ATTACHMENT A

A RESOLUTION ADOPTING THE FY2004-05 THROUGH FY-2009-10
CAPITAL IMPROVEMENT PLAN
Resolution No. 123/2003-04

BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO:

Section 1. The Board of Aldermen hereby formally adopts the FY2004-05 through FY2009-10 Capital Improvement Plan.

Section 2. This resolution shall become effective upon adoption.

ATTACHMENT B

Town of Carrboro

Main Street, 1920's

Recommended
Capital Improvement Program

Fiscal Year 2004-2005
through
Fiscal Year 2009-2010

TOWN OF CARRBORO, NORTH CAROLINA
CAPITAL IMPROVEMENT PROGRAM
FY2004-05 THROUGH FY2009-2010

Board of Aldermen

Michael Nelson, Mayor
Diana McDuffee, Mayor Pro-Tempore
Joal Hall Broun, Alderman
Mark Chilton, Alderman
Jacquelyn Gist, Alderman
John Herrera, Alderman
Alex Zaffron, Alderman

Town Staff

Steven E. Stewart, Town Manager
James Harris, Economic and Community Development
Carolyn Hutchison, Police
Anita Jones-McNair, Recreation & Parks
Rodney Murray, Fire
Christopher Peterson, Public Works
L. Bingham Roenigk, Assistant Town Manager/Management Services
Desiree White, Personnel
Sarah Williamson, Town Clerk
Roy Williford, Planning

Thanks to:
Richard White, Manager's Office, and Jeff Kleaveland, Planning Department for their assistance

A Message from the Manager

February 10, 2004

Dear Mayor and Board of Aldermen,

I am pleased to present to you an update of the Town's existing six-year Capital Improvement Program (CIP) schedule. The FY04-05 capital improvements plan marks a different approach to how capital projects are reviewed, recommended, and ultimately funded. The most significant changes include incorporating the capital budgeting process into the annual budget process, and prioritizing and recommending only those projects whereby funding has been or proposed to be committed by the Board or generally deemed to be financially feasible in accordance with ranking criteria.

The process envisioned for managing capital infrastructure needs and prioritization is such that the Board shall receive a projection of capital improvement projects for the next six years. Through a methodical review of the Town's capital inventory and needs, staff prioritized and ranked projects based on numerous criteria that considered public health and safety, legal mandates, fiscal impact, relationships of projects to comprehensive plans and other projects, needs assessments, Board commitment, and impact of projects on economic development, quality of life, and area served. A snapshot of unfunded town needs identified during this capital planning process is presented in the Appendix on page 3.7. The CIP will be updated annually.

The CIP includes short and long-term maintenance and other operational requirements for proposed projects. Provisions will be made for adequate maintenance of the capital plant and equipment and for their orderly rehabilitation and replacement, within available revenue and budgetary limits. Capital purchases, including vehicles and equipment that exceeds $25,000 per item shall be considered for town's lease-purchase schedule identified in the capital improvements plan. The vehicle replacement schedule enumerated in the lease-purchase schedule within the CIP document is based on criteria established in the recently implemented town vehicle replacement policy.

The recommended CIP document is a plan that enables staff and the Board to plan for a vibrant community with an eye toward protecting the Town's positive fiscal position while meeting the most critical needs facing the Town in the next six years.

CIP Recommendations – Overview

The recommended Capital Improvements Plan (CIP) totals $29,203,741 including project expenditures that will have occurred through FY03-04. Of this total, $14,228,819 will be funded through debt financing instruments such as general obligation bonds and installment financings. Of the total debt to be financed, $4,485,897 represents installment financing needed to maintain the Town's rolling stock and equipment for day-to-day operations. The ability to look forward and begin constructing facilities is largely due to the commitment of the Board, residents, and staff to accomplish what was planned in the comprehensive CIP document that was presented to the Board in November 1999 (list of accomplishments on page v). One project proposed in 1999, the Northern Community Park, was identified in the Town's Master Parks and Recreation Plan. However, with the advent of the regional park planned by Orange County, the need for a community park in the northern area is mitigated or eliminated, saving the Town at least $6.3 million dollars and significant annual operating costs. In addition, a number of new projects have emerged that are recommended for funding and there is an awareness of other upcoming needs that have not been specifically defined in scope nor justified in dollar terms.

