

AGENDA

Meeting Type:	SPECIAL
Date:	05/16/1996
	BUDGET WORKSHOP

City of Charlotte, City Clerk's Office

FY97 Workshop Information
Handout on May 16th, 1996

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OFFICE OF CITY CLERK

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REVISED Agenda

**FY97 Budget Workshop
May 16th, 1996
Room CH14 at 5:00 p.m.**

The objectives of this meeting are . . .

To review the manager's recommended capital program in the areas of Storm Water and Economic Development (including Aviation and Water & Sewer) and Facility Investments.

1. Opening Comments
2. Decision on Budget Process Schedule

DINNER BREAK

3. Transportation Follow-Up - 5:15 Jim Humphrey
4. Storm Water - 5:30 Staff Resource: Jim Schumacher
5. Aviation - 6:00 Staff Resource: Steve Allen
6. Water & Sewer - 6:30 Staff Resource: Jackie Townsend
7. Facility Investments Staff Resource: Vi Alexander

Meeting Preparation Materials

- ▶ Preliminary FY97-01 Capital Investment Plan (pages 45-67 and 121-244)
- ▶ Capital Strategy Paper: Storm Water (page 20 in the FY97 Workshop Information handout)
- ▶ Storm Water Watch Newsletter (inside left cover of CIP notebook)

Budget staff is available to discuss the budget at your convenience, please call 336-2306.

Budget Process Schedule Options

- Option 1:** Calendar as approved by Council in February, 1996:
Complete presentations on May 23rd
Begin listing changes on May 23rd & complete on May 30th
Straw vote on June 3rd (available to be televised)
Optional workshop on June 4th
Adopt Budget on June 10th at Council Business Meeting
- Option 2:** Complete presentations on May 23rd
Council preliminary list of changes on May 30th
Week off June 3rd-7th
Straw vote on June 12th (televised)
Adopt budget on June 17th at Zoning Meeting
- Option 3:** Complete presentations on May 23rd
Council preliminary list of changes on May 30th
Week off May 27th - May 31st
Straw vote on June 10th (televised) 4:00 until 6:00 (prior to Council Meeting)
Adopt budget on June 17th
- Option 4:** Complete presentations on 23rd
Council preliminary list of changes May 30th
Week off June 3rd - June 11th
Straw vote on June 12th (televised) 5:00 until 8:00
Adopt on June 24th.

3997

Considerations: Chamber is not available on June 4th, 11th or 18th due to meetings of the County Commissioners.

AGENDA: Charlotte will be televised at 8:00 on June 5th.

Mayor is not available on June 6th.

Canceling June 3rd Workshop

Questions and Answers from the May 14th, 1996 Budget Workshop

Q2. How much in debt service does the ¾¢ from Storm Water generate in debt capacity? (Lynn Wheeler)

A. The ¾¢ from Storm Water supports about \$34 million in debt. Without the 1¢ transfer from Storm Water to debt service, other revenues in the following amounts would be required to support the recommended \$98.4 million bond program:

<u>Fiscal Year</u>	<u>Necessary Revenue</u>
FY97	\$0
FY98	\$750,000
FY99	\$1.53 million
FY00	\$1.56 million
FY01	\$2.39 million
FY02	\$2.43 million
FY03	\$2.47 million

Q3. What is the status of implementing the 2015 Transportation Plan? (Don Reid)

A. The 2015 Transportation Plan calls for roadway improvements in several areas including Sidewalks, Minor Roadway Improvements, Major Intersection Improvements and Major Roadway Projects. However, the plan only presents a schedule for the Major Roadway Projects.

Pages 41 and 42 presents the status of the 72 highest priority Major Roadway Projects in the 2015 Plan (those needed by 2005). As indicated the needs total \$780.5 million. The NCDOT has funded \$191 million. The proposed City bonds would fund \$33.5 million of the local road projects needed by 2005.

This will leave \$513.5 million of State responsibility projects needed by 2005. The City will have \$42.5 million of projects to finance in the next bond referendum.

The Transit/Transportation Committee of 10 is reviewing strategies to increase State road funding. The Capital needs Advisory Committee also recommended that strategies be developed to increase State road funding.

Q4. The Capital Needs Summary states there are \$114.3 million in road needs over the next ten years. Why does the proposed budget only include \$66.4 million for transportation? (Lynn Wheeler)

A. The \$114.3 million figure includes all local roads, intersections and other transportation projects needed over the next ten years. The proposed Street Bond totals \$66.4 million over the next five years and covers projects identified in the first five years of the Capital Needs. This keeps the 2015 Plan on schedule.

**Q5. Are there any recommended changes in the E-Z Rider program? (Ella Scarborough)
What is the justification for the E-Z Rider program? (Don Reid)**

A. EZ Rider North and West are recommended for continuation in the FY97 budget. City staff is working with representatives from the contractor and Johnston YMCA to re-route part of EZ Rider North service in response to citizen requests for access to new areas along Sugar Creek Road.

We have included a new service, EZ Rider Northwest, in the FY97 budget. The new shopping center located at Beatties Ford Road and LaSalle Street will be the focal point of two routes serving areas along Rozzelles Ferry, Beatties Ford, LaSalle, Statesville, and Graham. Estimated annual cost of this service is \$200,000.

- We currently operate 2 intra-neighborhood EZRider service routes under contract to private service providers. A similar service is operated in the UNCC/University Park area through a partnership with First Union. The FY97-2001 Capital Improvement Program (CIP) and FY97 Operating Budget include funds to implement a mini-hub and additional neighborhood service in the SouthPark area. We expect to expand neighborhood services further dependent upon success.

