



10.20.16
City Council Meeting



Greenville Bicycle and Pedestrian Commission

Annual Report 2016



Restructuring:

Reduced the number of seats on the Commission from 12 to 9, largely solving our quorum problem.

Vision Zero Resolution

Passed by BAPC, March 3

Recommended for Study by Council, August 18

- **Coordinated with J.H. Rose High School on Green Mill Run Greenway, Phase 2.**

- **Worked with City Staff to lay out a signed North-South bike route connecting the Lynndale neighborhood to Uptown via the Green Mill Run Greenway, Phase II.**

National Bike Month Events (May 2016):

- 1. Partnered with Historical Preservation Commission for "Jane's Ride."**
- 2. Promoted National Bike Month via social media and Greenville TV.**
- 3. Taught the League of American Bicyclists' Smart Cycling Course.**



BAPC Members served on advisory committees for several Greenville planning processes:

- Horizons: Greenville's Community Plan
- 10th St. Corridor Study Plan
- Active Transportation Master Plan
- Town Common Study

Bike/Ped Counts:

For the fifth year running, BAPC members carried out manual bike/ped counts as part of the National Bicycle and Pedestrian Documentation Process.

- Continued distribution of the Greenville and Pitt County Bike Map.
- Discussed a Town Hall Meeting on pedestrian safety.
- Provided input on Greenville's sidewalk program – continued this process with the Active Transportation Plan.
- Discussed NC's new bike-related traffic laws (HB 959)