Many of the projects recommended in the CIP reflect ongoing operational needs that directly affect service delivery provided by town departments or reflect infrastructure project efforts that are currently underway. Maintaining our streets and parks through an annual allocation from the General Fund ensures the orderly replacement and rehabilitation of infrastructure in a timely manner and minimizes additional maintenance costs incurred when infrastructure is in a state of disrepair. The Roberson Place bikeway, currently underway, will provide bicyclists and pedestrians an excellent connection between southern Carrboro, downtown Carrboro, and UNC-Chapel Hill. Movement on the Town's goal of maintaining parking lot space is underway with the first of three planned parking lot purchases, on Rosemary and Sunset Drive, having been accomplished. Residents have begun the street assessment petition process to improve a local road on Quail Roost Drive and funding has been set aside to honor this request.

Moving forward with implementation of the sidewalk plan, construction of a fire substation in the Northern Transition area, and funding the creation of the Hillsborough Road Park, over the next six years marks the second significant phase of the Town's aggressive capital planning, whereby the Town moves beyond purchasing land for future facilities and begins to focus on implementing the vision created by residents and documented by town staff in various needs assessments including Vision 2020, the Downtown Visioning Plan, and various master plans for Parks and Recreation and greenways.

The sidewalk plan emanates from a desire by residents to have a walkable community that provides for safe and convenient transit through means other than single-occupancy vehicles. More recently, Carrboro residents voted to fund a comprehensive sidewalk plan with general obligation bonds. The sidewalk plan honors various needs assessments, including the Carrboro Vision 2020 long-range comprehensive plan that identifies a commitment to implementing a pedestrian network plan. With the bond referendum having passed, the Town can look to prioritizing the placement of sidewalks on the 59% of town-maintained streets that do not currently have sidewalks. The Board, at its regular meeting of January 13, 2004, adopted a list of sidewalks and set aside some greenway planning and construction funds for Bolin and Morgan Creeks to be addressed in the first of three anticipated phases of bond financing over the next six years. The first bond issue will total approximately $1.75 million dollars. These projects are described in greater detail within the CIP document.

The fire substation is borne out of a need to provide appropriate fire coverage as represented in consistent response times to all residents of the community. Currently, the response time for the fast-growing northern area of Town exceeds six minutes and the travel distance to the outer parts of the Carrboro planning jurisdiction is over five miles.

Hillsborough Road Park is also considered a primary service initiative that is important to residents. Efforts to plan the design of the park are underway and have involved opportunities for residents to provide input on the role of this neighborhood park. Costs for this project have increased since the 1999 CIP with the inclusion of a road on the edge of the park property.

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New projects have emerged and are recommended in the CIP. The acquisition of the Adams Tract, an undeveloped parcel of land that is part of the Bolin Creek corridor and represents a keystone addition to the area's parks and greenways, is under consideration for purchase and has been included in the recommended CIP given board and community commitment to land preservation and quality of life. Another recent project, the extension of Rand Road, proposes to connect the existing Rand Road with the southern terminus of Purple Leaf Place thereby providing egress (one-way out) from Roberson Place to South Greensboro Street and full (two-way) access for emergency vehicle, bike, and pedestrian traffic. This project will require the Town to purchase right-of-way at an estimated cost of $35,000. Developers of Roberson Place subdivision have posted a letter of credit in the amount of $28,049 (valid until August 22, 2005) to provide for the construction of a connecting roadway as well as resurfacing Rand Road. The Rand Road project supports and provides public access from the Roberson Place Bike and Pedestrian Path which currently underway. Also proposed is the establishment of an annual general fund allocation for park maintenance and replacement that will provide for much needed perennial maintenance needs on a consistent basis. This concept, modeled after the Town's street resurfacing funding program, will offset costs such as field maintenance, an erosion control study for Anderson Park Pond, court resurfacing, and refurbishment of the Wilson Park restroom facilities. Maintaining parks in a preventive manner reduces the safety and liability concerns that result when infrastructure is in a state of disrepair.