Q6. What is the cost and the service impact for providing the City of Atlanta with buses for the Olympics? (Don Reid)

The short-term lease of five transit buses to the Atlanta Committee for the Olympic Games (ACOG) is a token lease for \$2 per bus, "goodwill" amount.

The City, CDOT and Charlotte Transit agreed to lease the buses for a period of just over six weeks following contacts from both the ACOG and the Federal Transit Administration's Regional Administrator. We are one of a number of cities across the southeast and the country who are helping meet the demand for public transportation during the Games.

The lease of the five buses temporarily will reduce the number of spare or "back-up" buses. We believe we can "get by" without these buses for this short period although, admittedly, there is more risk of local service disruption or an increased workload for Charlotte Transit maintenance.

ACOG is assuming full responsibility for pick-up, return, insurance, liability, physical condition and maintenance for the buses. They have contracted to return the buses in as good or better condition than they receive them. Our costs should be no more than the part of depreciation represented by the six weeks in a 13-year life.

Capital expenses of our bus fleet are paid by 80% Federal, 10% State and 10% City funds.

Council was not consulted regarding the lease since it was considered an operational decision.

The following questions were also generated and are in the process of being answered:

- ▶ **Why is Neighborhood Reinvestment being proposed for funding at the level of \$32 million? What are the specific recommendations? (Mike Jackson)**
- ▶ **Why is the Seventh Street Boulevard Median project a high priority? (Don Reid)**
- ▶ **What is included in the recommended budget for the Success by Six program? (Ella Scarborough)**
- ▶ **How does Charlotte compare with other cities in terms of coordinated traffic signal systems? (Don Reid)**
- ▶ **What is the impact of increasing transit fares? At what point can fares go up without hurting ridership? (Mike Jackson)**
- ▶ **Why was the Stonewall Street Bridge torn down? (Don Reid)**

Status of 2005 Roadway Needs

(from 2015 Transportation Plan)

Roadway	Limits	Type	Charge	Fund Status	Cost (millions)
1 . Providence Rd. (NC 16)	Outer Loop to Rea Rd. Ext.	Widening	State	NCTIP	\$13.0
2 . Catawba Ave.	I-77 to Jetton Rd.	Widening	State	NCTIP	\$6.0
3 . NC 51	Downs Circle to SC State Line	Widening	State	NCTIP	\$4.0
4 . Stumptown Rd.	Ranson Rd. to Wynfield Creek Pkwy.	New Road	State	NCTIP	\$0.5
5 . I-77 Widening / HOV Project	I-85 to Northern Outer Loop	Freeway Imp.	State	NCTIP	\$70.0
6 . US 74/Sharon Amity	Interchange	Interchange	State	U	\$12.0
7 . Albemarle Rd. (NC 24-27)	Pierson Dr. to Reddman Rd.	Widening	State	U	\$1.5
8 . NC 27	I-85 to County Line	Widening	State	Bonds(p)	\$31.0
9 . Prosperity Church Rd.	Mallard Creek Rd. to Hucks Rd. Ext.	Widening	City	Bonds	\$4.0
10 . I-77/Westmoreland Rd.	Interchange	Interchange	State	U	\$6.0
11 . US 74 Expressway / HOV	Sharon Amity Rd. to Idlewild Rd.	Freeway	State	U	\$16.0
12 . Lower Mecklenburg Circum.	Marvin Rd. to Providence Rd.	New Road	State	NCTIP	\$15.0
13 . I-77 Widening/HOV Project	Southern Outer Loop to I-85	Freeway Imp.	State	U	\$140.0
14 . US 74 Expressway / HOV	Idlewild Rd. to Outer Loop	Freeway	State	U	\$21.0
15 . I-85	29/49 Connector to Cabarrus Co. Line	Freeway Imp.	State	U	\$16.0
16 . I-77	Northern Outer Loop to Iredell Co. Line	Freeway Imp.	State	U	\$30.0
17 . NC 51	Matthews Bypass to Lawyers Rd.	Widening	State	U	\$8.0
18 . Johnston Rd.	NC 51 to Outer Loop	New Road	City	Bonds	\$9.0
19 . NC 16	I-85 to Hoskins Rd.	Widening	State	U	\$1.0
20 . Albemarle Rd./Harris Blvd.	Interchange	Interchange	State	U	\$10.0
21 . West Blvd.(NC 160)	US 521 to Outer Loop	Widening	State	U	\$4.0
22 . NC 16- Brookshire Frwy	Current End to I-85	Freeway	State	U	\$1.0
23 . Old Charlotte Rd.	Trade St. to Wesley Chapel - Stouts	Widening	State	U	\$22.0
24 . US 74 Bypass (Union Co.)	Outer Loop to Wesley Chapel - Stouts	Freeway	State	NCTIP	\$54.0
25 . Graham St. (US 29-74)	I-277 to Statesville Ave.	Widening	State	U	\$1.0
26 . NC 49/Graham St Conn.	US 29 to I-85	New Road	State	NCTIP	\$21.0
27 . Vance Rd.	I-77 to Mt Holly-Huntersville Rd.	Widening	State	U	\$5.0
28 . CSX Line/Mt. Holly Rd.	Old Mt. Holly Rd. to Valley Gate Rd.	RR Crossing	City	Bonds	\$6.0
29 . West Blvd.	Outer Loop to County Line	New Road	State	U	\$20.0
30 . Billy Graham Pkwy/West Blvd.	Interchange	Interchange	State	U	\$8.0
31 . Billy Graham Pkwy (US 521)	Josh Birmingham Pkwy to Tyvola Rd.	Freeway	State	U	\$1.0
32 . Beattles Ford Rd.	Russell Ave. to NC 16	Widening	City	Bonds	\$2.0
33 . Billy Graham Pkwy/Wilkinson Blvd.	Interchange	Interchange	State	(p)	\$4.0
34 . Northeast Parkway	Current End to Old NC 51	New Road	State	U	\$2.5
35 . NC 115	Statesville Rd. to Outer Loop	Widening	State	U	\$12.0
36 . Wilkinson Blvd.	Little Rock Rd. to Outer Loop	Widening	State	U	\$4.0
37 . Arequipa Rd.	Margaret Wallace Rd. to Sam Newell Rd.	New Road	City	U	\$6.0
38 . South Blvd. (US 521)	Tyvola Rd. to Archdale Rd.	Median	State	U	\$1.5
39 . US 601	Lawyers Rd. to Unionville/Indian Trail Rd.	Widening	State	U	\$3.0
40 . South Blvd. (US 521)	Woodlawn Rd. to Tyvola Rd.	Widening	State	U	\$3.0
41 . Krefeld Rd.	Current End to Matthew Township Pkwy	New Road	Both	U	\$7.0
42 . Old Concord Rd.	Harris Blvd to Mallard Creek Church Rd.	Widening	City	U	\$4.0
43 . I-85/Billy Graham Pkwy	Interchange Improvement	Interchange	State	U	\$21.0
44 . Sardis Church Rd.	Jesse Helms Freeway to Independence Blv	Widening	State	U	\$5.0
45 . Eastern Circumferential	Albemarle Rd. to Harrisburg Rd.	New Road	City	U	\$4.0
46 . Colony Rd.	Carmel Rd. to Rea Rd.	New Road	City	Bonds	\$11.0
47 . Albemarle Rd. (NC 24-27)	Central Ave. to Harris Blvd.	Improvement	State	U	\$2.0
48 . South Blvd. (US 521)	Sharon Rd. West to Westinghouse Blvd.	Median	State	U	\$1.0
49 . Statesville Ave	Newland Rd. to Hickory Ln.	Widening	City	U	\$3.0
50 . Statesville Rd.	Starita Rd. to Keith Dr.	Widening	State	U	\$5.0
51 . Brevard St.	Sbdh St. to Eleventh St.	Widening	City	U	\$0.5
52 . NC 49	Harris Blvd. to Outer Loop	Widening	State	U	\$9.0

