

CAPITAL BUDGETING

Capital improvement programming is a critical procedure for identifying major facility needs, projecting fiscal resources, establishing priorities, and developing defined project schedules to meet the City of Wilmington capital needs. Capital projects, for the purpose of the Capital Improvement Program (CIP), are generally defined as fixed assets that have a useful life greater than five years and with a cost of \$50,000 or greater. Regular purchases of vehicles and equipment for routine operations and most maintenance and repair costs for City facilities are funded through the annual operating budget.

Once adopted by the City Council, the CIP becomes a policy document regarding the timing, location, character, and funding of future capital projects. It is recognized that the policy represented by the CIP reflects the best judgment of the City Council at the time, and that changing capital priorities, fiscal constraints, and additional needs are likely to become apparent before the program is completed.

The policy established by the CIP provides important guidance for City administration, boards, and commissions appointed by the City Council in regards to municipal governance as it relates to the following matters:

- Preparation of the capital portion of the annual operating budget
- Scheduling and prioritization of project planning and scheduling
- Financial modeling regarding the financing of debt
- Planning efforts of businesses, developers and community organizations

Capital improvement programming provides a bridge between general long-term and short-term project planning. In this process, the long-term objectives of the City are reviewed and translated into a more specific and well defined, multi-year program of five years.

80/20 CAPITAL DEBT PLAN

The FY 2014-15 through FY 2016-2017 CIP reflects a financing strategy implemented in FY 2013 that provides a dedicated \$0.0500 of the property tax rate for maintenance and new infrastructure needs. Eighty percent (80%) of the rate pays for debt and 20% pays for pay-as-you-go projects – 80/20 Capital Debt Plan. The projects represented in the plan are individual projects consistent with City Council goals and objectives and within a framework of identified priorities. Funding was also accelerated to facilitate project completion with the appropriation of funding needs from FY 2014 into FY 2013 and from FY 2016 into FY 2015.



FY 2014-15 Adopted Budget CAPITAL IMPROVEMENT PROGRAM

In order to put this plan into place, the Wilmington City Council adopted a tax rate of \$0.0300 cents over revenue neutral in the 2012 revaluation year for the FY 2012-13 budget. That three cents, in addition to the shifting of \$0.0200 cents from the General Fund, funded the plan (with the exception of Enterprise Fund projects such as Storm Water and Parking). The dedicated rate is restricted in the Debt Service Fund by Ordinance and as changes occur in future revaluation years, the tax rate can be adjusted as needed.

FUTURE PROJECTS

The projects identified in FY 2018 represent projects that are anticipated to begin the first year of the next five-year 80/20 Capital Debt Plan again with the exception of the Enterprise Fund projects. The funding plan reflects the continuation of the 80% debt and 20% pay-as-you-go revenue source.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

The Capital Improvement Program spans a five-year period covering fiscal years 2014-15 through 2018-19. Project costs, descriptions, and funding plans are presented in four (4) programmatic categories which include Streets and Sidewalks, Parks and Recreation, Public Buildings and Facilities, and Storm Water.

The **Streets and Sidewalks** program addresses major thoroughfare needs, street maintenance and rehabilitation, sidewalk construction and repair at a projected cost of \$35,702,966. FY 2014-15 funding is programmed for sidewalk and street rehabilitation and repair efforts, pedestrian and bike improvements, bridge repair, and multiple river walk projects. Lastly, funding has been included that will provide flexibility to respond to inter-agency needs and coordinate street and streetscape improvements work with Cape Fear Utility Authority water and sanitary sewer rehabilitation projects.

The **Parks and Recreation** program provides for development of existing parks and funding for the maintenance and repair of various park facilities and structures throughout the City at a cost of \$10,383,062. FY 2014-15 funding is programmed for park facilities general maintenance.

The **Public Facilities** program consists of funding for various public improvements. The five-year projected cost for this program is \$8,197,719. FY 2014-15 funding is programmed for land acquisition associated with planned future construction of fire facilities and a police firing range/training facility, building maintenance, and to replace lighting and equipment in City parking decks. Additional funding has been added for improvements to the Hannah Block parking lot and replacement of greens at Wilmington Municipal golf course.

The **Storm Water** program continues the City's efforts to proactively manage and mitigate the effects of storm water runoff, alleviate flooding, improve and maintain the drainage systems and drainage capacity of watercourses and containment structures City-wide at a projected cost of \$23,941,705 over five years.

CAPITAL IMPROVEMENT COST SUMMARY BY PROGRAM

Fiscal Years 2014-15 Through 2018-19

	2014-15	2015-16	2016-17	2017-18	2018-19	Total
Streets & Sidewalks	15,001,651	-	4,085,893	12,625,022	3,990,400	35,702,966
Parks & Recreation	1,005,220	-	2,956,800	1,993,655	4,427,387	10,383,062
Public Buildings & Facilities	2,705,700	-	325,500	3,860,335	1,306,184	8,197,719
Storm Water	<u>3,676,705</u>	<u>8,175,000</u>	<u>7,900,000</u>	<u>3,190,000</u>	<u>1,000,000</u>	<u>23,941,705</u>
Total, Cost Summary	<u>22,389,276</u>	<u>8,175,000</u>	<u>15,268,193</u>	<u>21,669,012</u>	<u>10,723,971</u>	<u>78,225,452</u>

CAPITAL IMPROVEMENT REVENUE SUMMARY BY SOURCE

Fiscal Years 2013-14 Through 2017-18

	2014-15	2015-16	2016-17	2017-18	2018-19	Total
Debt Service Fund	3,307,904	-	1,473,639	-	-	4,781,543
Installment Financing - 80/20 Plan	13,231,617	-	5,894,554	-	-	19,126,171
Riverwalk/Bulkhead Reserv	464,900	-	-	-	-	464,900
Capital Balances	20,000	-	-	-	-	20,000
Installment Debt	1,000,000	-	-	-	-	1,000,000
Revenue Bonds	3,176,705	7,675,000	7,400,000	2,690,000	-	20,941,705
Storm Water Fund	500,000	500,000	500,000	500,000	1,000,000	3,000,000
Parking Facility Fund	650,700	-	-	-	-	650,700
Unallocated Interest	37,450	-	-	-	-	37,450
To Be Determined	-	-	-	18,479,012	9,723,971	28,202,983
Total, Revenue Summary	<u>22,389,276</u>	<u>8,175,000</u>	<u>15,268,193</u>	<u>21,669,012</u>	<u>10,723,971</u>	<u>78,225,452</u>

STREETS AND SIDEWALKS

Project Costs							
		Final 3 Years of Current Plan			First 2 Years of New Plan		
		Year 1	Year 2	Year 3	Year 4	Year 5	TOTAL
Code	Project Title	Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Estimated 2018-19	TOTAL
05SR10	Streets Rehabilitation	9,040,791	-	3,527,853	2,250,000	2,250,000	17,068,644
2MF160	Multimodal Transportation Center	315,128	a	-	284,872	a	600,000
TBD	Kerr Ave Bicycle Facilities		-	436,432	-		436,432
TBD	North 3rd Street Bridge Project	350,000					350,000
	Sign Inventory	60,000	a				60,000
4SW100	Sidewalk Rehab/Repairs	150,000	-	-	250,000	250,000	650,000
4SW200	Pedestrian/Bike Improvements	350,000	-	-	300,000	1,000,000	1,650,000
05BR20	Bridge Repair	655,460	-	121,608	10,000	140,400	927,468
11ST10	Additional Funding - Riverfront Stabilization	26,000					26,000
11ST10	Additional Funding - Riverfront Stabilization - from 08RF30	464,900					464,900
11ST10	Conlon Pier Repair - Stabilization	1,712,000					1,712,000
11ST10	Church Street Shoreline Stabilization	193,500					193,500
13ST10	Coordinated Improvements w/CFPUA	1,249,000	-	-	701,500		1,950,500
13ST30	Wayfinding Signage	-	-	-	-		-
06PK50	Alley Improvements	-	-	-	50,000	100,000	150,000
4ST200	New street paving/dirt street paving				625,000		625,000
TBD	Dawson & Wooster Streetscape Phase I	-	-	-	322,000		322,000
TBD	Brick Street Rehabilitation	-	-	-	250,000	250,000	500,000
TBD	Lincoln Forest Greenway	-	-	-	600,000		600,000
TBD	Oleander/Pine Grove Intersection Improvments	-	-	-	2,260,000		2,260,000
TBD	Downtown Greenway				2,025,000		2,025,000
TBD	Traffic Signal Install				411,522		411,522
4WT100	WTA Grant Match (buses, shelters, benches)	284,872	a	-	525,128		810,000
TBD	Peele Street Extension				1,760,000		1,760,000
TBD	Love Grove Emergency Access	150,000					150,000
	Total Streets and Sidewalks	15,001,651	-	4,085,893	12,625,022	3,990,400	35,702,966

Funding Plan							
		Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Estimated 2018-19	TOTAL
	Funding Source						
	Debt Service Fund	2,903,350	-	817,179			3,720,529
	Installment Financing - 80/20 Plan	11,613,401	-	3,268,714			14,882,115
08RF30	Riverwalk/Bulkhead Reserve	464,900					464,900
05CB99	Capital Balances	20,000					20,000
	To Be Determined				12,625,022	3,990,400	16,615,422
	Total Funding	15,001,651	-	4,085,893	12,625,022	3,990,400	35,702,966

Project Title: Streets Rehabilitation
Project No: 05SR10
Requesting Department: Public Services
Division: Streets



Project Description: The Street Rehabilitation project is the City's ongoing maintenance/rehabilitation project and includes, but is not limited to, road construction practices such as full depth reclamation and stabilization, milling, resurfacing, surface treatments, and pavement preservation techniques.