With limited resources, it is clear that some envisioned projects will remain unfunded in the near future. The unfunded projects primarily address administrative facility needs, parks and recreation facility needs, and road improvements (listed in Appendix). There are also numerous needs on the horizon that have not materialized to the point of project specifics and costs. These needs include potential solutions arising from the Downtown Transportation Study, downtown parking improvements and enhancements, and purchase of an integrated radio communications system to be effective across jurisdictions and countywide. In addition, the Board, if it elects to move forward with annexation, may be requested to extend water and sewer service capability to the annexed areas, even though the Town is not responsible for such services.

As mentioned earlier, the CIP largely relies on debt financing as a means to build infrastructure. The Town's ability to fund the recommended projects for the next six years plays a significant role in the implementation of its capital improvements plan. The Local Government Commission, a state agency that provides financial oversight to local governments, advised town staff in the 1999-2000 Comprehensive CIP that the Town would only be able to assume approximately $6 million dollars in additional debt over a five-year period to remain within appropriate debt ratios and to maintain positive fiscal health. Since that time, the Town has borrowed $1,157,335 to purchase land and has received approval from town residents to borrow up to $4.6 million dollars in sidewalks and greenways. The needs cited within the recommended CIP for the next six years, including sidewalks and greenways, exceed this debt limit recommended by LGC and projects will require review by the LGC prior to implementation. Also, implementation of all of the projects listed in the proposed CIP may impact the current property tax rate beyond what is acceptable to the community. Looking forward, though, there are factors that may mitigate the debt burden created by the recommended CIP, such as annexation and the revaluation of the tax base that occurs every four years.

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Financing capital needs means that a revenue stream must exist to pay for the debt service costs. The tax impact of the CIP (shown on page 3.4) is significant and points to the need for diversification of the Town's tax base and consideration of revisiting revenue-generating possibilities with the N.C. 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.

The systematic and comprehensive manner, in which staff, the community, and the Board have assessed the Town's needs as presented in the recommended CIP, enables informed and conscious choices about the Town's many needs in light of limited resources. I look forward to implementing the projects proposed in the recommended CIP and bringing to life the vision of our residents and the Board.

Sincerely,

Steven Stewart
Town Manager

SES/LBR

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Board Accomplishments since the FY1999-2000 Comprehensive Capital Improvements Plan Document

The Board of Aldermen has funded numerous capital initiatives enabling the Town to:

- ***Purchase land for:***
  - ***Future public works facility ($767,000)*** - The Town purchased 23.5 acres off of Old NC Highway 86;
  - ***Hillsborough Road Park ($553,000)*** – The Town purchased approximately10 acres on Hillsborough Road for a future neighborhood park. Currently, a master plan process regarding the design of the park is underway.
  - ***Parking lot on the corner of Rosemary Street and Sunset Drive ($115,000)*** - This parking lot, once leased by the Town, is now owned by the Town and represents an ongoing effort to maintain parking in the downtown area;
  - ***Roberson Place Bike Path ($30,000)*** - This bike path is now in development stages;
- ***Construct athletic fields in Smith Middle School community park ($114,000)*** - The fields are used for soccer and the Town's recreation department is responsible for maintaining the reservations system for use of the field.
- ***Renovate the Fire Department ($33,000)*** - The Fire Department, in an effort to save significant dollars, renovated the fire station using its own staff to construct a bathroom facility for female firefighters, renovate and enlarge the kitchen and sleeping quarters, and to increase storage space;
- ***Add clocks to the Century Center towers ($15,000)*** - The Chamber of Commerce assisted with a fundraising drive to collect donations from residents and also provided a significant donation;
- ***Replace playground equipment in Wilson and Anderson parks ($120,000)*** – Most of the equipment in the Town parks dated to the 1980's until this recent replacement. One of the most asked for improvements to all parks by the citizens, the need for additional play equipment is quite evident in all parks associated with more up-to-date designs and separated between the ages of 2 – 5 and 6 – 12 year old groups;
- ***Perform unexpected storm water drainage repairs in various areas ($300,000)*** – Projects include repairs along Aberdeen Court, Oleander/Lilac Drive, and Westbrook Drive; and
- ***Build sidewalks with a combination of grant assistance and local match*** – Sidewalk projects include the widening of Hillsborough Road performed by the North Carolina Department of Transportation that enabled the Town to add sidewalks at a local match of $27,856. In addition, a small grant was awarded to the Town to add a sidewalk on South Greensboro Street near the corner of Main Street ($8,591). When adopting the FY03-04 budget, the Board set aside $17,000 for a sidewalk along Bolin Forest Drive. The project scope for this project is under review and additional funding has been identified through the Metropolitan Planning Organization, a multi-jurisdictional agency that allots intergovernmental funding for various transportation initiatives.