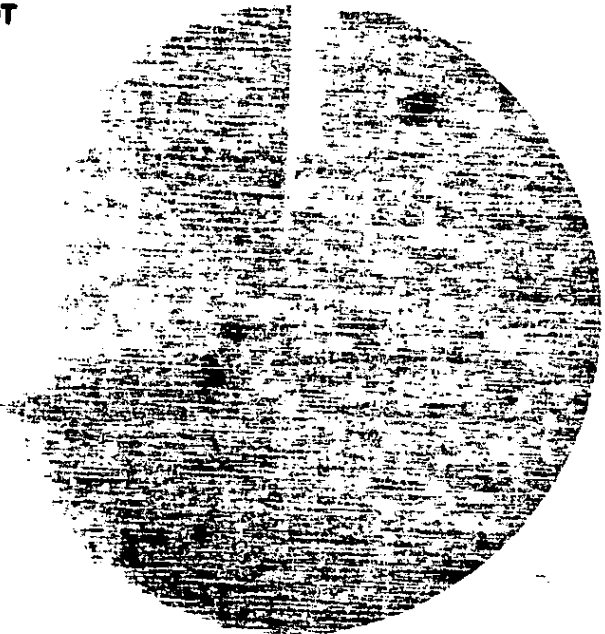
- 54 Rocky River Church Rd.
- 55 US 29
- 56 Idlewild Rd.
- 57 Providence Rd. West
- 58 NC 24-27
- 59 NC 49/Graham St Conn.
- 60 Vance Rd.
- 61 Woodlawn Rd. (US 521)
- 62 SR 1162
- 63 Providence Rd. (NC 16)
- 64 Catawba Ave.
- 65 Tuckaseegee Rd.
- 66 NC 84
- 67 Harrisburg Rd.
- 68 Lawyers Rd.
- 69 Nations Ford Rd.
- 70 NC 160
- 71 Tryon St. (NC 49)
- 72 NC 115

- Wozzelles Ferry Rd. to NC 16
- Albemarle Rd. to Rocky River Church Rd.
- Harris Blvd. to Outer Loop
- Piney Grove Rd. to Margaret Wallace Rd.
- Providence Rd. to Ballantyne Commons Pkw
- NC 51 to Outer Loop
- I-85 to Graham St. Extension
- Mt. Holly-Huntersville Rd. to Gilead Rd.
- South Blvd to S. Tryon St.
- NC 84 to Potter Rd.
- Providence Rd. West to Outer Loop
- Westmoreland Rd. to Sam Furr Rd.
- Mulberry Church Rd. to Toddville Rd.
- NC 16 to NC 84
- Eastern Circum. to Outer Loop
- Albemarle Rd. to NC 51
- Tyvola Rd. to I-77
- Outer Loop to NC 49
- I-77 to Yorkmont Rd.
- Potts St. to Catawba Ave.