Project Justification: Projects are necessary to address and mitigate the deteriorating condition of the city-wide streets network. The maintenance of City streets ranked among the top three 'very high priority' category of services in the 2012 Citizen Survey.

FY 2013-14 Appropriation: \$ -
Current Project Budget: \$ 13,251,252
Expenditures to Date: \$ 4,955,506

Project Start Date: Ongoing
Project Completion Date: Ongoing
FY 2014-15 Dept. Request: \$ 9,040,791

Project Appropriation						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Construction	9,040,791	-	3,527,853	2,250,000	2,250,000	17,068,644

Funding Source						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Debt Service Fund	1,808,158	-	705,571	450,000	450,000	3,413,729
Installment Financing - 80/20 Plan	7,232,633	-	2,822,282	1,800,000	1,800,000	13,654,915
						17,068,644

Operating Cost Impact						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
	N/A	N/A	N/A	N/A	N/A	

*This is a maintenance project that will have no future operating impacts

PARKS AND RECREATION

Project Costs							
		Final 3 Years of Current Plan			First 2 Years of New Plan		
		Year 1	Year 2	Year 3	Year 4	Year 5	TOTAL
Code	Project Title	Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Estimated 2018-19	
05PK10	Park Facilities Maintenance	400,000	-	200,000	200,000	200,000	1,000,000
07PK20	Alderman Preserve Phase II	-	-	1,325,000	-	-	1,325,000
3PK150	Riverfront Park Rehabilitation	-	-	-	-	-	-
07PK49	Empie Park Improvements	187,770	-	1,251,800	-	-	1,439,570
07PK41	Olsen Park Phase II	-	-	180,000	-	854,050	1,034,050
15PK10	Greenfield Lake Walkway, Dock and Bulkhead Replacement	380,000	-	-	-	-	380,000
06PK30	Recreation Master Plan	37,450	-	-	-	-	37,450
TBD	Bradley Creek Canoe & Kayak Launch	-	-	-	922,875	-	922,875
TBD	Legion Stadium Phase IV	-	-	-	-	1,124,121	1,124,121
07PK30	Wade Park Building Demolition	-	-	-	50,000	-	50,000
13PK10	Water St. Riverfront Improvements	-	-	-	160,000	-	160,000
TBD	N. Downtown Park Site Development Ph 1	-	-	-	-	1,473,534	1,473,534
TBD	N. Downtown Park Site Development Ph 2	-	-	-	-	-	-
TBD	N. Downtown Park Site Development Ph 3	-	-	-	-	-	-
TBD	Hardee Field Improvements	-	-	-	-	674,982	674,982
TBD	Parks, Recreation & Open Space Master Plan	-	-	-	-	37,450	37,450
TBD	Replacement of Skatepark Office	-	-	-	-	63,250	63,250
TBD	Riverfront Park Sustainability & Redevelopment	-	-	-	250,000	-	250,000
TBD	Riverwalk South Handrails	-	-	-	410,780	-	410,780
	Total - Parks and Recreation	1,005,220	-	2,956,800	1,993,655	4,427,387	10,383,062

Funding Plan

Funding Plan							
		Estimated	Estimated	Estimated	Estimated	Estimated	TOTAL
		2014-15	2015-16	2016-17	2017-18	2018-19	
Funding Source							
Debt Service Fund		193,554	-	591,360	-	-	784,914
Installment Financing - 80/20 Plan		774,216	-	2,365,440	-	-	3,139,656
Unallocated Interest 2FN999		37,450	-	-	-	-	37,450
To Be Determined		-	-	-	1,993,655	4,427,387	6,421,042
Total Funding		1,005,220	-	2,956,800	1,993,655	4,427,387	10,383,062

Project Title: Greenfield Lake Dock Replacement
Project No: 15PK10
Requesting Department: Community Services
Division: Parks



Project Description: Replace the aged bulkhead and wooden structures in the main arrival area of Greenfield Lake/Park due to the Cypress knees, aged out timber to the walkway and dock.

Project Justification: Due to the deferred maintenance and the growth of nearby Cypress trees, there are safety issues with uneven/deteriorating timber on walkways and the dock. Additionally, the bulkhead has been compromised due to the age and growth of nearby trees creating a potential safety hazard.

FY 2013-14 Appropriation: \$ -
Current Project Budget: \$ -
Expenditures to Date: \$ -

Project Start Date: August 2014
Project Completion Date: June 2015
FY 2013-14 Dept. Request: \$ 380,000

Project Appropriation						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Planning/Design	20,000					20,000
Engineering	10,000					10,000
Construction	325,000					325,000
Equipment	15,000					15,000
Contingency	10,000					10,000
Total	380,000	-	-	-	-	380,000

Funding Source						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Debt Service Fund	76,000					76,000
Installment Financing 80/20 Plan	304,000	-	-	-	-	304,000
Total	380,000	-	-	-	-	380,000

Operating Cost Impact						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Reduction in Repair Materials	N/A	(800)	(800)	(800)	(800)	(3,200)
Reduction in Repair Labor	N/A	(300)	(300)	(300)	(300)	(1,200)

Project Title: Park Facilities Maintenance
Project No: 05PK10
Requesting Department: Public Services
Division: Parks & Landscape



Project Description: Scope of project includes: improvements and repair to the City parks, landscaped areas, athletic, and recreational facilities. Identified needs include: repairs and maintenance of park amenities, mulch or prep work for new landscapes, repair of older playground equipment and signs, special projects associated with irrigation installation, and enhancements to the Gary Shell Cross City Trail, Olsen Park, Althea Gibson Tennis Complex and dog waste stations and supplies.

Project Justification: The scope of funding for ongoing repairs, enhancements, and improvements meet safety requirements and expectations of our citizens and user groups.

FY 2013-14 Appropriation: \$ -
Current Project Budget: \$ 1,291,527
Expenditures to Date: \$ 1,233,906

Project Start Date: Ongoing
Project Completion Date: Ongoing
FY 2014-15 Dept. Request: \$ 400,000

Project Appropriation						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Construction/Other	400,000	-	200,000	200,000	200,000	1,000,000
Total	400,000	-	200,000	200,000	200,000	1,000,000

Funding Source						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Debt Service Fund	80,000	-	40,000	40,000	40,000	200,000
Installment Financing - 80/20 Plan	320,000	-	160,000	160,000	160,000	800,000
Total						1,000,000

Operating Cost Impact						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
	N/A	N/A	N/A	N/A	N/A	

*This is a maintenance project that will have no future operating impacts

PUBLIC FACILITIES

Project Costs							
		Final 3 Years of Current Plan			First 2 Years of New Plan		
		Year 1	Year 2	Year 3	Year 4	Year 5	TOTAL
Code	Project Title	Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Estimated 2018-19	
05MF10	Building Maintenance	605,000	-	325,500	329,699	346,184	1,606,383
12MF10	Second St. Parking Deck Repair	650,700	p	-	-	-	650,700
TBD	Fire Station #3 and #4 Demolition		-		90,000	-	90,000
TBD	Fire Station #3 Environmental Clean-up			-	60,636	-	60,636
TBD	Future Administrative Facilities	1,000,000	b	-	3,105,000	-	4,105,000
15MF25	Microsoft Enterprise Agreement	300,000					300,000
15MF20	Enterprise Data Back-up System	150,000					150,000
TBD	PDT Project Tracking System				200,000		200,000
TBD	Website Redesign				75,000		75,000
TBD	Enterprise CRM/Work Order System					270,000	270,000
TBD	ERP - Replace or Upgrade Financials					594,000	594,000
TBD	Document Mangement Upgrade					96,000	96,000
Total - Public Facilities		2,705,700	-	325,500	3,860,335	1,306,184	8,197,719

Funding Plan							
		Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Estimated 2018-19	TOTAL
	Funding Source						
	Debt Service Fund	211,000	-	65,100			276,100
	Installment Financing - 80/20 Plan	844,000	-	260,400			1,104,400
b =	Installment Debt	1,000,000	-	-	-	-	1,000,000
p =	Parking Facility Fund	650,700	-	-	-	-	650,700
	To Be Determined	-	-	-	3,860,335	1,306,184	5,166,519
Total Funding		2,705,700	-	325,500	3,860,335	1,306,184	8,197,719