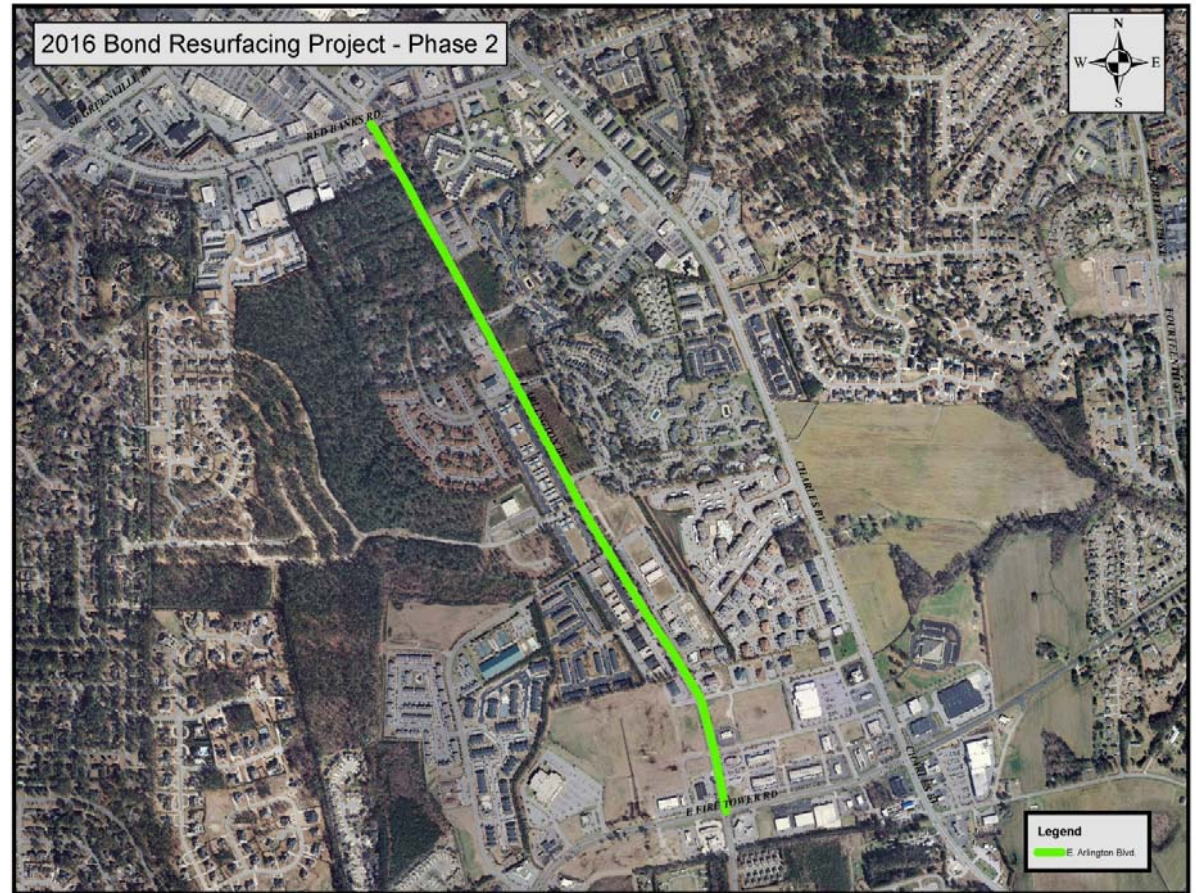
Plans for 2017



Item 13:
**Contract award for the 2016
Phase 2 Bond Street Repairs**

2016 Bond Street Resurfacing Program

Arlington Boulevard Phase 2



Milling, Full Depth Patching, Asphalt Overlay and Striping

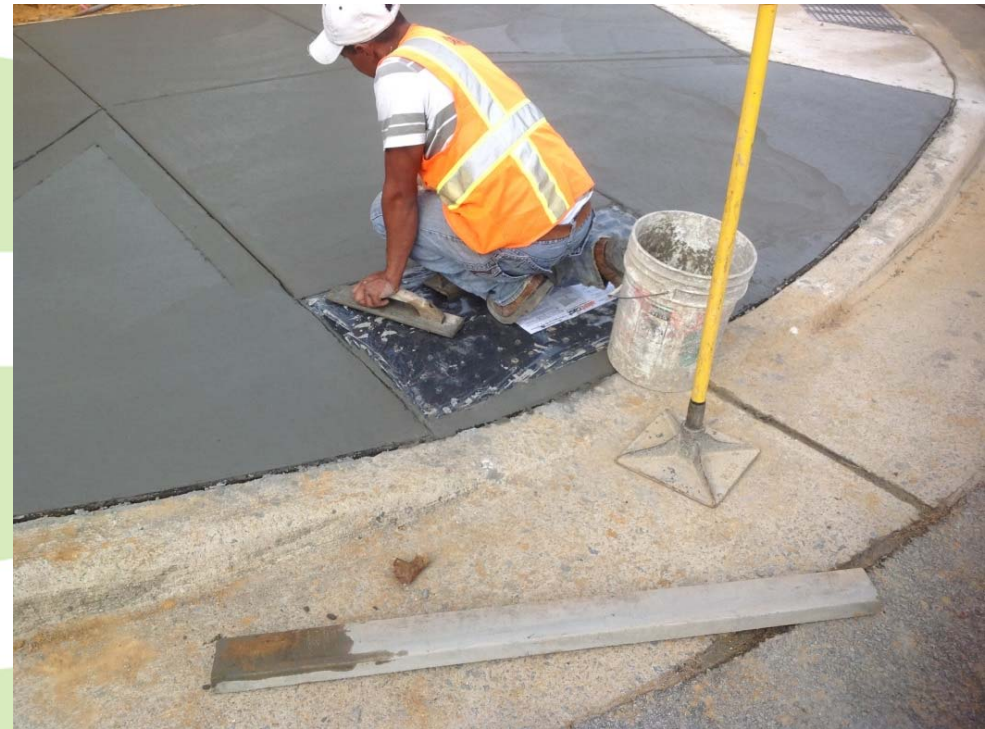


Removal and Replacement of Existing Non-Compliant Ramps

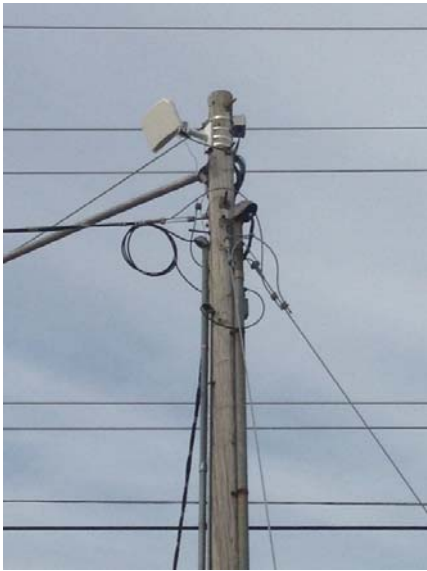


Arlington Blvd. @ Heart and Beasley Drives

ADA Handicap Ramp Improvements (Installation of New Ramps)

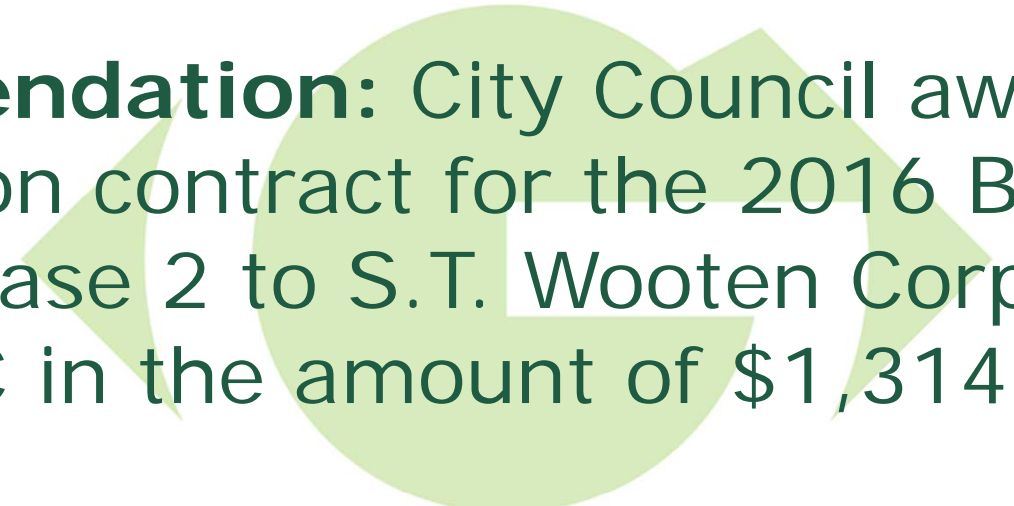


New Technology Replacing Loop Detectors with Radar for Presence & Thermal for Advance Detection



Project Details

- Arlington Boulevard, Phase 2 GO Bond, from Red Banks Road to Fire Tower Road
- Length – 6.25 lane miles (equivalent 12' lanes)
- Project includes – milling, patching, and resurfacing; ADA handicap ramp upgrades, and traffic detection
- Scheduled start – November 2016
- Completion date – December 2016 (weather permitting)
- Low bidder – S.T. Wooten – Base bid \$1,314,655



Recommendation: City Council award a construction contract for the 2016 Bond Street Repairs Phase 2 to S.T. Wooten Corporation of Wilson, NC in the amount of \$1,314,654.50