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Carrboro Capital Improvement Plan
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SUMMARY OF CAPITAL IMPROVEMENT PLAN

PROJECT EXPENDITURES AND OPERATING IMPACT

The Capital Improvement 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 somewhat different planning and budgetary methods.

In addition, vehicles and capital equipment (exceeding $25,000), both additions and replacements shall be considered for town's lease-purchase schedule identified in the capital improvements plan. The vehicle replacement schedule enumerated in the lease-purchase schedule within the CIP document is based on criteria established in the recently implemented town vehicle replacement policy.

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 revision 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 health 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 improvement projects (Capital Improvement Program) for the next six years based on the previous capital improvement plans, community needs assessments, and on projects approved by the Board of Aldermen. The Capital Improvement Program (CIP) should be tied to projected revenue and expenditure constraints. Future planning should consider periods of revenue surplus and shortfall 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

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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.

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CIP Document Organization

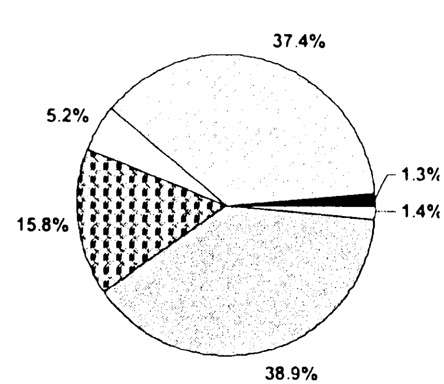
The CIP Document provides information in three sections:

Section I, Summary
This section of the document consists of a transmittal message and summary spreadsheets that describe what is proposed in the CIP 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 individual, 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*: Estimates 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, 56% 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 payment for GO bonds generally have a twenty-year term.
- *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

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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.

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.

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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. Figures, with the exception of operating impact, are adjusted for inflation.

Projects	ACTUAL 6/30-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECTS	OPERATING IMPACT	FTES
Street Resurfacing	$0	$98,000	$390,000	$120,000	$165,375	$173,644	$182,326	$190,000	$1,319,345	$0	-
Northern Area Fire Substation	$0	$130,000	$158,642	$1,586,419	$95,185	$0	$0	$0	$1,970,246	$675,443	15.00
Sidewalks	$0	$2,970,003	$1,981,719	$3,471,000	$1,533,000	$0	$1,172,238	$2,080,000	$13,207,960	$0	-
Park Maintenance and Repair	$0	$0	$22,300	$184,550	$26,800	$7,000	$7,000	$7,000	$254,650	$0	-
Roberson Place Bikeway	$28,120	$159,059	$0	$0	$0	$0	$0	$0	$187,179	$3,000	-
Town Parking Lots	$1,500	$114,479	$385,900	$0	$0	$0	$0	$0	$501,879	$0	-
Public Works Facility	$756,486	$10,514	$0	$0	$0	$0	$0	$0	$767,000	$0	-
Adams Tract	$0	$1,600,000	$0	$0	$0	$0	$0	$0	$1,600,000	$0	-
Greenways	$0	$0	$50,000	$0	$670,000	$0	$737,500	$0	$1,457,500	$0	-
Hillsborough Road Park	$575,792	$20,457	$0	$0	$69,201	$1,358,361	$720,214	$0	$2,744,025	$84,555	2.00
Local Road Improvements	$0	$35,000	$106,049	$0	$0	$0	$0	$0	$141,049	$0	-
Equipment/Vehicle Lease-Purchase	$567,012	$543,192	$1,009,500	$567,235	$549,600	$633,875	$745,152	$437,343	$5,052,909	$0	-
Total Projects	$1,928,909	$5,680,704	$4,104,110	$5,929,204	$3,109,161	$2,172,880	$3,564,430	$2,714,343	$29,203,741	$762,998	17.00