STORM WATER

Project Costs

		Estimated		Estimated		Estimated		Estimated		Estimated		TOTAL
Code	Project Title	2014-15		2015-16		2016-17		2017-18		2018-19		
14DC10	Clear Run Branch	2,176,705	b2	3,450,000	b2	3,450,000	b2	-		-		9,076,705
TBD	New Macumbers Outfall	1,000,000	b2	4,225,000	b2	3,340,000	b2	-		-		8,565,000
TBD	Whispering Pines/Masonboro Drainage Improvements			-		610,000	b2	2,690,000	b2	-		3,300,000
07DC20	Annual Storm Drain Rehabilitation	500,000	f	500,000	f	500,000	f	500,000	f	1,000,000	f	3,000,000
	Total - Storm Water Projects	3,676,705		8,175,000		7,900,000		3,190,000		1,000,000		23,941,705

Funding Plan

		Estimated		Estimated		Estimated		Estimated		Estimated		TOTAL
	Funding Source	2014-15		2015-16		2016-17		2017-18		2018-19		
f =	Stormwater Pay-Go	500,000		500,000		500,000		500,000		1,000,000		3,000,000
b2 =	Revenue Bonds	3,176,705		7,675,000		7,400,000		2,690,000		-		20,941,705
	Total Funding	3,676,705		8,175,000		7,900,000		3,190,000		1,000,000		23,941,705

Project Title: Clear Run Branch
Project No: 14DC10
Requesting Department: Public Services
Division: Storm Water



Project Description: This project will include stream restoration efforts for Clear Run Branch in the Bradley Creek watershed as well as improving drainage capacity for the outfall that drains New Center Drive. The extent of the project will be from the New Center ROW, thru commercial property along College Rd, possibly under College Rd, thru commercial property on the other side of College Rd down to and under Racine Dr, down to and under College Acres Drive and then down to and under Mallard Dr.

Project Justification: The area floods regularly and inundates the Water Authority's pump station and due to the 11,000 foot length of this area, improvements made through maintenance are limited.

FY 2013-14 Appropriation: \$ 523,295
Current Project Budget: \$ 523,295
Expenditures to Date: \$ 125,993

Project Start Date: Ongoing
Project Completion Date: Ongoing
FY 2014-15 Dept. Request: \$ 2,176,705

Project Appropriation						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Engineering	376,705	-	-	-	-	376,705
Land/Right of Way	1,800,000	-	-	-	-	1,800,000
Construction	-	3,450,000	3,450,000	-	-	6,900,000
Total	2,176,705	3,450,000	3,450,000	-	-	9,076,705

Funding Source						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Revenue Bonds	2,176,705	3,450,000	3,450,000	-	-	9,076,705

Operating Cost Impact						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
	N/A	N/A	N/A	N/A	N/A	

* This project will add length to the drainage system maintained, however operational impacts of the additional maintenance will not be seen until after FY 2018-19

Project Title: Annual Storm Drain Rehab
Project No: 07DC20
Requesting Department: Public Services
Division: Storm Water



Project Description: Project involves rehabilitating sections of existing storm drain that are in need of repair because of joint failures, excessive maintenance costs, root intrusion, and collapse. Types of repair include pipe lining, internal repairs, or full replacement of the system.

Project Justification: The drainage system is aging and rehabilitation is essential to minimize potential failures.

FY 2013-14 Appropriation: \$ 500,000
Current Project Budget: \$ 3,028,542
Expenditures to Date: \$ 1,904,181

Project Start Date: Ongoing
Project Completion Date: Ongoing
FY 2014-15 Dept. Request: \$ 500,000

Project Appropriation						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Construction	500,000	500,000	500,000	500,000	1,000,000	3,000,000

Funding Source						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
Stormwater PAYGO	500,000	500,000	500,000	500,000	1,000,000	3,000,000

Operating Cost Impact						
	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	Total
	N/A	N/A	N/A	N/A	N/A	

*This is a maintenance project that will have no future operating impacts

STREETS AND SIDEWALKS CAPITAL PROJECT DESCRIPTIONS

STREETS REHABILITATION - 05SR10

Contracted rehabilitation and resurfacing of streets within the City street network by means of projects with scope that includes but is not limited to road construction practices such as full depth reclamation and stabilization, milling and resurfacing, surface treatments, and pavement restoration and preservation techniques. Projects are necessary due to the rapidly deteriorating condition of the streets network. Poor street conditions and ride quality are listed as top priorities in the most recent citizen survey. Record highs in potholes repaired are indicative of rapidly declining street stability and durability.

MULTIMODAL TRANSPORTATION CENTER - 2MF160

This project is for the construction of a multimodal transportation facility in downtown that will provide a centralized location for transit and a station for future passenger rail to Wilmington. The project, which is jointly funded by NCDOT, will allow travelers to switch between various modes of travel to, from and within the City. The City of Wilmington and North Carolina Department of Transportation purchased the properties for the Multi-modal Center in FY 07-08 and are completing the required environmental document. The City has provided the local match funding in the amount of \$1,000,000 for property acquisition. The requested funding is for the construction of the transit portion of the transportation center.

KERR AVENUE BICYCLE FACILITIES - TBD

This project would provide for the construction of 4-foot demarcated bicycle lanes and 5-foot sidewalks on Kerr Avenue between the Martin Luther King Jr. Parkway and Randall Parkway. The NCDOT plans to widen Kerr Avenue to a multi-lane divided facility between the Martin Luther King Jr. Parkway and Randall Parkway. The Wilmington MPO has encouraged NCDOT to consider the installation of demarcated bicycle lanes as part of the Kerr Avenue project. The construction of these bike lanes would provide a connection to the bike lanes on Randall Parkway (part of the Cross-City Trail) and promote the use of alternative modes of transportation within the community. Sidewalks have been identified as a high priority infrastructure item, especially along major thoroughfares. If the City desires to include bike lanes and sidewalks, the City would be responsible for providing a portion of this funding. It would be more cost effective and efficient to install these bike lanes and sidewalks as part of the NCDOT project. The North Carolina Department of Transportation, City of Wilmington and Wilmington MPO have recently adopted a "complete streets" policy. The construction of these improvements is consistent with this policy.

NORTH 3RD ST. BRIDGE PROJECT - 07ST10

The North Carolina Department of Transportation plans to replace the North 3rd Street Bridge in 2015. This project would provide safety and aesthetic improvements to the bridge that are consistent with the North 3rd Street Streetscape Enhancement project. The City Council has appropriated \$9.4M for the streetscape enhancement project to upgrade North 3rd Street from Market Street to the MLK Parkway. The North 3rd Street corridor enhancements include: utility relocation, landscaping, decorative traffic signals, decorative street lights, pedestrian amenities and other infrastructure enhancements. Per NCDOT policy, aesthetic enhancements to the structure require a local match.

SIGN INVENTORY & ASSESSMENT - 13ST25

This project will establish a FHWA mandated traffic sign and pavement marking asset inventory system including location, sign faces, symbols/footage, condition, and various additional data needed to assure compliance to the new standards. Funds will also be used to replace non-compliant signs and pavement markings ahead of normal replacement schedule to achieve compliance with the minimum retro reflectivity standards defined in the Manual of Uniform Traffic Control Devices (MUTCD). The FHWA has adopted new traffic sign retro reflectivity requirements. The 2009 MUTCD requires that agencies implement a management method to maintain traffic signs to a set of minimum retro reflectivity levels but provide a variety of maintenance methods that agencies can use to be in compliance with the new MUTCD requirements. Agencies have until January 2012 to establish and implement a sign assessment or management method to maintain minimum levels of sign retro reflectivity. The compliance date for meeting the minimum retro reflectivity requirements on regulatory, warning, and ground-mounted guide signs is January 2015. For overhead guide signs and street name signs, the compliance date is January 2018.

On April 22, 2010, a standard for maintaining minimum retro reflectivity of longitudinal pavement markings was published as a notice of proposed rulemaking in the federal register. The FHWA has established a compliance date of 4 years from the date of Final Rule. Since this is anticipated to be included in the first revision of the 2009 MUTCD later this year, pavement marking and sign data can be collected during one survey.

SIDEWALK REHAB/REPAIRS - 4SW100

Project provides for repairs and rehabilitation to existing sidewalks and ADA ramps within the City sidewalk inventory. Project scope is to repair and mitigate hazardous and non-compliant sidewalks and ramps within the City. It is an important program with a goal of improving pedestrian access and mobility throughout the City's sidewalk network.

PEDESTRIAN/BIKE IMPROVEMENTS - 4SW200

Project provides funding for the construction of new bicycle and pedestrian facilities throughout the City. Project's primary focus is to fund projects designed to improve bicycle and pedestrian accessibility in areas ranked high in need by the Pedestrian/Bike Improvement Team (PBIT). Project is driven by high demand for bike paths and sidewalks as determined by the citizen survey and also identified need for bicycle and pedestrian facilities as determined in the Walk Wilmington Pedestrian Planning Study, Cape Fear Commutes, and Parks and Rec Open Space Plan.

BRIDGE REPAIR - 05BR20

Wilmington historically has contracted with NCDOT to have their consultant conduct inspections of city-owned bridges. Some repairs are routine maintenance items to be done by City crews. Other specialty items will need to be contracted. Additionally, structural repairs are expected to be necessary on some bridges in the near future. This project is to provide an allowance for minor contracted repairs that may be required under future inspections. Any major repair may require additional appropriations if and when identified. Federal law requires the City to inspect their bridges every 2 years and to perform mandatory corrective work.