Project	Agency	Bonds	Amount
Widening	City	U	\$1.0
New Road	City	U	\$1.0
Widening	State	U	\$7.0
Widening	City	U	\$6.0
Widening	City	U	\$11.0
Widening	State	U	\$3.0
New Road	State	NCTIP	\$6.0
New Road	State	U	\$14.0
Widening	State	U	\$5.0
Improvement	State	U	\$1.0
Widening	State	NCTIP	\$1.5
Improvement	State	U	\$1.5
Widening	City	(p)	\$1.0
New Road	State	U	\$4.0
Widening	State	U	\$6.0
Widening	State	(p)	\$16.0
Widening	City	U	\$2.5
Widening	State	U	\$19.0
Widening	State	U	\$3.0
Widening	State	U	\$3.0

GRAND TOTAL

Total Funded by NCDOT	\$780.5
Total In City Bonds	\$191.0
Total Unfunded - State	\$33.5
- City	\$513.5
	\$42.5



Information Technology Operating Budget Investment Strategy

I. Background

The recommended FY97 operating budget includes \$5.0 million for technology improvements in the General Fund and an additional \$3.0 million for technology improvements specifically for the Police Department.

The City's needs for technology improvements are estimated at \$28 million over the next five to seven years, including \$6.3 million for the Police Department alone.

The pursuit of information technology improvements is a key strategy to meeting the goals for Restructuring Government and Community Safety.

II. Investment Objectives

These funds are targeted to achieve several objectives:

- **Long-term cost savings and cost avoidance:** The City will continue to pursue cost savings through the use of technology. One of the City's goals, beginning with Rightsizing in 1992, has been to leverage cost savings through technology. Cost savings will occur as we:
 - Increase productivity of employees using new technology/new applications (both departmental employees and information technology employees).
 - Improve processes and, where possible, replace labor with technology.
 - Eliminate duplicate data bases (and the staff required to support them).
 - Reduce or eliminate our contract with the County for "mainframe" services.
- **Address the Year 2000 Problem:** All public and private sector organizations are faced with this problem. In less than four years, a new century begins. The change from year 1999 to year 2000 will create problems for many computer systems and programs because, until recently, computers were programmed to identify a year by reading only the last two digits. This was done to save computer memory and, therefore, money. As a result, many computers and computer programs cannot distinguish between 1903 and 2003.

The City has a plan to address this problem with our computers (hardware) and applications. The City has approximately 2 million lines of programming code; each needs to be checked and, if necessary, changed to address this problem. Any new system the City develops or purchases (such as the Utility Billing System) will address the year 2000 problem.

- **Improve Customer Service:** Many of the City's applications were developed or purchased in the 1970's and 1980's. These applications are often described from the customer's perspective as inflexible or difficult to use. And, many applications do not communicate (or are difficult to integrate) with County systems such as the land development systems. In contrast, many current technology tools and applications are easier to use to get the information or service which is desired.

Also, the needs of customers and citizens are changing. For example, many water and sewer customers desire to pay their bills electronically. In addition, citizens and businesses are increasingly using the Internet to communicate information and conduct business.

Some of the customer service benefits are:

- Speeding-up approval processes for customers (e.g., land development permitting process).
- Improving availability and access to public information.
- Providing "Electronic Commerce" (receiving and paying bills electronically).

III. Review/Approval Process

As the City moves forward to meet information technology needs, we are recommending involvement of the Council's Restructuring Government Committee. Priorities for expenditures will be presented to Council's Restructuring Government Committee, prior to going to the full Council for approval.

Each technology improvement requested will identify:

- The need which the improvement is intended to address.
- A detailed cost-benefit analysis.
- Proposed timetable for implementing the improvements.

A presentation about our information technology needs is scheduled for the May 21 Council workshop.

Program Strategy

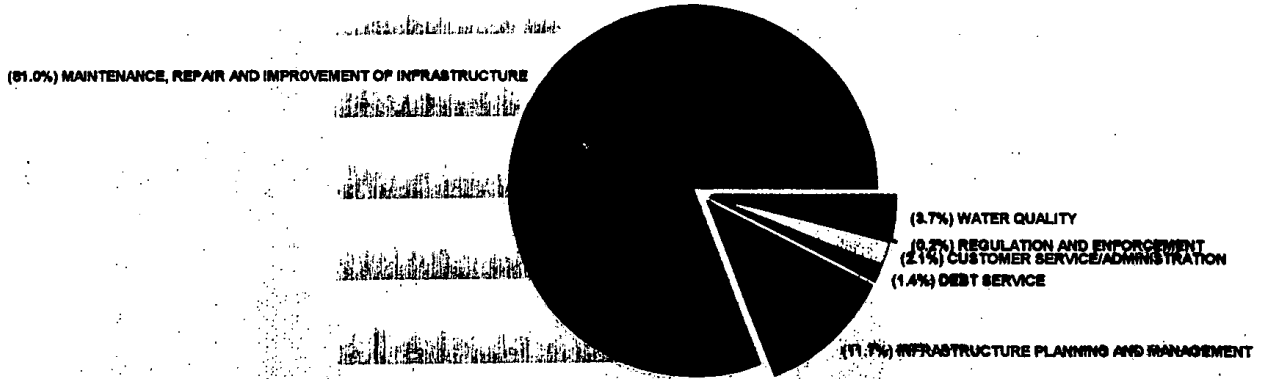
Years 5 to 10

- Repairs to Existing Storm Drains
- Flood Control Projects
- Channel Restoration
- Neighborhood Reinvestment
- Economic Development