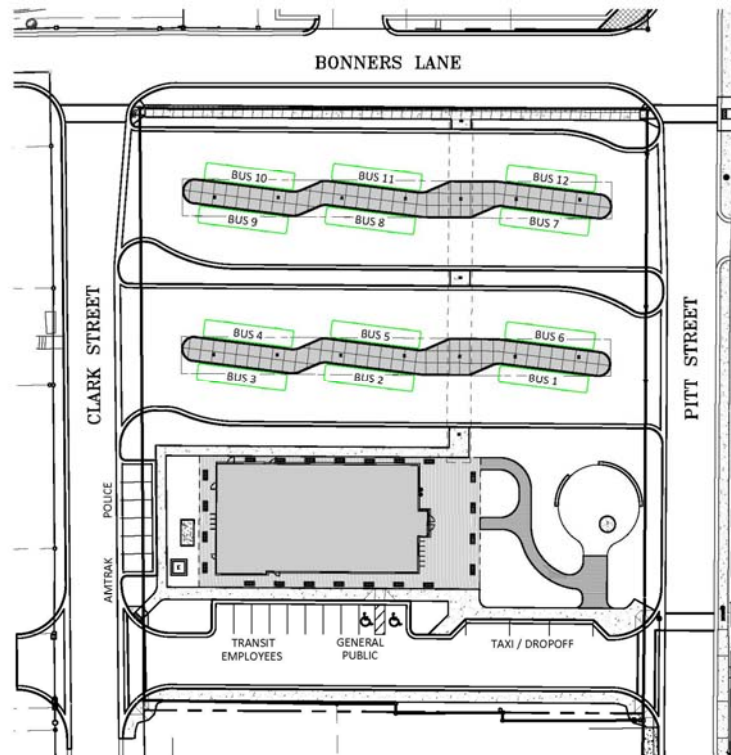


Item 14:
**Contract award for
construction of the Greenville
Transportation Activity Center
(GTAC)**

Urban Context



Parking Provisions



Parking Summary:

GENERAL PUBLIC:	5 SPACES
TRANSIT EMPLOYEES:	5 SPACES
POLICE EMPLOYEES:	5 SPACES
TAXI / DROPOFF:	3 SPACES
AMTRAK SHUTTLE:	1 SPACE
TOTAL:	19 SPACES
<small>(INCLUDES 2 ACCESSIBLE SPACES)</small>	

1st Floor Plan



- TRANSIT OFFICES
- LOBBY, MEETING ROOM & PUBLIC ACCESS
- POLICE OFFICES
- MECH/ELEC/TOILETS



2nd Floor Plan



-  TRANSIT OFFICES
-  LOBBY, MEETING ROOM & PUBLIC ACCESS
-  POLICE OFFICES
-  MECH/ELEC/TOILETS



Sustainability Features

LEED Certified Building

Location and Transportation

- Density and Diverse Uses
- Transit Access

Water Efficiency

- Water Use Reduction
- Water Metering

Energy and Atmosphere

- Advanced Metering
- Enhanced Commissioning

Aerial View From Northeast



View from South Pitt Street



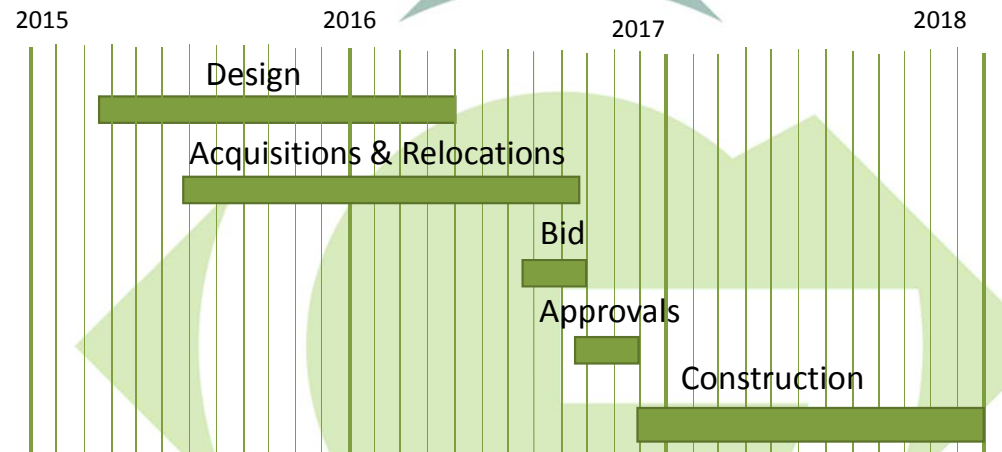
View from South



Interior View



Project Schedule



Milestone Dates

Design Phase	March 2015 – June 2016
Bid & Award Period	June 2016 – October 2016
Construction Duration	November 2016 – December 2017

