

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 2013-14 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.

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 2013-14 through 2017-18. 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 \$33,172,761. FY 2013-14 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 \$7,573,850. FY 2013-14 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 \$2,785,849. FY 2013-14 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 \$26,820,000 over five years.

CAPITAL IMPROVEMENT COST SUMMARY BY PROGRAM
Fiscal Years 2013-14 Through 2017-18

	2013-14	2014-15	2015-16	2016-17	2017-18	Total
Streets & Sidewalks	28,527	15,214,751	-	4,921,461	13,008,022	33,172,761
Parks & Recreation	-	587,770	-	2,956,800	4,029,280	7,573,850
Public Buildings & Facilities	525,650	1,605,000	-	325,500	329,699	2,785,849
Storm Water	<u>3,355,000</u>	<u>4,200,000</u>	<u>8,175,000</u>	<u>7,900,000</u>	<u>3,190,000</u>	<u>26,820,000</u>
Total, Cost Summary	<u>3,909,177</u>	<u>21,607,521</u>	<u>8,175,000</u>	<u>16,103,761</u>	<u>20,557,001</u>	<u>70,352,460</u>

CAPITAL IMPROVEMENT REVENUE SUMMARY BY SOURCE
Fiscal Years 2013-14 Through 2017-18

	2013-14	2014-15	2015-16	2016-17	2017-18	Total
Debt Service Fund	-	3,281,504	-	1,640,752	3,473,400	8,395,656
Installment Financing - 80/20 Plan	-	13,126,017	-	6,563,009	13,893,601	33,582,627
Installment Debt	-	1,000,000	-	-	-	1,000,000
Revenue Bonds	2,855,000	3,700,000	7,675,000	7,400,000	2,690,000	24,320,000
Storm Water Fund	500,000	500,000	500,000	500,000	500,000	2,500,000
Parking Facility Fund	395,650	-	-	-	-	395,650
Golf Course Fund	130,000	-	-	-	-	-
Interest Earnings	28,527	-	-	-	-	28,527
Total, Revenue Summary	<u>3,909,177</u>	<u>21,607,521</u>	<u>8,175,000</u>	<u>16,103,761</u>	<u>20,557,001</u>	<u>70,352,460</u>

STREETS AND SIDEWALKS

In accordance with the accelerated 80/20 Plan, the FY 13 budget included FY 14 project budgets and the FY15 budget includes FY16 project budgets.