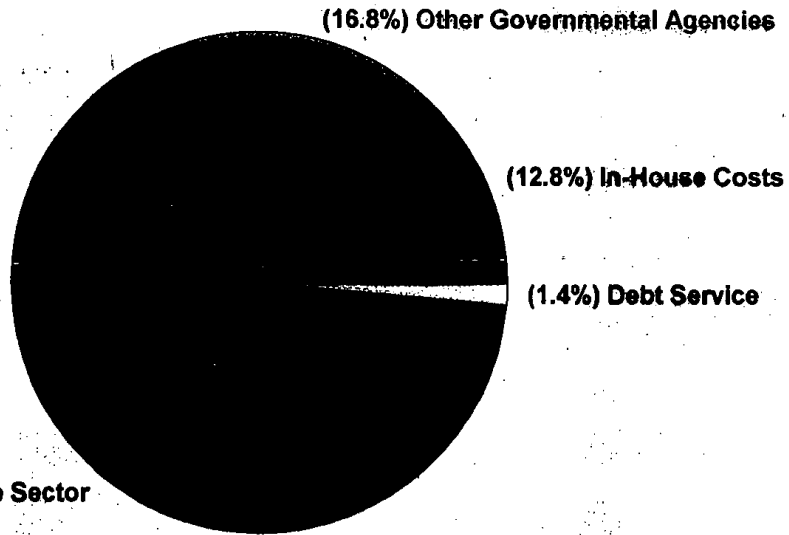
CHARLOTTE STORM WATER SERVICES FY97 BUDGET

MAINTENANCE, REPAIR AND IMPROVEMENT OF INFRASTRUCTURE	18,417,279
INFRASTRUCTURE PLANNING AND MANAGEMENT	2,662,936
DEBT SERVICE	310,000
CUSTOMER SERVICE/ADMINISTRATION	483,274
REGULATION AND ENFORCEMENT	35,000
WATER QUALITY	837,430
TOTAL	\$22,745,919

FY 97 STORM WATER PROGRAM BUDGET CHARLOTTE STORM WATER SERVICES



FY97 STORM WATER BUDGET BY SERVICE PROVIDER



SERVICE PROVIDER

SERVICE PROVIDER		%
In-House Costs	\$2,904,570	12.8%
Other Governmental Agencies	3,821,349	16.8%
Private Sector	15,710,000	69.1%
Debt Service	310,000	1.4%
TOTAL	\$22,745,919	100.0%

Repairs to Existing Storm Drains

- Repairs to existing infrastructure
- Original goal - eliminate backlog in 10 years
- Current pace closing ground
- Recommendation: Increase pace in order to meet original 10 year goal

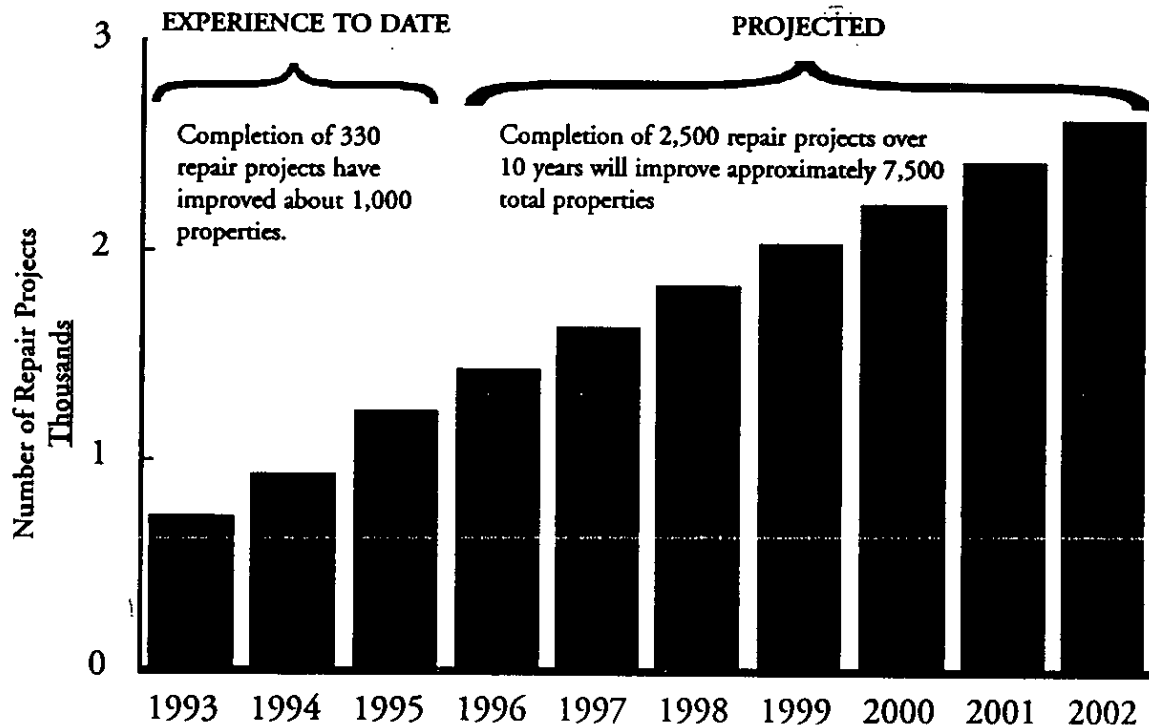
Repairs to Existing Storm Drains

THE NEED: These repairs involve broken storm drain pipes and erosion that is damaging or threatening homes and structures. A backlog of some 900 locations exists, and there are two hundred new locations reported each year.

THE SOLUTION: The expanded program increases the pace of repairs in order to catch up with the backlog within six years.

THE COST: \$41,230,000 in the next six years.