MARKET ST. BULKHEAD RESERVE - 11ST10

This project involves infrastructure repairs identified in the recent riverfront assessment study. The existing steel bulkhead that serves as a retaining wall at the foot of Market Street needs to be replaced. It is anticipated the existing steel bulkhead can be used as a form to pour a new concrete bulkhead with a greatly extended life-span. If the project can "piggy-back" on the CFPWA Water Street utility project the cost might be reduced from \$170,000 to about \$90,000, although that expense would likely occur around FY13-14. Failure to correct the corrosion in a timely manner will result in dramatic cost escalation for repairs and loss of an opportunity to create a new structure with a greatly extended life-span.

CONLON PIER REPAIR - 11ST10

This project proposes demolition and replacement of the cofferdams with mooring dolphins. Additional infrastructure improvements are included to provide vehicular access and utility services to the dock. In 2004, during reconstruction of the old pier to function as a dock for 300-ft cruise ships, extensive corrosion was discovered on the existing cofferdams. Use of the pier was restricted to pedestrian access until repairs could be made to the structure. This project proposes completion of the original project as originally intended.

COASTLINE INN BULKHEAD - 11ST10

This project involves infrastructure repairs identified in the recent Riverfront Assessment study. The existing timber bulkhead that serves as a retaining wall adjacent to the Coastline Inn needs to be replaced. A new independently-supported Riverwalk will be constructed. In January 2012, the

new Coastline Bulkhead project was combined with the previous Coastline Inn & CFCC aesthetic improvements. Failure to correct the deterioration in a timely manner will result in dramatic cost escalation for repairs.

MARKET ST. H PILES - 11ST10

This project involves infrastructure repairs identified in the recent Riverfront Assessment study. Divers observed severe deterioration of steel piles supporting the concrete platform that creates the Riverwalk park area at the foot of Market Street. Failure to correct the corrosion in a timely manner will result in dramatic cost escalation for repairs. The current estimated cost to correct the deterioration is \$320,000, while replacement of the platform, if the corrosion is allowed to progress beyond the point the piles can be salvaged is approximately \$3,000,000.

RIVERWALK POCKET PARKS - 11ST10

Funding (initially funded in FY11-12) for stabilization of the river bank at 3 pocket parks, located at Muter's Alley, Orange St and Anne St. Muter's Alley work involves the installation of a bulkhead to stabilize the shoreline. The old existing concrete retaining wall is failing and is rotating toward the river. The wall is impinging on the Riverwalk piles and pushing the timber decking away from the shoreline. Orange St. work involves the repair of a pipe penetration through a concrete retaining wall. Anne St. work involves the placement of class 2 rip-rap. This project addresses a public safety concern (separation of the brick and timber walking surfaces, creating serious tripping hazards) and will prevent serious damage to the existing Riverwalk structure.

WATER ST. SHORELINE STABILIZATION - 11ST10

This project involves infrastructure repairs identified in the recent riverfront assessment study. The existing concrete bulkhead that serves as a retaining wall along Water Street adjacent to the Brooks Building (Market Street to Dock Street) is partially undermined. It is anticipated a CAMA Permit can be obtained to allow an acceptable method of slope stabilization. If the erosion is allowed to continue, a sinkhole will develop and the sidewalk and pavement will be lost.

DRAM TREE SHORELINE STABILIZATION - 11ST10

This project involves infrastructure repairs identified in the recent riverfront assessment study. The existing bulkhead, constructed of steel beams encased in concrete with no tiebacks or vertical pile support), that serves as a retaining wall at the Dram Tree boat ramp parking area is deteriorated. This project proposes replacement of the existing bulkhead. The deterioration can be expected to continue at a rapid pace if allowed to continue.

CHURCH ST. SHORELINE STABILIZATION - 11ST10

This project involves infrastructure repairs identified in the recent riverfront assessment study. The existing concrete bulkhead that serves as a retaining wall at the foot of Church Street is deteriorated. If the conditions are allowed to continue, a sinkhole will develop and the existing roadway will be damaged.

COORDINATED IMPROVEMENTS WITH CFPUA - 13ST10

This project proposes annual funding for street improvements to be performed as enhanced restoration for the Cape Fear Public Utility Authority (CFPUA) water and sanitary sewer rehabilitation program. This project combines and is an extension of previous projects such as: Front Street Improvements (Market St to Chestnut St); Water St/Market Street Intersection Streetscaping; and Riverwalk Approaches (a.k.a. Riverwalk Access, as described in the Vision 2020 plan). This project will provide the necessary flexibility to respond to inter-agency coordination needs, such as the impending CFPUA utility work Water Street (Market Street to Walnut Street). By coordinating the streetscape improvements work with CFPUA projects, a significant cost-savings will be realized. In addition, it is a common-sense approach to repair the subsurface utility infrastructure as a first step before making surface improvements. This avoids the demolition and replacement of recently-constructed infrastructure.

WAY FINDING SIGNAGE - 13ST30

The project is the design, fabrication and installation of vehicular, downtown and facility way finding signs, as recommended in the adopted Wilmington Signage Plan. The Wilmington Signage Plan is a result of the need for consistent, uniform signage standards as indicated in the Vision 20/20 Plan and the Cape Fear Historic Byway Corridor Management Plan. In 2008, an internal committee was formed with the goal of developing a coherent family of signs and to develop standards, guidelines and protocols for signage downtown and in city parks, facilities and, in coordination with DOT, vehicular way finding signage to enhance the visitor experience, highlight our amenities, and improve the aesthetics of our sign-cluttered roadways. The signage plan was adopted by City Council on February 3, 2009.

ALLEY IMPROVEMENTS - 06PK50

Annual funding to upgrade and convert downtown alleys to pedestrian usage. This project was funded in the past to help develop downtown alleys into pedestrian ways. This project provided for interconnectivity between streets allowing for better flow of pedestrian traffic. It would also complete the historic core in Wilmington's historic downtown with new high-quality development to enhance its intrinsic qualities, improve the urban fabric and increase market value.

NEW STREET PAVING/DIRT STREET PAVING - 4ST200

Project is intended to provide funding for improvements of dirt streets to paved roadways. Project would provide funding for long standing needs for conversion of streets identified in the dirt streets inventory to paved streets. Project would improve access to citizens and emergency vehicles. Project also addresses citizen complaints regarding lack of City services in annexation areas. Projects would also improve storm water management in adjacent areas and reduce overall long term maintenance costs of dirt streets.

DAWSON & WOOSTER PH I - TBD

This project will construct streetscape improvements along the Dawson/Wooster Corridor. This will include intersection treatments at signalized and unsignalized intersections and other streetscape enhancements along the Dawson and Wooster Street corridors. On November 21, 2007, City Council adopted the Dawson/Wooster Corridor Plan that recommended short-and long-term improvements along the Dawson/Wooster Street corridors. Implementation of Phase 1 of the plan recommends restriping Dawson Street for three lanes with lane transitions one block in each direction and full parking on both sides of the street from S. 5th Avenue to S.15th Street and intersection improvements beginning with the existing signal locations at S. 5th, S. 8th, and S. 10th Streets due to the high levels of pedestrian activity. Due to the two neighborhood schools, staff recommends the installation of intersection improvements at S. 10th/Dawson Streets and S. 10th and Wooster Streets to promote safe routes to school and to improve pedestrian activity. In an effort to implement Phase I of the Dawson/Wooster Corridor Plan and due to the location of the magnet schools, staff recommends focusing on upgrading the 10th Street intersection with bulb-out and pedestrian improvements.

BRICK STREET REHABILITATION - TBD

Project provides for the rehabilitation, reconstruction, and repair of the City's historic brick street inventory. The historic brick streets inventory has been deteriorating for many years due to normal wear and tear but primarily due to utility cuts done many years ago and patched using asphalt. Brick streets are an important component to the City's historical character and to the unique character of the neighborhoods encompassed by the brick street network.

LINCOLN FOREST GREENWAY - TBD

This project will provide for the construction of a multi-purpose greenway that will establish a connection from Alderman Park to Hugh McRae Park in the City of Wilmington. The citizen survey indicates that the citizens are dissatisfied with biking trails in the City (33%). The construction of this facility will provide a multi-use bicycle and pedestrian transportation/recreation amenity that will improve access between commercial, residential and cultural amenities. This project will connect Alderman Park, Hoggard High School, Roland-Grise Middle School and Hugh McRae Park and improve mobility and safety of the users.

OLEANDER/PINE GROVE INTERSECTION IMPROVEMENTS – TBD

This intersection had a crash rate between 2005 and 2009 of 140.82 (per 100 million vehicles). This crash rate was second highest in the Wilmington MPO. There is a demand for a bicycle and pedestrian crossing at this intersection as this provides an important link to several pedestrian and bicycle trip-generators within a ½ mile of this intersection that include a Hugh McRae park, an elementary school, a church, a new grocery store, and convenience stores. This intersection also serves transit riders utilizing WAVE Transit routes 102 and 103. Installation of marked crosswalks and pedestrian signals at the intersection will allow for safer and more comfortable passage of Oleander Drive by bicyclists and pedestrians and will increase their visibility to motorists and will work to implement the adopted complete streets policy.