Project Costs

Code	Project Title	Adopted 2012-13	Adopted 2013-14	Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Total
05SR10	Streets Rehabilitation	8,431,356	-	9,040,791	-	3,527,853	2,500,000	15,068,644
2MF160	Multimodal Transportation Center	-	-	600,000	-	-	-	600,000
TBD	Kerr Ave Bicycle Facilities	-	-	468,000	-	672,000	-	1,140,000
TBD	North 3rd St. Bridge Project	-	-	350,000	-	-	-	350,000
13ST25	Sign Inventory & Assessment	30,000	-	60,000	-	-	-	60,000
13ST20	North/South 17th Street	250,000	-	-	-	-	-	-
4SW100	Sidewalk Rehab/Repairs	600,000	-	150,000	-	-	250,000	400,000
4SW200	Pedestrian/Bike Improvements	1,000,000	-	350,000	-	-	300,000	650,000
05BR20	Bridge Repair	129,232	-	635,460	-	121,608	10,000	767,068
11ST10	Market St. BH - Riverwalk BH Reserve - Stabilization	200,600	-	-	-	-	-	-
11ST10	Conlon Pier Repair - Stabilization	-	-	1,712,000	-	-	-	1,712,000
11ST10	Coastline Inn Bulkhead - Stabilization	1,012,184	-	-	-	-	-	-
11ST10	Market S. H Piles - Stabilization	359,100	-	-	-	-	-	-
11ST10	Riverwalk Pocket Parks - Stabilization	466,000	-	-	-	-	-	-
11ST10	Water St Shoreline Stabilization	216,000	-	-	-	-	-	-
11ST10	Dram Tree Shoreline Stabilization	387,000	-	-	-	-	-	-
11ST10	Church St Shoreline Stabilization	-	-	193,500	-	-	-	193,500
08ST40	Riverwalk Brooks Building	280,800	-	-	-	-	-	-
13ST10	Coordinated Improvements w/CFPUA	1,609,250	-	1,249,000	-	-	701,500	1,950,500
TBD	Cinema Drive	-	-	-	-	600,000	-	600,000
06ST20	Front & Red Cross Signal	-	-	406,000	-	-	-	406,000
13ST30	Wayfinding Signage	72,000	-	-	-	-	-	-
06PK50	Alley Improvements	-	-	-	-	-	50,000	50,000
4ST200	New Street Paving/Dirt Street Paving	-	-	-	-	-	625,000	625,000
TBD	Dawson & Wooster Streetscape Phase I	-	-	-	-	-	300,000	300,000
TBD	Brick Street Rehabilitation	-	-	-	-	-	250,000	250,000
TBD	Lincoln Forest Greenway	-	-	-	-	-	600,000	600,000
TBD	Oleander/Pine Grove Intersection Improvements	-	-	-	-	-	2,415,000	2,415,000
TBD	Downtown Greenway	-	-	-	-	-	2,025,000	2,025,000
TBD	Traffic Signal Install	-	-	-	-	-	411,522	411,522
TBD	Bus Replacement	-	-	-	-	-	810,000	810,000
TBD	Peele Street Extension	-	-	-	-	-	1,760,000	1,760,000
	Total Streets and Sidewalks	15,043,522	-	15,214,751	-	4,921,461	13,008,022	33,144,234

Funding Plan

Funding Source	Adopted 2012-13	Adopted 2013-14	Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Total
Debt Service Fund	3,008,704	-	3,042,950	-	984,292	2,601,604	6,628,847
Installment Financing - 80/20 Plan	12,034,818	-	12,171,801	-	3,937,169	10,406,418	26,515,387
Total Funding	15,043,522	-	15,214,751	-	4,921,461	13,008,022	33,144,234

PARKS AND RECREATION

In accordance with the accelerated 80/20 Plan, the FY 13 budget included FY 14 project budgets and the FY15 budget includes FY16 project budgets.

Project Costs

Code	Project Title	Adopted 2012-13	Adopted 2013-14	Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Total
05PK10	Park Facilities Maintenance	400,000	-	400,000	-	200,000	200,000	800,000
07PK20	Alderman Preserve Phase II	-	-	-	-	1,325,000	-	1,325,000
3PK150	Riverfront Park Rehabilitation	250,000	-	-	-	-	-	-
07PK49	Empie Park Improvements	-	-	187,770	-	1,251,800	-	1,439,570
07PK41	Olsen Park Phase II	-	-	-	-	180,000	1,000,000	1,180,000
TBD	Bradley Creek Canoe & Kayak Launch	-	-	-	-	-	862,500	862,500
TBD	Legion Stadium Phase IV	-	-	-	-	-	1,096,000	1,096,000
07PK30	Wade Park Building Demolition	-	-	-	-	-	50,000	50,000
13PK10	Water St. Riverfront Improvements	-	-	-	-	-	160,000	160,000
TBD	Riverfront Park Sustainability & Redevelopment	-	-	-	-	-	250,000	250,000
TBD	Riverwalk South Handrails	-	-	-	-	-	410,780	410,780
	Total Parks and Recreation	650,000	-	587,770	-	2,956,800	4,029,280	7,573,850

Funding Plan

Funding Source	Adopted 2012-13	Adopted 2013-14	Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Total
Debt Service Fund	130,000	-	117,554	-	591,360	805,856	1,514,770
Installment Financing - 80/20 Plan	520,000	-	470,216	-	2,365,440	3,223,424	6,059,080
Total Funding	650,000	-	587,770	-	2,956,800	4,029,280	7,573,850

PUBLIC FACILITIES

In accordance with the accelerated 80/20 Plan, the FY 13 budget included FY 14 project budgets and the FY15 budget includes FY16 project budgets.