■ Repair Problem Backlog
■ Completed Repair Projects



Flood Control Projects

- Neighborhood infrastructure projects
- Original plan - pay-as-you-go during first five years; then increase through bonds
- Change - 1994 bonds approved by voters accelerated projects
- Recommendation: Continue growth started by 1994 bonds - complete watershed models

Flood Control Projects

THE NEED:

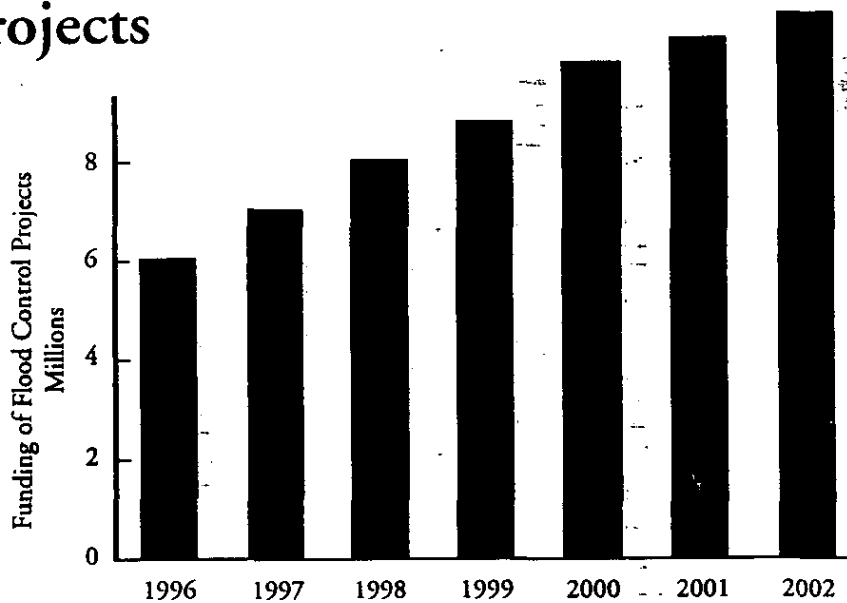
Storm drains in the City can be one hundred years old or even older. These systems are failing due to age and are not big enough for the amount of runoff that occurs today. Over one thousand locations have been identified where the drainage system must be replaced and upgraded to control flooding.

THE SOLUTION:

The expanded program increases funding for these projects using bonds and higher revenue from monthly fees.

THE COST:

\$55,484,000 in the next six years.



Channel Restoration

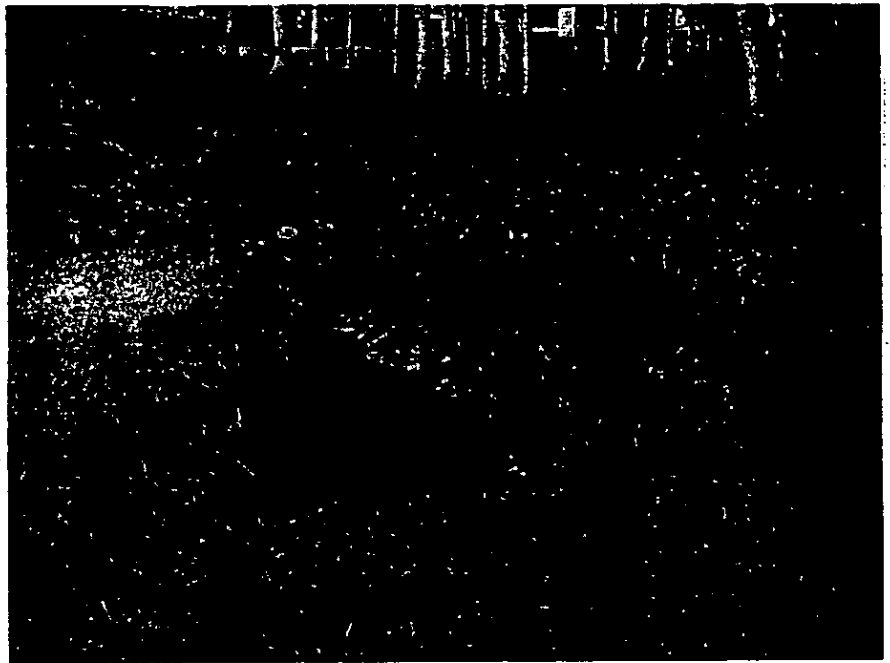
- Restoration/reconstruction of streambanks to stop erosion
- Original plan - begin projects in year 6
- Recommendation: Set 15 year goal for meeting need and begin in year 5 (FY97)

Channel Restoration

THE NEED: These projects involve the reconstruction of eroding stream channels by placing vegetation or other covering on the stream banks. At least sixty miles of streams have been identified that do not involve flooding or damage of structures, but need these erosion control improvements.

THE SOLUTION: The expanded program begins a fifteen year plan to restore the sixty miles of stream identified. In addition, the removal of debris from all streams will be provided for the first time in the program.

THE COST: \$18,408,000 in the next six years.



Economic Development

THE NEED: Expanding business or new development is vital to Charlotte's healthy economy. Yet, adequate drainage infrastructure often does not exist to serve these needs. In fact, the storm drains may not handle the existing level of development. As a result, new construction is likely to compound existing drainage problems.

THE SOLUTION: This component of the expanded program identifies drainage projects that support the City's economic development goals. Drainage infrastructure may be upgraded along business corridors that are being revitalized, or projects may be constructed along with specific development that meets the City's economic development criteria.

THE COST: \$9,603,000 in the next six years.

Neighborhood Improvements

THE NEED: This component of the expanded program provides funding for flood control and channel improvement projects in coordination with other neighborhood infrastructure investments in targeted neighborhoods.

THE SOLUTION: Storm Water funds would be combined with Neighborhood Reinvestment bonds for neighborhood projects. The projects would include curbs, gutters, drainage, sidewalk, and landscaping.

THE COST: \$10,169,000 in the next six years.

