECTS</b>		<b>\$303,417</b>	<b>\$650,160</b>	<b>\$716,156</b>	<b>\$928,807</b>	<b>\$979,874</b>	<b>\$1,048,748</b>	<b>\$1,106,334</b>
<b>GRAND TOTAL COSTS FOR CIP IMPLEMENTATION</b>		<b>\$2,307,493</b>	<b>\$2,308,129</b>	<b>\$3,650,080</b>	<b>\$3,440,614</b>	<b>\$3,692,359</b>	<b>\$3,712,726</b>	<b>\$3,663,637</b>
LESS FUNDS ALREADY SET ASIDE IN CAPITAL RESERVE/DESIGNATED FUND BALANCE		(\$184,455)	(\$109,000)	(\$611,941)				
DIFFERENCE FROM PRIOR FISCAL YEAR		n/a	\$576,091	\$339,010	\$402,474	\$251,745	\$20,368	(\$49,090)
REVENUE PER PENNY OF TAX		\$184,320	\$189,850	\$195,545	\$201,411	\$207,454	\$213,677	\$220,088
<b>TAX RATE EQUIVALENT (CENTS) FOR BOTH CIP INFRASTRUCTURE AND OPERATING COSTS</b>		<b>n/a</b>	<b>3.03</b>	<b>1.73</b>	<b>2.00</b>	<b>1.21</b>	<b>0.10</b>	<b>(0.22)</b>

# ***Unfunded Projects***

## **Bicycle and Pedestrian Improvements**

The 2005 Downtown Circulation Study has identified opportunities to add more off-road connections and upgrade the on-road system of bike paths in Carrboro. The Bel Arbor Multi-Use Path (Phipps and Simpson Street to Bel Arbor Lane), which is part of the Town’s 2006 Parks and Recreation Master Plan is included in this study. The S. Greensboro Sidewalk (between Old Pittsboro Rd. and the eastbound ramp from NC 54 Bypass) remains unfunded at this time.

## **Greenways**

The Town’s Comprehensive Parks and Recreation Master Plan has adopted a greenways plan as one of its elements. These greenways will provide opportunities to provide a system of trails along major creeks in Carrboro’s Planning Area and to coordinate these improvements to link with existing and planned trails in Chapel Hill and Orange County and to link neighborhoods and park facilities. The Board of Aldermen is planning to fund the Morgan Creek Greenway and a portion of the Bolin Creek Greenway from Estes Drive to Hogan Farm with bond funding approved in the November 2003 referendum. However, several greenway projects remain unfunded at this time, largely due to the anticipated timing of the projects being beyond the six years being reviewed in the CIP. These greenways include: Sunset Creek Branch (Bolin Creek at Horace Williams to Sunset Bolin Creek); Bolin Creek from Hogan Farm to Union Grove Church Road; Jones Creek

(Bolin Creek to Twin Creeks); BPW/Westbrook; and Tripp Farm to Seawell School Road.

## **Gymnasium**

The town’s Comprehensive Parks and Recreation Master Plan strongly recommends the construction of a gymnasium inclusive of two basketball courts, a meeting room, and office and storage spaces. During the public input process, citizens identified a facility such as this as the top priority for Carrboro as critical to meeting general and athletic programming needs in the community.

## **Local Road Improvements**

It is important for the town’s development that streets are kept in good condition. There are other local road improvements that could be conducted such as Rainbow and Dove Streets. These roads need to be widened to include curb and gutter. They also in some cases would need a stormwater swale section. However, no citizen petitions have come forward and the projects currently remain unfunded.

## **Outdoor Swimming Pool**

The Town’s Comprehensive Master Parks and Recreation Plan recommends one public pool for each set of 25,000 people. Carrboro is currently without a swimming facility. Several public input sessions within the community have expressed support for an outdoor pool.

<b>UNFUNDED PROJECTS</b>
<b>Bicycle/Pedestrian Improvements</b>
<b>Greenways</b>
<b>Gymnasium</b>
<b>Local Road Improvements</b>
<b>Outdoor Swimming Pool</b>
<b>Roberson St. Improvements</b>
<b>Town Hall Renovations</b>

### **Roberson Street Improvements**

The Downtown Carrboro: New Vision report recommends improvements to Roberson Street. These improvements have the potential to enliven the downtown core and will highlight Roberson Street as a priority location for development. The improvements include underground utilities, sidewalk improvements, on-street parking, lighting, and connections throughout the area.

### **Town Hall Renovations**

Town Hall, originally constructed in 1930, needs considerable renovations in order to maintain its usefulness. These major renovations, identified in a facilities use study conducted in 1995, would make the building suitable for organizational and community needs. Without these renovations, Town Hall will not be able to accommodate future space needs.