Project Costs

Code	Project Title	Adopted 2012-13		Adopted 2013-14		Estimated 2014-15		Estimated 2015-16		Estimated 2016-17		Estimated 2017-18		Total
13MF10	Cinema Drive Fire Station	3,500,000	b	-		-		-		-		-		-
05MF10	Building Maintenance	714,000		-		605,000		-		325,500		329,699		1,260,199
10MF10	WPD Firing Range/Training Facility	1,300,000	b	-		-		-		-		-		-
TBD	Future Administrative Facilities	-		-		1,000,000	b	-		-		-		1,000,000
13MF20	Market Street Parking Facility Light Replacement	56,850	p	-		-		-		-		-		56,850
13MF30	Parking Facility Equipment Replacement	135,060	p	145,650	p	-		-		-		-		280,710
09MF30	Hannah Block Parking Lot	-		250,000	p	-		-		-		-		250,000
14GC10	Golf Course Greens Replacement	-		130,000	g	-		-		-		-		130,000
	Total Public Facilities	5,705,910		525,650		1,605,000		-		325,500		329,699		2,785,849

Funding Plan

	Funding Source	Adopted 2012-13		Adopted 2013-14		Estimated 2014-15		Estimated 2015-16		Estimated 2016-17		Estimated 2017-18		Total
	Debt Service Fund	142,800		-		121,000		-		65,100		65,940		252,040
	Installment Financing - 80/20 Plan	571,200		-		484,000		-		260,400		263,759		1,008,159
b =	Installment Debt	4,800,000		-		1,000,000		-		-		-		1,000,000
p =	Parking Facility Fund	191,910		395,650		-		-		-		-		395,650
g =	Golf Course Fund	-		130,000		-		-		-		-		130,000
	Total Funding	5,705,910		525,650		1,605,000		-		325,500		329,699		2,785,849

Project Title: Parking Facility Equipment Replacement
Project No: 13MF30
Requesting Department: Parking
Division: Administration



Project Description: Planned replacement of aging equipment in the Second Street parking deck includes: gate equipment, card reader controller, and ticket dispenser.

Project Justification: The equipment referenced above is experiencing frequent failures and replacement parts for motors and various components have already been, or are currently, being phased out.

FY 2012-13 Appropriation: \$ 135,060
Current Project Budget: \$ 135,060
Expenditures to Date: \$ -

Project Start Date: July, 2012
Project Completion Date: Dec, 2013
FY 2013-14 Dept. Request: \$ 135,060

Project Appropriation						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
Construction	145,650	-	-	-	-	145,650

Funding Source						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
Parking Facility Fund	145,650	-	-	-	-	145,650

Operating Cost Impact						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
	N/A	N/A	N/A	N/A	N/A	

Project Title: Hannah Block Parking Lot
Project No: 09MF30
Requesting Department: Parking
Division: Administration



Project Description: Funds will be utilized to provide design, engineering services and construction to meet ADA standards and city code while maximizing public parking availability. Improvements would include ADA designated accessible parking, paving, landscaping, stormwater management, enhanced lighting and signage.

Project Justification: Council and citizens have voiced the need to address multiple items that have surfaced in recent years and priority was given to address these items.

FY 2012-13 Appropriation: \$ -
Current Project Budget: \$ 785,000
Expenditures to Date: \$ -

Project Start Date: July, 2013
Project Completion Date: Dec, 2014
FY 2013-14 Dept. Request: \$ 250,000

Project Appropriation						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
Construction	250,000	-	-	-	-	250,000

Funding Source						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
Parking Facility Fund	250,000	-	-	-	-	250,000

Operating Cost Impact						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
	N/A	N/A	N/A	N/A	N/A	

Project Title: Golf Course Greens Replacement
Project No: 14GC10
Requesting Department: Community Services
Division: Golf Course



Project Description: The funding for this portion of golf course improvements includes examination of greens to locate original Ross green edges, link green perimeters to all adjacent features, locate existing cupping areas and potential reclaimed hole locations, identify areas of poor surface drainage to be improved, provide smooth transitions between green surfaces and address any adjacent playability, access or maintenance issues.