Recommended Program

- Construction Program- years 1 to 10
\$163 million
- Total bonds through 10 years
\$115 million
- Existing authorized bonds (1994)
\$ 25 million
- Additional bond requirement
\$ 90 million

Enterprise Fund

- Used to account for operations which provide goods or services and recover costs primarily through user charges in a manner similar to private business.
- Annual fees would be determined by the size of the operating and capital program approved by the City Council each year.

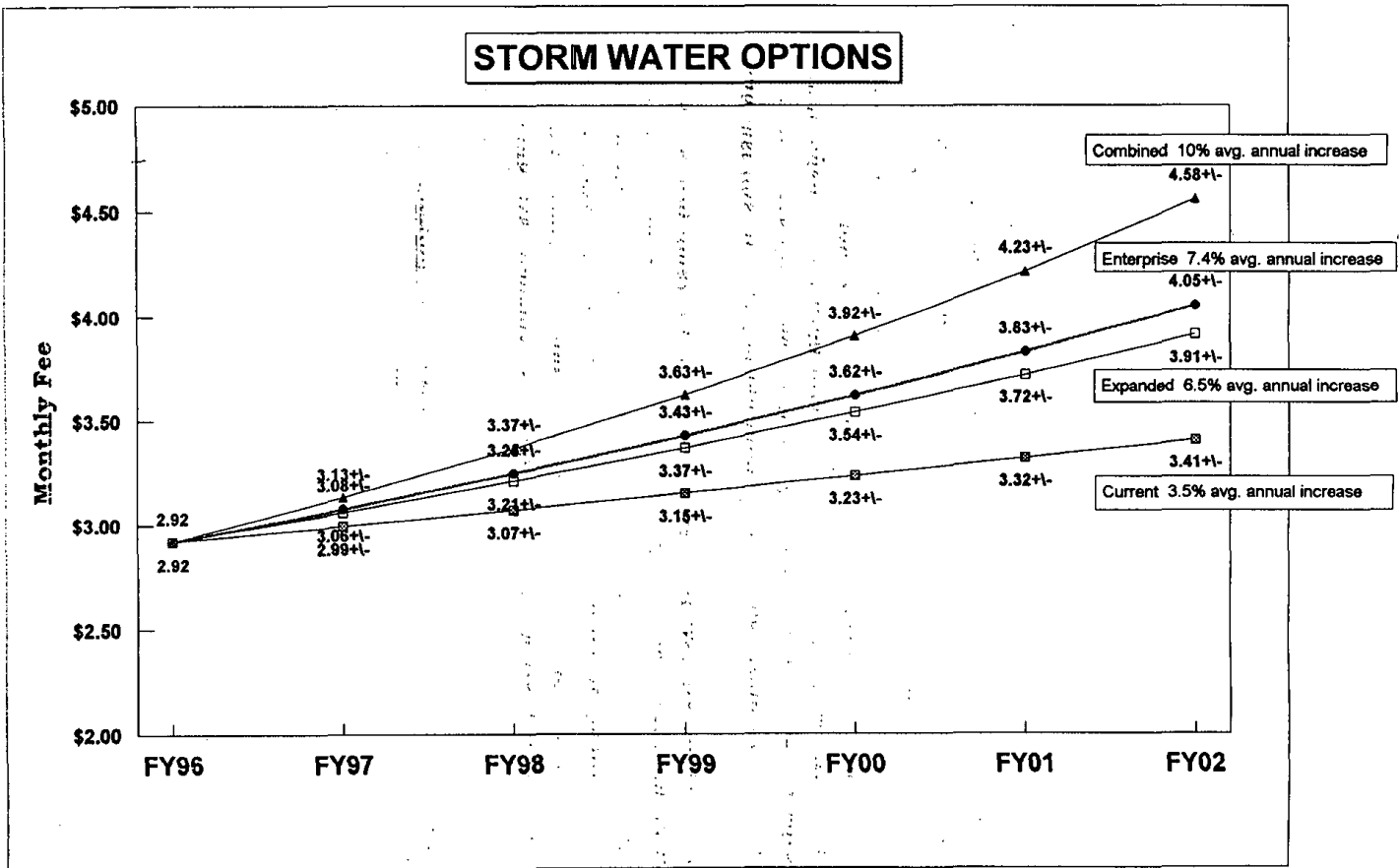
Enterprise Fund

- Enterprise ordinance would include a statement providing for revenue bonds as the primary method of financing capital facilities.
- Revenue bonds provide for greater flexibility in structuring debt, timing, and sale. Outstanding bonds are not included in calculating legal bond debt limit.

Enterprise Fund

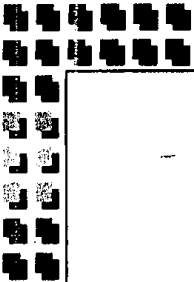
- An enterprise fund is strictly a financial device - not an organizational issue
- The current Storm Water organization as a Division of Engineering & Property Management would remain

STORM WATER OPTIONS

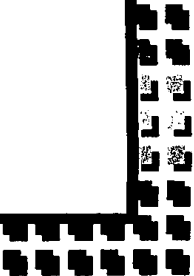


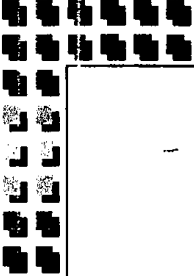
**City Of Charlotte
Finance Department
Comparison Of GO Debt Versus Revenue Bonds**