Funding Source	ACTUAL 6/30-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL FUNDING	% of Funding
Installment Financing	$ 1,597,498	$ 1,397,806	$ 1,593,042	$ 2,153,654	$ 713,986	$ 1,992,236	$ 1,465,366	$ 437,343	$11,350,931	38.9%
GO Bond	$ -	$ -	$ 1,613,262	$ -	$ 1,667,000	$ -	$ 1,319,738	$ -	$ 4,600,000	15.8%
Capital Reserves	$ 29,620	$ 176,662	$ 491,953	$ 120,000	$ 165,375	$ 173,644	$ 182,326	$ 190,000	$ 1,529,580	5.2%
Intergovernmental Revenues	$ -	$ 4,085,779	$ 260,940	$ 3,404,700	$ 536,000	$ -	$ 590,000	$ 2,054,357	$10,931,776	37.4%
General Fund Operating Revenues	$ 22,792	$ 20,457	$ 22,300	$ 250,850	$ 26,800	$ 7,000	$ 7,000	$ 32,643	$ 389,842	1.3%
Miscellaneous	$ 279,000	$ -	$ 122,613	$ -	$ -	$ -	$ -	$ -	$ 401,613	1.4%
Total Funding	$1,928,909	$5,680,704	$4,104,110	$5,929,204	$3,109,161	$2,172,880	$3,564,430	$2,714,343	$29,203,742	100.0%

OPERATING BUDGET EFFECTS

Elements	ACTUAL 6/30-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECT
Personnel Costs	$ -	$ -	$ -	$ 3,000	$ 614,068	$ -	$ 58,555	$ -	$ 675,623
Operating and Maintenance	$ -	$ -	$ -	$ -	$ 61,375	$ -	$ 5,000	$ -	$ 66,375
Capital Outlays	$ -	$ -	$ -	$ -	$ -	$ -	$ 21,000	$ -	$ 21,000
Total Operating Costs	$ -	$ -	$ -	$ 3,000	$ 675,443	$ -	$ 84,555	$ -	$ 762,998
*Minus New Revenues**	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Net Operating Effect	$ -	$ -	$ -	$ 3,000	$ 675,443	$ -	$ 84,555	$ -	$ 762,998
New Personnel (FTE)	0.0	0.0	0.0	0.0	15.0	0.0	2.0	0.0	17.0

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INDIVIDUAL PROJECT DESCRIPTIONS

PROJECT DESCRIPTIONS AND EXPENDITURE SCHEDULE

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Street Resurfacing

Project Description
The Town, many years ago, acknowledged the importance of maintaining streets, appropriating an annual allocation for street resurfacing. The schedule for street resurfacing is in accordance with a pavement evaluation study performed by the Institute of Transportation and Research and Education.

Define problem
The Town has avoided the issues faced many years ago where streets were in poor condition. Resurfacing each street every fifteen years prevents critical surface deterioration and avoids expensive roadway replacement or reconstruction.

Project Alternatives
None

Recommended Solution
Continue annual allocation from general fund to support the timely and orderly repair of the Town's streets.

Operating Impact
Not applicable

PROJECT COST ESTIMATES

Elements	ACTUAL 6/30-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng									$ -
Land/ROW									$ -
Construction		$ 98,000	$ 390,000	$ 120,000	$ 165,375	$ 173,644	$ 182,326	$ 190,000	$ 1,319,345
Equip/Furnishing									$ -
Other									$ -
Contingencies									$ -
TOTAL	$ -	$ 98,000	$ 390,000	$ 120,000	$ 165,375	$ 173,644	$ 182,326	$ 190,000	$ 1,319,345