Project Justification: Current greens have not been resurfaced in fifty years and while most are in good condition, given their age, soil make-up and infiltration of grasses, they do not measure up to the competition. Greens conditions are number one reason golfers choose to play and restoration will ensure long term revenue success at the course.

FY 2012-13 Appropriation: \$	-	Project Start Date:	June 2013
Current Project Budget: \$	-	Project Completion Date:	Sep. 2014
Expenditures to Date: \$	-	FY 2013-14 Dept. Request: \$	130,000

Project Appropriation						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
Construction	130,000	-	-	-	-	130,000

Funding Source						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
Golf Course Fund	130,000	-	-	-	-	130,000

Operating Cost Impact						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
	N/A	N/A	N/A	N/A	N/A	

STORM WATER

Project Costs

Code	Project Title	Adopted 2012-13	Adopted 2013-14	Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Total
13DC10	Brookshire/Beasley Drainage Project	1,000,000	b2 2,855,000	b2 -	-	-	-	2,855,000
TBD	Clear Run Branch	-	-	2,700,000	b2 3,450,000	b2 3,450,000	b2 -	9,600,000
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	1,000,000	f 500,000	f 500,000	f 500,000	f 500,000	f 500,000	f 2,500,000
	Total Storm Water Projects	2,000,000	3,355,000	4,200,000	8,175,000	7,900,000	3,190,000	26,820,000

Funding Plan

Funding Source	Adopted 2012-13	Adopted 2013-14	Estimated 2014-15	Estimated 2015-16	Estimated 2016-17	Estimated 2017-18	Total
f = Stormwater Pay-Go	1,000,000	500,000	500,000	500,000	500,000	500,000	2,500,000
b2 = Revenue Bonds	1,000,000	2,855,000	3,700,000	7,675,000	7,400,000	2,690,000	24,320,000
Total Funding	2,000,000	3,355,000	4,200,000	8,175,000	7,900,000	3,190,000	26,820,000

Project Title: Brookshire/Beasley Drainage
Project No: 13DC10
Requesting Department: Public Services
Division: Storm Water



Project Description: This project includes the improvement of a major drainage outfall extending from Hewletts Creek through Beasley Road, Whisper Creek Lane, Astor Court, Greenwich Lane, Amber Drive, Waltmoor Road and Brookshire Lane. Culverts at these road crossings will be replaced and easements will be acquired on private property for channel improvements.

Project Justification: The streets listed above experience flooding on a regular basis due to undersized culverts and lack of access on private property for maintenance. In addition, culvert material in this area has typically been corrugated metal which is now near the end of its useful life and needs to be replaced.

FY 2012-13 Appropriation: \$ 1,000,000
Current Project Budget: \$ 1,000,000
Expenditures to Date: \$ 124,901

Project Start Date: August, 2012
Project Completion Date: October, 2015
FY 2013-14 Dept. Request: \$ 2,855,000

Project Appropriation						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
Land/ROW	1,427,500	-	-	-	-	1,427,500
Engineering	1,427,500	-	-	-	-	1,427,500
Construction	-	-	-	-	-	-
						2,855,000

Funding Source						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
Revenue Bonds	2,855,000	-	-	-	-	2,855,000

Operating Cost Impact						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total
	N/A	N/A	N/A	N/A	N/A	

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 2012-13 Appropriation: \$ 1,000,000
Current Project Budget: \$ 899,668
Expenditures to Date: \$ 1,831,072

Project Start Date: Ongoing
Project Completion Date: Ongoing
FY 2013-14 Dept. Request: \$ 500,000

Project Appropriation						
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	Total
Construction	1,000,000	500,000	500,000	500,000	500,000	3,000,000

Funding Source						
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	Total
Stormwater PAYGO	1,000,000	500,000	500,000	500,000	500,000	3,000,000

Operating Cost Impact						
	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	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 - 4ST200

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 project is programmed in the adopted State Transportation Improvement Program for construction in 2013. 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.