DOWNTOWN GREENWAY – TBD

The City of Wilmington citizen survey indicates that the citizens are dissatisfied with biking trails in the City (33%). The Wilmington/New Hanover Comprehensive Greenway Plan reflects that 97% of the people who provided comments agreed with the goal of creating more greenways as very important or somewhat important. The construction of this facility will provide a multi-use bicycle and pedestrian transportation/recreation amenity that will provide improved access between commercial, residential and cultural amenities. This project will connect downtown Wilmington, the future Multi-modal Transportation Center, CFCC major transit destinations, higher density residential and employment centers, a major shopping area, a park and the Gary Shell Cross-City Trail and River to Sea Route. This is the number one priority project in the Wilmington/New Hanover Comprehensive Greenway Plan.

TRAFFIC SIGNAL INSTALL - TBD

Install new traffic signal with pedestrian accommodations and associated communications infrastructure at the intersection of Front Street and Red Cross Street.

BUS REPLACEMENT – TBD

Replacement of 18 CNG buses that are scheduled for replacement for the Cape Fear Public Transportation Authority.

PEELE STREET EXTENSION – TBD

This project would provide for the construction of a new two-lane road from the current terminus of Peele Street to Bragg Drive. The intersection of 17th Street and South College Road currently functions at a Level of Service (LOS) F. The construction of these improvements will improve the level of service at this intersection and provide interconnectivity between existing developments and Bragg Drive. The construction of a connection between Peele Street and Bragg Drive will eliminate the need for motorists to utilize South College Road. Any reduction in the number of vehicles on South College Road will improve the operations and safety at the 17th Street/ S. College Road intersection.



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LOVE GROVE EMERGENCY ACCESS - TBD

This project will construct a temporary road from McRae Street to Liverpool Street. This road will be constructed with stockpiles of stone and only during emergencies. Funding was added for yearly maintenance on the road.

PARKS AND RECREATION CAPITAL PROJECT DESCRIPTIONS

PARK FACILITIES MAINTENANCE - 05PK10

This project provides for repairs/maintenance in City Parks, amenities and grounds to include: Park amenities (tables, benches, athletic supplies, goals, repairs due to age or vandalism, shelters, fencing etc); Landscaping enhancements (mulch, prep work for new landscapes or upgrades to existing, Cross City Trail, Olsen Park and Althea Gibson Tennis Complex/Empie Park); playgrounds (ADA play mulch, repairs, replacements, upgrades to existing structures, signs and repairs due to vandalism); special projects (additional park upgrades, amenity upgrades, new park amenities, expansion of existing landscapes, irrigation installation, repairs and upgrades); enhancements to Gary Shell Cross City Trail, Olsen Park, Althea Gibson Tennis Complex and future park locations) dog waste stations/supplies.

ALDERMAN PRESERVE PHASE II - 07PK20

Alderman Park is a project included in the 2006 Parks and Greenspace Bond. Phase II includes elevated pedestrian trails throughout the 39 acre tract. Alderman Park is a bond project. It is being developed jointly with the property owner and the NC Coastal Land Trust. In addition to providing public accessibility to the entire tract with the additional trails, Phase II constructs a permanent entrance. Currently, the City leases school property for the main entrance and parking is limited.

RIVERFRONT PARK REHABILITATION - 3PK150

The project provides for upgrades and improvements to Riverfront Park. City of Wilmington lease with the US Coast Guard expires 2013. Once a lease agreement is met, the City can then make needed repairs and upgrades. Riverfront Park along Water Street between Market and Princess St is in need of major upgrades. Tree roots have raised the existing brick walking area, the fountain is not usable due to a break in the water line under the fountain structure and there is need for upgrades to improve the overall aesthetics of this very busy downtown park location. Due to the uneven walking surface the City has already had claims against it due to tripping accidents. The area is not ADA compliant. Due to budget constraints and the renewal of the contract with Coast Guard - project may be able to be held off until 13-14 budget year. Some in-house repairs can be made to handle the tripping hazards until the entire dollar amount is available for more extensive repairs.

EMPIE PARK IMPROVEMENTS - 07PK49

Phase two of the Empie Park Tennis Complex (Althea Gibson Tennis Complex) consists of the construction of five additional tennis courts and a 1,500 square foot building, additional parking, storm water pond and landscaping and renovation of the eight original courts. The master plan for the tennis complex at Empie Park identified 16 new tennis courts. Based upon the 2007 project budget, five courts were removed from the project. Based upon the City's standard for recreation facilities (City Parks, Recreation and Open Space Master Plan 2010-2015), the City needs an additional 28 courts to adequately meet public demand.

OLSEN PARK PHASE II:

Phase II of this project may include multi-purpose fields, walking trails, volleyball courts, tennis courts, a park maintenance building, and second park entrance at Murrayville Rd. in addition to other unspecified improvements that are identified through the design and public input process. Olsen Park is a joint City-County project identified in the 2006 Parks and Greenspace Bond project.

GREENFIELD LAKE WALKWAY, DOCK AND BULKHEAD - 15PK10

This project will replace the aged bulkhead and wooden structures in the main arrival area of Greenfield Lake/Park due to the Cypress knees and aged out timber on the walkway and dock.

RECREATION MASTER PLAN:

The North Carolina Recreation and Parks Association recommends agencies update their long range plans every five years. Wilmington's current plan contains recommendations through 2015. Parks and Recreation Master Plans serve to build upon current assets and identify new opportunities and partnerships. The plan is intended to provide direction to staff, advisory committees and elected officials to enhance parks, recreational and cultural services in a strategic and sustainable approach.

BRADLEY CREEK CANOE AND KAYAK LAUNCH - TBD

The project will provide a public non-motorized boat launch into Bradley Creek in the Autumn Hall Development. The City currently has two canoe/kayak launches on its rivers/streams/creeks which translates to one for everyone 51,000 citizens. The acquisition and development of public water access facilities is identified as a priority in the 2010-2015 Parks, Recreation and Open Space Master Plan in order to decrease the gap between the current level of service and the demand.

LEGION STADIUM PHASE IV - TBD

This project would consist of demolition of the old Fire Training Tower. Included would construct a 150 space parking lot and provide improvements to the back Multi-purpose field. The improvements will enhance these athletic facilities amenities allowing expanding use of the facility. Increasing the parking capacity will help to address the ongoing problem with parking at this facility.

WADE PARK BUILDING DEMOLITION - 07PK30

In 2008, the City completed the Wade (Bethel) Park storm water and park project which includes a storm water retention pond, multi-use path, picnic shelter, restrooms, playground and interpretive signage. A pre-existing 700SF building remained on site with future plans to rehab the building into a meeting/classroom facility. Due to a shift in resources, staff now recommends demolishing the building. The original plan for this pre-existing building was to rehabilitate it to function as meeting and classroom space. There is now public support for the same type of building at Empie Park which is a more suitable location for this type of facility. Wade Park experiences a significant amount of vandalism/criminal activity. Demolishing the building could aid in reducing this activity by removing a blight.

N. DOWNTOWN PARK SITE DEVELOPMENT PH 1 - TBD

Development of waterfront park areas and public spaces are a major part of the Vision 2020 recommendations. A park near the Holmes Bridge on the north end of Riverwalk and development of public water access facilities were identified as priorities in the 2010-2015 Parks, Recreation & Open Space Master Plan. Development of a downtown park was also identified in the 2006 Parks and Recreation Bond project. This opportunity for a large North Downtown Riverfront Park became a reality when City Council approved the purchase of this approx. 6.5 acres in November 2013. The design and construction of the proposed basic infrastructure is necessary for future development of this park property.

N. DOWNTOWN PARK SITE DEVELOPMENT PH 2 - TBD

Phase II Development of an urban park in the Northern Riverfront District to include a performance stage, restrooms, formalizing of the event lawn, enhanced utilities, improved load-in area, sidewalks and promenades, landscaping and site furnishings.

N. DOWNTOWN PARK SITE DEVELOPMENT PH 3 - TBD

Phase III Development of an urban park in the Northern Riverfront District to include enhanced site amenities which may include additional restrooms, a classroom/storage building, outdoor classroom, a splash pad and playground.

HARDEE FIELD IMPROVEMENTS - TBD

This project will make various improvements to bring this facility up to date, improve user experience and make facility more aligned with improvements that have been completed at Legion Stadium. Some projects include replace existing press box, installing dedicated wi-fi, replace aging bleachers, adding a canopy over some seating, replacing the scoreboard and sound system and installing synthetic turf on infield.

REPLACEMENT OF SKATEPARK OFFICE - TBD

This project would replace the Skatepark office, a pre-fabricated, residential grade shed that was intended to serve in a temporary fashion.

RIVERFRONT PARK SUSTAINABILITY AND REDEVELOPMENT - TBD

The Riverfront Park Sustainability and Redevelopment Project will implement the Riverfront Park Master Plan adopted by City Council on April 3, 2012. Phase I of the plan which includes an interactive water sculpture, the installation of new planters, landscaping, reconfiguration of the existing observation deck, replacement of pavers, and site amenities is partially funded for construction in 2013. This project will fund implementation of Phases II and III which include land acquisition, additional green space, a children's play area, amphitheater and various site improvements.