FUNDING SOURCES

Revenue Source		FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECT
Installment Financing									$ -
GO Bond									$ -
Capital Reserves		$ 98,000	$ 390,000	$ 120,000	$ 165,375	$ 173,644	$ 182,326	$ 190,000	$ 1,319,345
Intergovernmental Revenues									$ -
General Fund Operating Revenues									$ -
Miscellaneous - *Payment in Lieu*									$ -
Total Funding	$ -	$ 98,000	$ 390,000	$ 120,000	$ 165,375	$ 173,644	$ 182,326	$ 190,000	$ 1,319,345

OPERATING BUDGET EFFECTS

Elements		FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECT
Personnel Costs									$ -
Operating and Maintenance									$ -
Capital Outlays									$ -
Total Operating Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
*Minus New Revenues**									$ -
Net Operating Effect	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
New Personnel (FTE)									0.0

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Northern Area Fire Substation

Project Description
To accommodate anticipated growth in the northern transition area and to ensure adequate and effective fire coverage, a fire substation is proposed for this area. One to two acres should be purchased to allow construction to begin in the following year.

Define problem
Construction of a fire substation will be needed in the northern transition area around year to allow for appropriate fire coverage in this fast growing area. To maintain the same insurance coverage presently held by the residents of Carrboro, a response time of five minutes or less is required.

Currently, the response time for the northern area exceeds six minutes and the travel distance to the outer parts of the Carrboro planning jurisdiction is over five miles.

Project Alternatives
There is not real alternative. The insurance rate for homeowners and commercial businesses would be adversely affected if the Town does not maintain or exceed its current rating. The rating scale is 1 to 10, with one being the best and 10 being the worst. The Town currently has a rating of 4. A greater concern is life safety and property conservation that is affected by the inability of the Fire Department to provide adequate response times for Fire and Emergency Medical calls for service.

Recommended Solution:
To accommodate anticipated growth in the northern transition area and to ensure adequate and effective fire coverage, a fire substation is proposed for this area.

Operating Impact:
Once the substation is fully operational it will require a minimum of 15 firefighter positions and miscellaneous operating costs including uniforms, utilities, and departmental supplies.

PROJECT COST ESTIMATES

Elements	ACTUAL 6/30-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng			$ 158,642						$ 158,642
Land/ROW		$ 130,000							$ 130,000
Construction				$ 1,586,419					$ 1,586,419
Equip/Furnishing					$ 95,185				$ 95,185
Other									$ -
Contingencies									$ -
TOTAL	$ -	$ 130,000	$ 158,642	$ 1,586,419	$ 95,185	$ -	$ -	$ -	$ 1,970,246

FUNDING SOURCES

Revenue Source		FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECT
Installment Financing		$ 130,000	$ 158,642	$ 1,586,419	$ 95,185				$ 1,970,246
GO Bond									$ -
Capital Reserves									$ -
Intergovernmental Revenues									$ -
General Fund Operating Revenues									$ -
Miscellaneous - *Payment in Lieu*									$ -
Total Funding	$ -	$ 130,000	$ 158,642	$ 1,586,419	$ 95,185	$ -	$ -	$ -	$ 1,970,246

OPERATING BUDGET EFFECTS

Elements		FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECT
Personnel Costs					$ 614,068				$ 614,068
Operating and Maintenance					$ 61,375				$ 61,375
Capital Outlays					$ -				$ -
Total Operating Costs	$ -	$ -	$ -	$ -	$ 675,443	$ -	$ -	$ -	$ 675,443
*Minus New Revenues**									$ -
Net Operating Effect	$ -	$ -	$ -	$ -	$ 675,443	$ -	$ -	$ -	$ 675,443
New Personnel (FTE)					15.0				15.0

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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 recently voted to use general obligation bond funds to finance a comprehensive sidewalk construction project. In conjunction with state agencies, developers, and local funding, the Board has crafted a plan to finance sidewalk construction with three anticipated bond issues over a period of six years, provided the Town's fiscal position and the economy remain healthy. The list of sidewalks to be funded in the first phase of bond financing, planned for FY04-05, has been prioritized by the Board of Aldermen (see following pages). Sidewalks that have been identified for financing in future years have not been prioritized by the Board at this time.