NORTH/SOUTH 17TH STREET - 13ST20

This project will construct streetscape enhancements on North and South 17th Streets between Dock Street and Grace Street that could reduce travel speeds, remove the lateral shift, improve pedestrian crossings, improve safety and enhance the aesthetics of the area. The City of Wilmington and NCDOT have recognized a safety concern at the Market Street/17th Street intersection. The 85th percentile speeds on the segment of North and South 17th Street between Dock and Grace Streets exceed the posted speed limit. The construction of these improvements could reduce travel speeds, remove the lateral shift, improve pedestrian crossings, improve safety and enhance the aesthetics of the area.

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 CFPUA 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.

RIVERWALK BROOKS BLDG - 08ST40

This project involves the replacement of the existing Riverwalk structure, which is currently supported by a deteriorated concrete platform cantilevered from the adjacent building. The new Riverwalk will be an independent pile-supported structure. Existing funds remaining from the previous Visitor's Center bulkhead project are insufficient to proceed with this project and additional funds are needed. Three structural engineers have advised the City the Riverwalk needs repair in the near future. The Riverwalk is partially closed during fireworks events due to public safety concerns.

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.

CINEMA DRIVE - TBD

This project is the extension of Cinema Drive and the redirecting of traffic on Princess Place Drive to the new Cinema Drive. This project will remove the existing signals at the North 17 Shopping

Center (in front of the portion currently known as Elizabeth's Pizza) and Barclay Hills Drive and consolidate these signals at Cinema Drive. This will allow greater distance between the traffic signals on Market Street and give staff more flexibility in the timing of the signals. This improvement is anticipated to reduce congestion on Market Street in this area.

FRONT & RED CROSS SIGNAL - 06ST20

This project includes the installation of a new traffic signal pole and mast arm at the intersection of Front Street and Red Cross Street. Pedestrian signals will also be installed at the intersection for safe crossing. Currently this intersection is a four-way stop sign. This has functioned well in the past however, with the construction of CFCC Parking Deck and Union Station building, Wilmington Convention Center, and redevelopment of the northern downtown, the projected traffic volume at this intersection has increased substantially. In addition, there is a high volume of pedestrian traffic at this intersection due to the CFCC campus across several blocks in the surrounding area.

WAYFINDING SIGNAGE - 13ST30

The project is the design, fabrication and installation of vehicular, downtown and facility wayfinding 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 wayfinding 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.

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.

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.

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 every 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.

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

FUTURE FIRE STATIONS - 13MF10 CINEMA DRIVE AND 13MF15 SHIPYARD BLVD.

This project would allow the City to relocate two and close four fire stations. This would also free up four parcels of land that could be sold or used by the city.

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.

WPD FIRING RANGE/TRAINING FACILITY - 10MF10

The proposed Police Department Firing Range and Training Facility project seeks to provide much needed improved facilities to serve the Police Department both in its current and future training needs. The project is designed to not only relocate the facility, but to also provide a more flexible, multipurpose facility for use by various departmental divisions and outside law enforcement agencies for training. The proposed project includes enhanced classroom facilities, a new range master's control tower with storage and office space, firearms training range, as well as necessary safety and security measures. Currently, in addition to our police officers, the range is used by the FBI, Secret Service, NHRMC Police, US Coast Guard, NC State Ports, US Navy, as well as other agencies. Providing access to other local law enforcement agencies enhances our ability to nurture these relationships in a cooperative manner.