RIVERWALK SOUTH HANDRAILS - TBD

This project involves the replacement of the existing Riverwalk aluminum handrails from Nun Street to Dock Street. The existing handrails were installed using the original detail developed under the Riverwalk South project (2001). This railing system is maintenance-intensive and requires frequent checking and tightening of set screws on collars to prevent loss of railings. The new railing system developed under the Riverwalk North (Phase 1) project eliminates this maintenance requirement by eliminating the need for collars. This also improves public safety by anchoring the railings into the timber posts.

PUBLIC BUILDINGS AND FACILITIES CAPITAL PROJECT DESCRIPTIONS

BUILDING MAINTENANCE - 05MF10

The scope of this project is to make improvements to multiple City facilities. The improvements are imperative to ensure that City facilities continue to function as a safe place to do business for both our employees and citizens. Added additional funding after engineering study at Godwin Stadium confirmed concrete problems. It is necessary to continuously improve existing facilities to ensure our citizens receive services in properly functioning, safe facilities. If general improvements are neglected, it will result in greater cost in future years.

SECOND STREET PARKING FACILITY REPAIRS - 12MF10

This project provides waterproofing of the 2nd St Deck and repairs related to water infiltration as well as installing additional lighting to meet code and replacing the existing elevator.

FIRE STATION DEMOLITION -TBD

This project would demolish Fire Station #3 and Fire Station #4. These two Fire stations will be removed from service when the new Cinema Drive #3 is completed.

FIRE STATION ENVIRONMENTAL CLEAN UP -TBD

This project will clean up contamination from UST leak. The site is under a deed restriction for commercial use only because of the contamination. The site will need to be cleaned up before the City could reuse the site for a park or sale. The Fire Station is grandfathered in the residential zoning.

FUTURE ADMINISTRATIVE FACILITIES - TBD

This project would consolidate administrative and customer service functions to enhance public access as well as improve interdepartmental coordination.

MICROSOFT ENTERPRISE AGREEMENT -15MF25

This project will transition the City to a hosted environment for Microsoft applications City wide.

ENTERPRISE DATA BACKUP SYSTEM - 15MF20

This project will obtain and make operational an enterprise data backup solution, including storage separate from the data center to facilitate quick recovery from a disaster at the data center should this occur.

PROJECT TRACKING SYSTEM - TBD

An online plan review tracking system will allow developers, designers, and the general public to have access to the status of projects on a 24/7 basis. Having this information readily available will improve the city's rapport with the development community and the general public as identified in the descriptor for the Civic Partnership focus area. A tenet in the descriptor for this focus area is to create and implement business-friendly processes. An online plan tracking system would implement a business-friendly process by allowing on line submittals, online feedback, and would be accessible by the developer and plan designer at all times of the day, and in turn a more efficient plan review process would result.

WEBSITE REDESIGN - TBD

The website redesign involves outsourcing the design, hosting, and provision of a website management tool for continuous daily updates by city staff. It involves modernizing the look, functionality, and response time of the city's website.

ENTERPRISE CRM/WORK ORDER SYSTEM - TBD

This project would consolidate the various CRM/work order systems across the City into one common system.

ENTERPRISE RESOURCE PLANNING - TBD

The purpose of this project is to explore the cost to implement a change from the current Sungard system to a new platform. IT would recommend the first phase to seek assistance with City wide needs assessment and distribute RFP to other ERP system providers.

DOCUMENT MANAGEMENT UPGRADE - TBD

This project would upgrade existing Enterprise Content Management (ECM) Laserfiche system with additional features such as unlimited content servers, electronic form solution, and SharePoint integration.

STORM WATER CAPITAL PROJECT DESCRIPTIONS

CLEAR RUN BRANCH - 14DC10

This project will include stream restoration efforts for Clear Run Branch in the Bradley Creek watershed as well as improving drainage capacity for the outfall that drains New Center Drive. The extent of the project will be from the New Center right-of-way, through commercial property along College Road, possibly under College Road, through commercial property on the other side of College Road down to and under Racine Dr, down to and under College Acres Drive and then down to and under Mallard Dr. New Center Drive floods near the intersection with College Road several times per year. In addition, there is a CFPUA pump station near this location that can become inundated as well. Lastly, improvements to this condition by maintenance activities are limited because of the roughly 11,000 foot length of this project, almost 9,000 feet exist on private property without publicly accepted or acquired easements. Third year of construction funding will be requested in FY 16/17.

NEW MACUMBERS OUTFALL - TBD

Old Macumbers ditch was an old drainage outfall in Burnt Mill Creek watershed that has been mostly piped from Rankin St. for 12 blocks near to the 17th and Dawson intersection. Significant flooding occurs in the area of 13th, 14th, Dock and Market St. during heavy rain events. This project will address capacity issues of this outfall and any rehabilitation needs of the existing system. Flooding of homes and streets in the area listed above causes damage to private property and disruption of traffic. In addition, the age of this system is such that it will need rehabilitation efforts in order to extend its serviceable life. Third year funding request to complete 2nd phase of construction to be requested in FY 16/17.

WHISPERING PINES/MASONBORO DRAINAGE IMPROVEMENTS - TBD

This project is identified as problem area I in the 1998 Annex Area Storm Water Master Plan prepared by Dewberry. This project ranks 9th out of 21 projects on the consolidated list of capital projects needs between the 1995 and 1998 master plans. These improvements will establish a functioning drainage system through the Whispering Pines/Dawning Creek subdivision, provide an improved outfall for Magnolia Plantation and improve 2 separate outfalls under Masonboro Sound Road. Project needed to address flooding of homes and private property in above listed subdivisions as well as mitigate flooding of Masonboro Sound Road at 2 locations. Project will also acquire easements across private property for long term maintenance of drainage system where none exist currently. Construction funding will be requested in FY 17/18.



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ANNUAL STORM DRAIN REHAB - 07DC20

This project involves rehabilitating sections of the existing storm drain system that are in need of repair because of joint failures, excessive maintenance costs, root intrusion, collapse, etc. Types of repair will include pipe lining, internal repairs or full replacement of the system. The drainage system is aging and rehabilitation is essential to minimizing failures. Drainage outfalls in the downtown area have been assessed in order to coordinate rehabilitation efforts with water, sewer and streetscape improvement efforts.

Debt Management

The City of Wilmington periodically issues long term debt to finance capital improvements and major equipment purchases. Examples of projects and major equipment financed by long term debt instruments include the construction of a new police station, the purchase of a new fire truck, the construction of a new roadway, etc. The City issues debt to finance these items to 1) spread out the costs of these items and preserve adequate cash flow to meet operating expenses, and 2) to equitably distribute the costs of these items among the current and future citizens of the City. Long term debt instruments utilized by the City of Wilmington include general obligation bonds, certificates of participation, installment sales contracts, lease-purchase agreements, state loans, and interlocal agreements.

The City continues to maintain a strong financial position, due in part to its effective management of long term debt. The City strives to maintain a balance between debt financing and the “pay-as-you-go” approach. City staff continually work to secure the most favorable interest rates for the City’s debt issues. The North Carolina Local Government Commission reviews all bonded debt issues and other debt issues of at least five years’ maturity to determine the City’s ability to repay the debt and maintain a solid financial position. Furthermore, for all bonded debt and some other debt instruments, the City receives a credit rating from Standard & Poor’s Ratings Group, Moody’s Investor’s Service and Fitch IBCA Inc. The City’s current ratings of AAA, Aa1, and AA+ respectively, are an indicator of the City’s financial stability. The City’s credit ratings were affirmed in June 2014.

Debt Management

CAPITAL IMPROVEMENT PROGRAM

OUTSTANDING BONDED DEBT

The City of Wilmington's outstanding bonded debt is comprised of debt incurred from the issuance of general obligation bonds. General obligation bonds require voter approval because they pledge the taxing power of the City.

As of June 30, 2014, the total outstanding bonded debt for the City is \$27.2 million.

Total general bonded debt at June 30, 2014, is approximately \$24.9 million or 91.4% of the City's total outstanding bonded debt. Outstanding general bonded debt is budgeted in the Debt Service Fund and retired with general tax revenues (property tax, sales tax, etc.) collected annually.

Total bonded debt at June 30, 2014, for water and sewer projects is approximately \$2.4 million or 8.6% of the City's total outstanding bonded debt. The Cape Fear Public Utility Authority (CFPUA) did not defease the general obligation debt, however, CFPUA is responsible for making payments to the City for water and sewer general obligation debt through an interlocal agreement.

Due to the CFPUA not defeasing the debt above, bond rating agencies will continue to use this debt in calculating the City's total debt per capita.