Define Problem: The town's sidewalk system has not expanded to a point where sidewalks are available along the major streets that connect neighborhoods with each other as well as with commercial centers, parks, schools and similar activity centers. As a result of development in the Town and the region, as well as the additional demands on such roads, including the need for public transit, bikeway, and pedestrian systems, suitable urban roadway designs are needed. 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. In FY03-04, sidewalk improvements were com-

PROJECT COST ESTIMATES

Elements	ACTUAL 6/30-03	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng				$ 300,000				$ 30,000	$ 330,000
Land/ROW				$ 771,000				$ 300,000	$ 1,071,000
Construction		$ 2,970,003	$ 1,951,719	$ 2,400,000	$ 1,533,000		$ 1,172,238	$ 1,750,000	$ 11,776,960
Equip/Furnishing									$ -
Other			$ 30,000						$ 30,000
Contingencies									$ -
TOTAL	$ -	$ 2,970,003	$ 1,981,719	$ 3,471,000	$ 1,533,000	$ -	$ 1,172,238	$ 2,080,000	$ 13,207,960

FUNDING SOURCES

Revenue Source		FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECT
Installment Financing									$ -
GO Bond			$ 1,603,262		$ 1,533,000		$ 1,172,238		$ 4,308,500
Capital Reserves		$ 30,003	$ 101,953						$ 131,956
Intergovernmental Revenues		$ 2,940,000	$ 220,940	$ 3,404,700				$ 2,054,357	$ 8,619,997
General Fund Operating Revenues				$ 66,300				$ 25,643	$ 91,943
Miscellaneous - *Payment in Lieu*			$ 55,564						$ 55,564
Total Funding	$ -	$ 2,970,003	$ 1,981,719	$ 3,471,000	$ 1,533,000	$ -	$ 1,172,238	$ 2,080,000	$ 13,207,960

OPERATING BUDGET EFFECTS

Elements		FY03-04	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10 AND BEYOND	TOTAL PROJECT
Personnel Costs									$ -
Operating and Maintenance									$ -
Capital Outlays									$ -
Total Operating Costs	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
*Minus New Revenues**									$ -
Net Operating Effect	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
New Personnel (FTE)									0.0

pleted along Hillsborough Road ($2,970,003). There are two road improvements in the future whereby the Town plans sidewalks – Smith Level Road (FY05-06) and Old Fayetteville Road (FY09-10).

Project Alternatives

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

Recommended Solutions

Arterials or State roads, local collector and subcollector roads should have 5-foot wide sidewalks constructed along both sides whereas local roads serving from 10 to 25 units should have 5- foot wide sidewalks only along one side. The majority of streets in Carrboro do not have sidewalks (59%). Following is a description of sidewalks projects needed to at least provide a sidewalk along one side of the street where none currently exist with the notion that a second priority will be to eventually provide required sidewalks on the other side.

Operating Impact

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

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Sidewalks continued; funded projects table

The following table shows a summary of bond-funded sidewalk projects as well as other, miscellaneous, sidewalk projects.

Location	Project Limits	Town's Share of Cost	Intergovernmental Revenue	Total Cost
	BOND-FUNDED SIDEWALKS, FY04-05			
Ashe	Main-Shelton	$ 41,250	$ -	41,250
Bim	Fidelity-Jones Ferry	$ 63,360	$ -	63,360
Cheek	Hillsborough-Greensboro	$ 81,675	$ -	81,675
Davie	Jones Ferry-Colson	$ 97,900	$ -	97,900
Elm	Shelton-Weaver	$ 56,375	$ -	56,375
Estes	N. Greensboro-Town Line	$ 264,000	$ -	264,000
Fowler	Lloyd-Broad	$ 9,750	$ -	9,750
Greensboro	Carr-Old Pittsboro	$ 8,250	$ -	8,250
Greensboro	Short-Hillsborough	$ 204,750	$ -	204,750
Hanna*	Greensboro-end*	$ -	$ 111,128	111,128
James	Main-Hillsborough	$ 188,265	$ -	188,265
Jones Ferry	Old Fay-Willow Ck Office Bldg	$ 13,000	$ -	13,000
Lindsay	Shelton-Weaver	$ 56,155	$ -	56,155
Lloyd	Hosiery-Fowler	$ 5,850	$ -	5,850
Oak St	Hillsborough-Greensboro	$ 94,985	$ -	94,985
Pine	Greensboro-Hillsborough	$ 92,675	$ -	92,675
Pleasant	Greensboro-Crest	$ 39,845	$ -	39,845
Quail Roost	Lisa-Hillsborough	$ 71,500	$ -	71,500
Shelton	Oak-Carrboro Elem.	$ 74,250	$ -	74,250
Williams	N.Greensboro-Williams Park	$ 13,200	$ -	13,200
Bond issuance costs + undesignated sidewalk funds		$ 126,227	$ -	126,227
	Total	$ 1,603,262	$ 111,128	$ 1,714,390
	MISCELLANEOUS SIDEWALKS, FY04-05			
Old Fayetteville	Jones Ferry-Autmun Woods, Carolina Springs to Carrboro Plaza Park N Ride Lot (E-4545)	$ 78,865	$ 73,025	$ 151,890
Carr Court	Wesley-Hargraves/Brewer Lane(E4781)	$ 18,588	$ 74,351	$ 92,939
Jones Ferry	Jones Ferry	$ 4,500	$ 18,000	$ 22,500
	Total	$ 101,953	$ 165,376	$ 267,329
	Grand Total	$ 1,705,215	$ 276,504	$ 1,981,719