FUTURE ADMINISTRATIVE FACILITIES - TBD

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

MARKET STREET PARKING FACILITY LIGHT REPLACEMENT - 13MF20

Light replacement is a long-term financial savings for the Parking Fund and Public Services (General Fund). Improving the lighting enhances the public space and promotes more use of the parking deck from the residents, employees and visitors.

PARKING FACILITY EQUIPMENT REPLACEMENT - 13MF30

This project would replace aging gate equipment, card reader controllers, and ticket dispensers.

HANNA BLOCK PARKING LOT IMPROVEMENTS- 09MF30

Funds will be used to provide design, engineering services and construction to meet ADA standards and City code while maximizing public parking availability. Improvements would include ADA designated accessible parking, paving, landscaping, storm water management, enhanced lighting and signage.

GOLF COURSE GREENS REPLACEMENT - 14GC10

The project includes the master plan and design for the Municipal Golf Course, restoration of 18 greens and surrounds consistent with Donald Ross design, restoration of approaches and bunkers, and the curbing of greenside cart paths.

STORM WATER CAPITAL PROJECT DESCRIPTIONS

BROOKSHIRE/BEASLEY DRAINAGE - 13DC10

This project was identified in the 1998 Annex Area Master Plan prepared by Dewberry and Davis. It ranked 8th in priority out of 21 total projects in both 1995 and 1998 annex areas. This project would include the improvement of a major drainage outfall extending up from Hewletts Creek through Beasley Rd, Whisper Creek Lance, Astor Ct, Greenwich Lane, Amber Dr, Waltmoor Rd and Brookshire Lane. Culverts at these road crossings will be replaced and easements will be acquired on private property for channel improvements. Streets listed above experience flooding on a regular basis due to undersized culverts and lack of access on private property for maintenance. In addition, culvert material in this area has typically been corrugated metal which is now near the end of its useful life and needs to be replaced.

CLEAR RUN BRANCH - TBD

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 CFPWA 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.

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 AA+, Aa1, and AA+ respectively, are an indicator of the City’s financial stability. The City’s credit ratings were affirmed in June 2012.



FY 2013-14 Adopted Budget
CAPITAL IMPROVEMENT PROGRAM

Outstanding Bonded Debt

ISSUE DATE	MATURITY DATE	SERIES	OUTSTANDING PRINCIPAL JUNE 30, 2013	PRINCIPAL TO BE RETIRED FY 2013-14	OUTSTANDING PRINCIPAL JUNE 30, 2014
General Debt					
1-Aug-03	1-Mar-18	General 2/3rds - Series 2003A	1,275,000	255,000	1,020,000
9-Sep-08	1-Sep-28	Streets/Highway 2/3rds - Series 2008A	4,480,000	280,000	4,200,000
10-Sep-08	1-Sep-28	Public Improvements - Series 2008B	7,200,000	450,000	6,750,000
29-Jun-11	1-Jul-31	Public Improvement - Series 2011A 2/3rds	3,660,000	150,000	3,510,000
30-Jun-11	1-Jan-18	Public Improvement - Series 2011B Refunding	2,120,000	535,000	1,585,000
30-Jun-11	1-Jul-31	Public Improvement - Series 2011C	5,000,000	230,000	4,770,000
TOTAL GENERAL DEBT			23,735,000	1,900,000	21,835,000
Water and Sewer Debt					
6-Feb-02	1-Jun-15	Water Synthetic Refunding - Series 2002	5,255,000	2,900,000	2,355,000
TOTAL WATER AND SEWER DEBT			5,255,000	2,900,000	2,355,000
TOTAL BONDED DEBT			28,990,000	4,800,000	24,190,000

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, 2013, the total other outstanding debt for the City is \$181.8 million.

Total other outstanding general debt at June 30, 2013, is approximately \$88.3 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, 2013, for the Special Revenue Fund is approximately \$58.4 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, 2013, for Solid Waste Fund is approximately \$.9 million. Outstanding debt for solid waste projects is retired with revenues earned from the solid waste enterprise.