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Outstanding Bonded Debt

ISSUE DATE	MATURITY DATE	SERIES	OUTSTANDING PRINCIPAL JUNE 30, 2014	PRINCIPAL TO BE RETIRED FY 2014-15	OUTSTANDING PRINCIPAL JUNE 30, 2015
General Debt					
1-Aug-03	1-Mar-18	General 2/3rds - Series 2003A	1,020,000	255,000	765,000
9-Sep-08	1-Sep-28	Streets/Highway 2/3rds - Series 2008A	4,200,000	280,000	3,920,000
10-Sep-08	1-Sep-28	Public Improvement - Series 2008B	6,750,000	450,000	6,300,000
29-Jun-11	1-Jul-31	Public Improvement - Series 2011A 2/3rds	3,510,000	195,000	3,315,000
30-Jun-11	1-Jan-18	Public Improvement - Series 2011B Refunding	1,585,000	435,000	1,150,000
30-Jun-11	1-Jul-31	Public Improvement - Series 2011C	4,770,000	265,000	4,505,000
26-Jun-14	1-Jun-34	Public Improvement 2/3rds - Series 2014	3,050,000	155,000	2,895,000
TOTAL GENERAL DEBT			24,885,000	2,035,000	22,850,000
Water and Sewer Debt					
6-Feb-02	1-Jun-15	Water Synthetic Refunding - Series 2002	2,355,000	2,355,000	-
TOTAL WATER AND SEWER DEBT			2,355,000	2,355,000	-
TOTAL BONDED DEBT			27,240,000	4,390,000	22,850,000

Note: The Water and Sewer General Obligation Debt is being paid by the Cape Fear Public Utility Authority (CFPUA) through Interlocal Agreement. This debt was not defeased by the CFPUA and will remain the City's debt.

Debt Management

OTHER OUTSTANDING DEBT

The City also relies on other debt instruments to finance capital improvements and major equipment purchases. These other debt instruments do not pledge the taxing power of the City. In most cases, the physical asset being purchased or constructed is pledged as collateral in the event that the City defaults on its obligation. Other debt instruments utilized by the City include revenue bonds, certificates of participation, installment sales contracts, lease-purchase agreements, state loans, and interlocal agreements.

As of June 30, 2014, the total other outstanding debt for the City is \$172.4 million.

Total other outstanding general debt at June 30, 2014, is approximately \$82.6 million. Other outstanding general debt is budgeted in the Debt Service Fund and retired with general tax revenues (property tax, sales tax, etc.) collected annually.

Total other outstanding general debt at June 30, 2014, for the Special Revenue Fund is approximately \$56.9 million and represents issuance for the construction of the Convention Center and Parking Deck. This debt is retired with proceeds from the room occupancy tax.

Total other outstanding debt at June 30, 2014, for the Solid Waste Management Fund is approximately \$.8 million. Outstanding debt for solid waste projects is retired with revenues earned from the solid waste enterprise.

Total other outstanding debt at June 30, 2014, for the Storm Water Management Fund is approximately \$12.0 million. Outstanding debt for storm water projects is retired with revenues earned from the storm water enterprise.



Debt Management

OTHER OUTSTANDING DEBT, cont'd

Total other outstanding debt at June 30, 2014, for the Parking Facilities Fund is approximately \$7.5 million. Revenue from the parking decks and the on-street parking program pay for this installment debt.

Total other outstanding debt at June 30, 2014, for water projects is approximately \$12.6 million and represents COPs issued to purchase a 12,000-customer private water system (Dobo System). The CFPUA did not defease the COPs, however, the CFPUA is responsible for making payments to the City for water COPs debt through an interlocal agreement. Debt service for water projects is budgeted in the Debt Service Fund

Due to the CFPUA not defeasing the debt above, bond rating agencies will continue to use this debt in calculating the City's total debt per capita.



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Other Outstanding Debt

ISSUE DATE	MATURITY DATE	INSTRUMENT	PURPOSE	OUTSTANDING PRINCIPAL JUNE 30, 2014	PRINCIPAL TO BE RETIRED FY 2014-15	OUTSTANDING PRINCIPAL JUNE 30, 2015
General Debt						
9-Jun-05	1-Jun-32	COPS - 2005	Police Headquarters/Operations Center	25,830,000	1,745,000	24,085,000
1-Jun-08	1-Jun-29	Installment Debt	NHC Parks and Recreation Bonds	9,500,000	500,000	9,000,000
8-Apr-10	1-Jun-16	LOBs 2010A	Various Projects	2,300,000	1,150,000	1,150,000
8-Apr-10	1-Jun-30	LOBs 2010B - BABs	Various Projects	19,270,000	-	19,270,000
30-Jun-10	1-Aug-30	Installment Debt	NHC Parks and Recreation Bonds	4,306,635	253,057	4,053,578
27-Jun-12	1-Jun-30	LOBs 2012	Refunding	21,438,000	1,600,500	19,837,500
TOTAL GENERAL DEBT				82,644,635	5,248,557	77,396,078
Special Revenue Fund Debt						
1-May-08	1-Jun-38	2008A COPS - Convention Center		46,560,000	-	46,560,000
1-May-08	1-Jun-28	2008B RBC - Parking Deck Non-Taxable		7,190,000	-	7,190,000
8-Apr-10	1-Jun-30	LOB 2010B - BABs	Refunding of 2008C COPS	3,125,000	1,535,000	1,590,000
TOTAL SPECIAL REVENUE FUND DEBT				56,875,000	1,535,000	55,340,000
Solid Waste Fund						
27-Jun-13	1-Jun-18	Installment Debt	Recycling Carts	760,000	190,000	570,000
TOTAL Solid Waste Fund Debt				760,000	190,000	570,000
Storm Water Management Debt						
9-Jun-05	1-Jun-32	COPS - 2005	Drainage Improvements	800,000	75,000	725,000
30-Oct-07	1-Jun-33	Storm Water Revenue Bonds - Series 2007		9,254,000	315,000	8,939,000
30-Oct-07	1-Jun-33	Storm Water Revenue Bonds Refunded 97 GO's		1,926,000	205,000	1,721,000
TOTAL STORM WATER MANAGEMENT DEBT				11,980,000	595,000	11,385,000
Parking Facilities Debt						
27-Jun-12	1-Jun-30	LOBs 2012	Refunding	5,277,000	344,500	4,932,500
9-Oct-12	9-Oct-27	Installment Debt	Water St. Pkng Deck	2,250,000	166,667	2,083,333
TOTAL PARKING FACILITIES DEBT				7,527,000	511,167	7,015,833
Water Certificates of Participation (COPS)						
12-Apr-06	1-Jun-24	COPS 2006A	Refunding Water System	12,640,000	1,010,000	11,630,000
TOTAL WATER CERTIFICATES OF PARTICIPATION (COPS)				12,640,000	1,010,000	11,630,000
TOTAL OTHER DEBT				172,426,635	9,089,724	163,336,911

The Water Certificates of Participation (COPS) is being paid by the Cape Fear Public Utility Authority (CFPUA) through Interlocal Agreement. This debt was not defeased by the CFPUA and will remain the City's debt.

Debt Management

OUTSTANDING BONDED DEBT AND OTHER DEBT SCHEDULES

This schedule outlines the annual payment of principal and interest on all of the City's outstanding bonded and other debt for the life of the debt instruments. Debt service for general bonded and general other debt is budgeted in the Debt Service Fund. The annual debt service payment in the Debt Service Fund for general bonded and general other debt is approximately \$12.1 million in FY 2014-15.

Debt service for water and sewer projects is budgeted in the Debt Service Fund. The outstanding revenue bonds of \$67.2 million were defeased in August 2008 (FY 2009) by the CFPUA. However, the approximately \$26.6 million in water and sewer GO bonds and COPS were not defeased and will remain the City's debt. CFPUA will make annual payments to the City for this outstanding debt per the interlocal agreement. The outstanding debt not being defeased by the CFPUA will continue to be used in calculating the City's total debt per capita by the Bond Rating Agencies. The FY 2014-15 debt service payments for water and sewer projects not being defeased are approximately \$4.1 million.

The annual debt service payment in the Parking Facilities Fund is approximately \$.8 million in FY 2014-15. Revenues from the parking facilities and the on-street parking program are used to pay the debt service in the Parking Facilities Fund.

The annual debt service payment in the Storm Water Management Fund is approximately \$1.2 million in FY 2014-15. Revenues from the storm water utility fee will be used for these debt service payments.

The annual debt service payment in the Special Revenue Fund is approximately \$4.2 million in FY 2014-15. The related debt was issued for the construction of the Convention Center and Parking Deck. Revenues from the room occupancy tax will be used for these debt service payments.

The annual debt service payment in the Solid Waste Fund is approximately \$.2 million in FY 2014-15. Revenues from the solid waste programs are used to pay the debt service in the Solid Waste Fund.