*Hanna Street - Bond funds originally set aside, however, other revenues recently became available to support this project

Sidewalks continued; future projects

The following table shows a summary of future sidewalk projects as listed in alphabetical order and not the order of priority.

Location	Project Limits	Town's Share of Cost	Intergovernmental Revenue	Total Cost
Autumn	Barrington-Horne Hollow	$ 46,110	$ -	46,110
Barnes	Jones Ferry-King	$ 43,875	$ -	43,875
Barrington Hills	Hillsborough-Autumn	$ 102,816	$ -	102,816
Bel Arbor Path	Bel Arbor-Simpson	$ 90,015	$ -	90,015
Blueridge	Hillsborough-Spring Valley	$ 82,160	$ -	82,160
Bolin Creek	Wild Oak-end	$ 136,785	$ -	136,785
Bolin Forest	Greensboro-Bolin Creek	$ 87,010	$ -	87,010
Carol	Old Fayetteville-Lorraine	$ 173,635	$ -	173,635
Carr	Greensboro-end	$ 36,135	$ -	36,135
Carr	Greensboro-Maple	$ 16,500	$ -	16,500
Center	Short-Weaver	$ 16,500	$ -	16,500
Culbreth	Smith Level-Town Line	$ 32,500	$ -	32,500
Davie	Fidelity-Main	$ 46,915	$ -	46,915
Eugene	Wesley-end	$ 55,832	$ -	55,832
Gary	Poplar-Keith	$ 42,640	$ -	42,640
Greensboro	Carr-Roberson	$ 6,500	$ -	6,500
High	Main-Hillsborough	$ 68,035	$ -	68,035
Hill	Lloyd-Broad	$ 9,425	$ -	9,425
Hillsborough	Main-Simpson	$ 121,875	$ -	121,875
Jones Ferry	Main-Alabama	$ 97,500	$ -	97,500
King	Allen-Barnes	$ 21,093	$ -	21,093
Laurel	Jones Ferry-end	$ 61,930	$ -	61,930
Laurel	Town Parking Lot-Jones Ferry	$ 6,500	$ -	6,500
Lisa	Quail Roost-Carol	$ 84,040	$ -	84,040
Lorraine	Hillsborough-James	$ 106,150	$ -	106,150
Main	Fidelity-Poplar	$ 12,350	$ -	12,350
Main	Hillsborough-NC54	$ 139,750	$ -	139,750
Maple	Carr-end	$ 46,750	$ -	46,750
Maple	Carr-Roberson	$ 11,000	$ -	11,000
Merritt Mill	Cameron-Brewer	$ 55,000	$ -	55,000
Milton	Cheek-Greensboro	$ 47,135	$ -	47,135
Morningside	Greensboro-Blueridge	$ 59,735	$ -	59,735
NC 54	Main-Old Fayetteville	$ 92,675	$ -	92,675
Oak Ave	Weaver-Greensboro	$ 116,105	$ -	116,105