Total other outstanding debt at June 30, 2013, for Storm Water Management is approximately \$12.5 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, 2013, for the Parking Facilities Fund is approximately \$8.1 million. Revenue from the parking decks and the on-street parking program pay for this installment debt.

Total other outstanding debt at June 30, 2013, for water projects is approximately \$13.6 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.



FY 2013-14 Adopted Budget
CAPITAL IMPROVEMENT PROGRAM

Other Outstanding Debt

ISSUE DATE	MATURITY DATE	INSTRUMENT	PURPOSE	OUTSTANDING PRINCIPAL JUNE 30, 2013	PRINCIPAL TO BE RETIRED FY 2013-14	OUTSTANDING PRINCIPAL JUNE 30, 2014
General Debt						
9-Jun-05	1-Jun-32	COPS - 2005	Police Headquarters/Operations Center	27,945,000	2,115,000	25,830,000
1-Jun-08	1-Jun-29	Installment Debt	NHC Parks and Recreation Bonds	10,000,000	500,000	9,500,000
8-Apr-10	1-Jun-16	LOBs 2010A	Various Projects	3,450,000	1,150,000	2,300,000
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	4,559,692	253,058	4,306,634
27-Jun-12	1-Jun-30	LOBs 2012	Refunding	23,080,500	1,642,500	21,438,000
TOTAL GENERAL DEBT				88,305,192	5,660,558	82,644,634
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	4,615,000	1,490,000	3,125,000
TOTAL SPECIAL REVENUE FUND DEBT				58,365,000	1,490,000	56,875,000
Solid Waste Fund						
27-Jun-13	1-Jun-18	Installment Debt	Recycling Carts	949,150	189,150	760,000
TOTAL Solid Waste Fund Debt				949,150	189,150	760,000
Storm Water Management Debt						
9-Jun-05	1-Jun-32	COPS - 2005	Drainage Improvements	875,000	75,000	800,000
30-Oct-07	1-Jun-33	Storm Water Revenue Bonds - Series 2007		9,554,000	300,000	9,254,000
30-Oct-07	1-Jun-33	Storm Water Revenue Bonds Refunded 97 GO's		2,126,000	200,000	1,926,000
TOTAL STORM WATER MANAGEMENT DEBT				12,555,000	575,000	11,980,000
Parking Facilities Debt						
27-Jun-12	1-Jun-30	LOBs 2012	Refunding	5,634,500	357,500	5,277,000
9-Oct-12	9-Oct-27	Installment Debt	Water St. Pkng Deck	2,416,667	166,667	2,250,000
TOTAL PARKING FACILITIES DEBT				8,051,167	524,167	7,527,000
Water Certificates of Participation (COPS)						
12-Apr-06	1-Jun-24	COPS 2006A	Refunding Water System	13,605,000	965,000	12,640,000
TOTAL WATER CERTIFICATES OF PARTICIPATION (COPS)				13,605,000	965,000	12,640,000
TOTAL OTHER DEBT				181,830,509	9,403,875	172,426,634

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 \$12.5 million in FY2013-14.

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 2013-14 debt service payments for water and sewer projects not being defeased are approximately \$4.7 million.

The annual debt service payment in the Parking Facilities Fund is approximately \$.9 million in FY 2013-14. 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 2013-14. 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 2013-14. 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 2013-14. Revenues from the solid waste programs are used to pay the debt service in the Solid Waste Fund.