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CAPITAL IMPROVEMENT PROGRAM

Annual Debt Service Requirements Outstanding Bonded Debt and Other Debt

FISCAL YEAR	Debt Service Fund			Debt was not taken out by CFPUA Pmts will be made to the City by CFPUA W/S GO Bonds and COPS		
	PRINCIPAL	INTEREST	TOTAL PAYMENT	PRINCIPAL	INTEREST	TOTAL PAYMENT
2014-15	7,283,558	4,804,650	12,088,207	3,365,000	698,338	4,063,338
2015-16	7,260,058	4,557,912	11,817,970	1,055,000	557,995	1,612,995
2016-17	7,244,808	4,294,968	11,539,775	1,105,000	505,245	1,610,245
2017-18	7,328,058	4,009,924	11,337,981	1,165,000	449,995	1,614,995
2018-19	6,529,808	3,705,278	10,235,085	1,220,000	391,745	1,611,745
2019-20	6,519,808	3,425,686	9,945,493	1,285,000	330,745	1,615,745
2020-21	6,749,808	3,126,961	9,876,768	1,350,000	266,495	1,616,495
2021-22	6,614,808	2,814,920	9,429,728	1,415,000	198,995	1,613,995
2022-23	6,484,808	2,503,830	8,988,637	1,485,000	128,245	1,613,245
2023-24	6,268,058	2,196,483	8,464,541	1,550,000	65,875	1,615,875
2024-25	6,268,058	1,894,468	8,162,525			
2025-26	6,278,058	1,590,502	7,868,560			
2026-27	6,283,058	1,283,046	7,566,103			
2027-28	6,293,058	971,833	7,264,890			
2028-29	5,564,610	657,411	6,222,021			
2029-30	4,124,610	401,638	4,526,248			
2030-31	2,194,610	190,665	2,385,275			
2031-32	1,940,000	93,850	2,033,850			
2032-33	150,000	12,525	162,525			
2033-34	150,000	6,300	156,300			
Totals	107,529,635			14,995,000		



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CAPITAL IMPROVEMENT PROGRAM

Annual Debt Service Requirements Outstanding Bonded Debt and Other Debt

FISCAL YEAR	Parking Facilities Fund			Storm Water Utility Fund		
	PRINCIPAL	INTEREST	TOTAL PAYMENT	PRINCIPAL	INTEREST	TOTAL PAYMENT
2014-15	511,167	327,406	838,572	595,000	570,781	1,165,781
2015-16	504,667	310,454	815,121	620,000	545,231	1,165,231
2016-17	494,917	293,698	788,614	640,000	518,719	1,158,719
2017-18	491,667	273,951	765,617	665,000	490,956	1,155,956
2018-19	559,917	254,334	814,251	695,000	460,656	1,155,656
2019-20	559,917	231,988	791,904	720,000	429,006	1,149,006
2020-21	559,917	205,708	765,625	745,000	396,231	1,141,231
2021-22	559,917	179,429	739,346	775,000	362,356	1,137,356
2022-23	559,917	153,150	713,067	515,000	326,250	841,250
2023-24	561,667	126,871	688,537	535,000	300,500	835,500
2024-25	561,667	100,504	662,171	560,000	273,750	833,750
2025-26	561,667	74,138	635,804	515,000	245,750	760,750
2026-27	561,667	47,771	609,438	540,000	220,000	760,000
2027-28	478,333	21,404	499,738	570,000	193,000	763,000
2028-29				595,000	164,500	759,500
2029-30				625,000	134,750	759,750
2030-31				655,000	103,500	758,500
2031-32				690,000	70,750	760,750
2032-33				725,000	36,250	761,250
Totals	7,527,000			11,980,000		



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CAPITAL IMPROVEMENT PROGRAM

Annual Debt Service Requirements Outstanding Bonded Debt and Other Debt

FISCAL YEAR	Special Revenue Fund - Conv Center			Solid Waste Fund		
	PRINCIPAL	INTEREST	TOTAL PAYMENT	PRINCIPAL	INTEREST	TOTAL PAYMENT
2014-15	1,535,000	2,691,815	4,226,815	190,000	9,120	199,120
2015-16	2,015,000	2,639,471	4,654,471	190,000	6,688	196,688
2016-17	1,455,000	2,559,092	4,014,092	190,000	4,256	194,256
2017-18	1,515,000	2,499,957	4,014,957	190,000	1,824	191,824
2018-19	1,580,000	2,437,331	4,017,331			
2019-20	1,645,000	2,370,923	4,015,923			
2020-21	1,715,000	2,299,787	4,014,787			
2021-22	1,790,000	2,225,325	4,015,325			
2022-23	1,870,000	2,146,355	4,016,355			
2023-24	1,955,000	2,062,233	4,017,233			
2024-25	2,045,000	1,969,184	4,014,184			
2025-26	2,145,000	1,871,832	4,016,832			
2026-27	2,245,000	1,769,677	4,014,677			
2027-28	2,355,000	1,662,720	4,017,720			
2028-29	2,465,000	1,550,500	4,015,500			
2029-30	2,590,000	1,427,250	4,017,250			
2030-31	2,720,000	1,297,750	4,017,750			
2031-32	2,855,000	1,161,750	4,016,750			
2032-33	2,995,000	1,019,000	4,014,000			
2033-34	3,145,000	869,250	4,014,250			
2034-35	3,305,000	712,000	4,017,000			
2035-36	3,470,000	546,750	4,016,750			
2036-37	3,640,000	373,250	4,013,250			
2037-38	3,825,000	191,250	4,016,250			
Totals	56,875,000			760,000		

Debt Management

LEGAL DEBT MARGIN

The North Carolina General Statutes set a legal limit on the amount of the debt that can be issued by a unit of local government. NCGS 159-55 sets the legal net debt limit at 8% of the City's assessed valuation. Net debt is total outstanding bonded debt (other than revenue bonds) plus other outstanding debt less bonded debt issued for water enterprise operations. The legal debt margin is the amount of debt that a unit of local government can legally incur at a given point in time.

As of June 30, 2014, the City of Wilmington could legally issue an additional \$848.8 million of debt. The City's net debt as of June 30, 2014, is estimated at 1.44% of the assessed valuation of the City, well below the 8% legal limit. The City's net debt as of June 30, 2015 is projected at 1.34% of the assessed valuation of the City.

Legal Debt Margin

	AS OF JUNE 30,2014	AS OF JUNE 30,2015
Estimated Assessed Valuation (As Per TR-2 2013)	12,936,719,151	13,088,820,000
Legal Debt Limit (8% of Assessed Valuation)	1,034,937,532	1,047,105,600
Amount of Debt Applicable to Legal Debt Limit - NET DEBT		
General Obligation Bonds	27,240,000	22,850,000
Other Debt (excluding Revenue Bonds)	161,246,635	152,676,911
Gross Debt	188,486,635	175,526,911
Less Bonded Debt for Water Enterprise Operations	2,355,000	-
TOTAL NET DEBT	186,131,635	175,526,911
PERCENT OF ASSESSED VALUATION	1.44%	1.34%
LEGAL DEBT MARGIN	848,805,897	871,578,689

Debt Management

NET DIRECT DEBT PER CAPITA

Net Direct Debt per capita is a measure used to compare the debt burdens of cities and other local governments. Net Direct debt per capita is the total of all long-term obligations less the year-end balance of the debt service fund and less self-supporting debt. As of June 30, 2014, the City of Wilmington's outstanding net debt per capita is estimated at approximately \$916. As of June 30, 2015, it is estimated at approximately \$824.

Net Direct Debt Per Capita

	<u>AS OF JUNE 30, 2014</u>	<u>AS OF JUNE 30, 2015</u>
Estimated City Population	111,115	112,541
Total Debt	199,666,635	186,186,911
Less year-end balance debt service fund	7,971,719	9,640,990
Less self-supporting debt	89,887,000	83,857,500
Net Direct Debt	101,807,916	92,688,421
Net Direct Debt Per Capita	916	824

NET DIRECT DEBT AS A PERCENT OF OPERATING BUDGET

The amount of annual debt service for net direct debt (to be retired with general tax revenues) as a percentage of the annual operating budget is another measure of a city's debt burden. It is the City's policy that annual debt service on tax supported debt shall not exceed 15% of the operating expenditures in the General Fund including inter-fund transfers. For FY 2014-15, debt service for tax supported debt totals approximately \$12.0 million. With a total General Fund operating budget of approximately \$91.1 million, this represents 13.17% of the annual operating budget. In FY 2012-13, Council approved the 80/20 Plan to reduce General Fund expenditures and secure funding for the capital projects by dedicating 5 cents of the tax rate to the Debt Service Fund for the Five Year Capital Improvement Plan. The dedicated tax will fund 80% of the debt costs and 20% for the Pay-Go or cash projects. As a result, it is appropriate to additionally report annual debt service on tax supported debt as a percentage of the operating budget for the General Fund and Debt Service Fund combined. For FY 2014-15, with a total General Fund and Debt Service Fund combined operating budget of approximately \$97.5 million, annual debt service for tax supported debt of approximately \$12.0 million represents 12.3% of the annual operating budget. No debt service for water and sewer projects, Storm water Management Fund, Golf Enterprise Fund, or Special Revenue Fund (Convention Center) are paid with general tax revenues. A portion of the debt service for the Parking Facilities Fund is paid with general tax revenues.



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Debt Service - % of Operating Budget

	FY 2014-15 OPERATING BUDGET	FY 2014-15 TOTAL DEBT SERVICE	FY 2014-15 % OF OPERATING BUDGET
General Fund	91,133,220	11,997,818	13.17%
General Fund and Debt Service Fund	97,545,948	11,997,818	12.30%



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