<u>Item</u>	<u>GO Bonds</u>	<u>Revenue Bonds</u>
Criteria	Generally used for general government capital projects (roads, etc.) and supported by taxes	Generally used for enterprise funds based on a business plan (airport, water, sewer, stormwater, etc.) and supported by revenues generated by the enterprise
Interest Rate Comparison	Lowest interest rates	5 - 10 bps higher Aa compared to Aaa GO
Timing Requirements	Requires 6-9 months	Requires approx. 90 days
Legal Requirements	Requires Voter Approval	No voter approval required
Method Of Sale	Must be sold via competitive bid	Negotiated sale
Debt Structuring	N.C.G.S. dictate structure, number of coupons, etc.	Greater structuring flexibility than GO's
Product Differentiation	Very limited due to legal requirements	Wider flexibility can include current interest term bonds, original issue discount bonds & zero coupon bonds
Security and Credit	Full faith and credit of local government.	Pledges only net revenues of the enterprise.
Marketing Issues	Buyers look at debt per capita & ability to increase tax levy	Strength of revenue stream helps with market place acceptance




Revenue Bonds Considerations

- No voter approval required
 - Used for enterprise funds - airport, water, sewer, stormwater
 - Greater flexibility to repay debt
- 



Revenue Bonds

Considerations (continued)

- History of use by cities and counties in the state
 - No artificial debt ceiling/frees up GO bond capacity
 - Pledges only net revenues of enterprise vs taxing authority
- 

North Carolina Issuers Revenue Bonds (1994-1996)

Cities

Yanceyville
Winston Salem
Shelby
Greenville
Gastonia
Durham
Fayetteville
Concord

Totals: \$153 million

Counties

Washington
Mecklenburg
Pasquotank
Union
Onslow

\$78 million

Fire Department Response Times Northwoods, Pine Island, and Long Creek

Background

The City has established a response time objective of nine minutes' or less for response to fires and emergency medical service (EMS) calls to residential structures. The City-wide residential response rate is being met 99% of the time.

The Fire Department estimates that fire trucks travel an average of 30 miles per hour. Fire stations are located so that, ideally, no residential property is farther than nine minutes or 4.5 miles from a station. When an area qualifies for annexation, the Fire Department uses the 4.5 mile criterium to decide if a station is needed. The Fire Department recommends building a station when a significant area is beyond 4.5 miles from any existing station. However, there are some small areas where response time objectives are not being met due to road configuration and driving distances.

There are also times when response time objectives are not met, even though areas are within 4.5 miles of fire stations. Traffic congestion during rush hour, adverse weather conditions and blocked streets are examples of reasons fire apparatus may be delayed. The Fire Department identifies individual responses greater than nine minutes and requires the captain of the responding fire company to explain why the response time was in excess of 9 minutes.

Response Situation in Northwoods, Pine Island, and Long Creek

When the Northwoods, Pine Island, and Long Creek neighborhoods were annexed in June 1993, the fire response time computer models indicated that response time would be marginal in these three areas. This was verified by response time tests using fire apparatus. Actual fire and EMS response times to the neighborhoods have been met 50% of the time since annexation.

As required by the annexation law, the City offered Cooks Volunteer Fire Department a contract to respond to these neighborhoods. The standard annexation contract requires that volunteer departments be able to respond with an acceptable pumper with four certified firefighters any time day or

night. Volunteers often have problems meeting this requirement. Generally, they decide to take the other option, which is a payment of their debt in proportion to the percentage of their response area that the City annexes. Cooks decided to take the debt payment rather than contract to respond.

Options

The following options are currently under review:

- 1. Negotiate with Cooks Volunteer Fire Department to provide service to the neighborhoods with a nine minute response objective. The cost is unknown but would impact the proposed operating budget.*
- 2. Construct an annexation fire station earlier than planned. An annexation fire station is planned to be constructed west of the neighborhoods and would meet the response time objective. This option impacts both the proposed operating and capital budgets.*
- 3. Continue to implement the annexation schedule as planned. Based on current development trends additional areas will be eligible for annexation in about four years and an additional fire station will be required.*

May 16, 1996

**May 16, 1997 Budget Workshop
Council Questions**

1. Storm Water program - Will we be caught up after five years? (Charles Baker)
Budget Staff: Phil Cowherd
Key Business: Engineering and Property Management

2. How do airport parking rates compare with other airports? (Don Reid)
What is the impact of Airport parking prices on private sector parking providers?
Budget Staff: Laura Lemmond
Key Business: Aviation

3. What have been the Water/Sewer rate increases in past years? (Al Rousso)
Budget Staff: Bill Parks
Key Business: CMUD

4. Where are we in areas within the city limits that do not have indoor plumbing? (Ella Scarborough)
Budget Staff: Bill Parks
Key Business: CMUD

5. What is the status of the Underground Storage Tank Program? (Don Reid)
Budget Staff: Phil Cowherd
Key Business: Engineering and Property Management

6. Water/Sewer main extension - What is the status of the program? What kind of participation are we getting? Is it being publicized? (Al Rousso)
Budget Staff: Bill Parks
Key Business: CMUD

7. What is the status of the York Road Methane Gas project? Is the golf course safe? (Al Rousso)
Budget Staff: Phil Cowherd
Key Business: Engineering and Property Management

8. What is the radio reception/transmission quality in Roseland (Clanton Park) and Nations Ford Extension (Ella Scarborough)?
Budget Staff: Ann White
Key Business: Police

9. Is one option to put the \$32m from Neighborhood Reinvestment into Storm Water and thereby reduce/eliminate the fee increase? (Reid)
Budget Staff: Nancy Elliott
Support Business: Budget and Evaluation/Finance

10. Please provide a Master Plan update on Water and Sewer? (Ella Scarborough)
Budget Staff: Bill Parks
Support Business: CMUD

Fire Department Response Times
Northwoods, Pine Island, and Long Creek

Background

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