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
2013-14	7,560,558	4,961,576	12,522,134	3,865,000	852,398	4,717,398
2014-15	7,128,558	4,705,709	11,834,266	3,365,000	698,338	4,063,338
2015-16	7,105,058	4,456,237	11,561,295	1,055,000	557,995	1,612,995
2016-17	7,089,808	4,197,943	11,287,750	1,105,000	505,245	1,610,245
2017-18	7,173,058	3,917,549	11,090,606	1,165,000	449,995	1,614,995
2018-19	6,374,808	3,617,553	9,992,360	1,220,000	391,745	1,611,745
2019-20	6,364,808	3,342,611	9,707,418	1,285,000	330,745	1,615,745
2020-21	6,594,808	3,048,536	9,643,343	1,350,000	266,495	1,616,495
2021-22	6,459,808	2,741,145	9,200,953	1,415,000	198,995	1,613,995
2022-23	6,329,808	5,512,620	11,842,428	1,485,000	128,245	1,613,245
2023-24	6,113,058	2,997,252	9,110,309	1,550,000	65,875	1,615,875
2024-25	6,118,058	1,836,193	7,954,250			
2025-26	6,128,058	1,537,327	7,665,385			
2026-27	6,133,058	1,235,196	7,368,253			
2027-28	6,143,058	929,533	7,072,590			
2028-29	5,414,610	620,811	6,035,421			
2029-30	3,974,610	370,888	4,345,498			
2030-31	2,044,610	165,915	2,210,525			
2031-32	1,790,000	75,175	1,865,175			
Totals	112,040,193			18,860,000		



FY 2013-14 Adopted Budget
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
2013-14	524,167	341,173	865,339	575,000	595,281	1,170,281
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	8,051,167			12,555,000		

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
2013-14	1,490,000	2,738,154	4,228,154	189,150	10,669	199,819
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	58,365,000			949,150		

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, 2013, the City of Wilmington could legally issue an additional \$822.3 million of debt. The City's net debt as of June 30, 2013, is estimated at 1.53% of the assessed valuation of the City, well below the 8% legal limit. The City's net debt as of June 30, 2014 is projected at 1.42% of the assessed valuation of the City.

Legal Debt Margin

	AS OF JUNE 30,2013	AS OF JUNE 30,2014
Estimated Assessed Valuation (As Per TR-2 2013)	12,702,754,687	12,931,019,200
Legal Debt Limit (8% of Assessed Valuation)	1,016,220,375	1,034,481,536
Amount of Debt Applicable to Legal Debt Limit - NET DEBT		
General Obligation Bonds	28,990,000	24,190,000
Other Debt (excluding Revenue Bonds)	170,150,509	161,246,634
Gross Debt	199,140,509	185,436,634
Less Bonded Debt for Water Enterprise Operations	5,255,000	2,355,000
TOTAL NET DEBT	193,885,509	183,081,634
PERCENT OF ASSESSED VALUATION	1.53%	1.42%
LEGAL DEBT MARGIN	822,334,866	851,399,902

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, 2013, the City of Wilmington's outstanding net debt per capita is estimated at approximately \$980. As of June 30, 2014, it is estimated at approximately \$889.

Net Direct Debt Per Capita

	<u>AS OF JUNE 30, 2013</u>	<u>AS OF JUNE 30, 2014</u>
Estimated City Population	110,190	112,047
Total Debt	210,820,509	196,616,634
Less year-end balance debt service fund	6,423,649	7,162,858
Less self-supporting debt	96,363,650	89,887,000
Net Direct Debt	108,033,210	99,566,776
Net Direct Debt Per Capita	980	889

NET DIRECT DEBT AS A PERCENT OF OPERATING

The amount of annual debt service for net debt as a percentage of the annual operating budget is another measure of a city's debt burden. For FY 2013-14, debt service for net debt (debt to be retired with general tax revenues) totals approximately 12.4 million. With a total General Fund operating budget of approximately 87.9 million, this represents 14.16% of the annual operating budget. It is recommended that annual debt service payments not exceed 15% of annual operating expenses. Most local governments in North Carolina are in the 10% - 15% range. No debt service for water and sewer projects, Stormwater 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.

Debt Service - % of Operating Budget

	FY 2013-14 OPERATING BUDGET	FY 2013-14 TOTAL DEBT SERVICE	FY 2013-14 % OF OPERATING BUDGET
General Fund	87,880,392	12,443,933	14.16%