Contract Award

	Estimated Cost
TCC Enterprises, Inc. Bid Breakdown	\$7,194,300
Base Bid for Construction	\$6,820,000
Alternate 1 - S. Pitt St. Roadway Improvements	\$ 67,500
Alternate 2 - Clark St. Roadway Improvements	\$ 128,400
Alternate 3* - Water Main Replacement – Site	\$ 115,000
Alternate 4* - Water Main Replacement - Pitt St.	\$ 22,300
Alternate 5* - Water Main Replacement - Clark St.	\$ 41,100
Alternate 6 - Use of Specified Brick Product	\$ <u>0</u>

* - Alternatives 3, 4 and 5 will be funded by GUC

Recommendation

Recommend City Council Award the Contract for Construction of the Greenville Transportation Activity Center to TCC Enterprises, Inc. for a lump sum of \$7,194,300.



Item 15:
Transit Advertising Policy

Context

Staff benchmarked other cities for naming rights;

Staff learned other cities generate revenue through transit advertising;

Council directed CMO to draft Transit Advertising Policy

Staff drafted a policy analogous to Raleigh, Broward County, FL and Seattle, WA for Council consideration – what's allowed, what's prohibited

Note: Policy does not establish rates, process or operations



Allowed Transit Advertisement

1. Promotes City of Greenville programs, products, services, initiatives; or
2. Commercial in nature and purpose.



Prohibited Public Advertisement

Political Campaign:

Advertising that promotes or opposes a political party, the election of any candidate or group of candidates for federal, state or local government offices; or initiatives, referendums or other ballot measures.



Prohibited Commercial Advertisement

- Products, services or entertainment aimed at sexual stimulation
- Alcohol products
- Gambling
- Tobacco or smoking
- Human reproduction
- Sexual matters



Prohibited for Public and Commercial

- False or Misleading Advertisement
- Copyright, Trademark
- Illegal Activity
- Profanity and Violence
- Demeaning or Disparaging Remarks
- Harmful or Disruptive to Transit System
- Lights, Noise and Special Effects
- Unsafe Behavior



Other Considerations:

Program administration by a 3rd Party Contractor

Parking and Transportation Committee support policy

- asked staff to consider impact of prohibitions eliminating potential vendors
- added a process for vetting “gray area” advertisements

City Attorney Office approved legal sufficiency

Approval Process for Potential Prohibited Advertising Content.

Any advertising that is or may be considered to be Prohibited Advertising Content must be presented to the Public Works Department for a determination.

If it is determined to be Prohibited Advertising and rejected, the proposer request the decision be reconsidered. Upon such request, the Director of the Public Works Department shall consult with the City Attorney's Office. The Director of Public Works, on the basis of such consultation, shall make the final determination.

Next steps:

If Council approves the Transit Advertising Policy, staff will post a RFQ/RFP to hire a 3rd Party contractor to administer the Transit Advertising Program; which may include other City advertising programs.



Staff recommends approval



Item 16:
Debt Management Policy

Debt Management Policy

Basis:

1. Government Finance Officers Association Guidelines
2. City's Financial Policy Guidelines
3. N.C. Local Government Commission Requirements
4. Consultation With City's Financial Advisors
5. Direction of Council & City Manager's Office

Debt Management Policy

Purpose:

1. Provide Guidance: Regarding Purposes of Debt
2. Establish Conditions: For the Issuance of Debt
3. Aide in Development: Capital / Operating Budget
4. Create Strategy: ***Long-Term Debt Strategy**

***City's #3 Top Strategic Priority**

Long-Range Debt Strategy is Only One Component of a Comprehensive Debt Management Policy!



Debt Management Policy

- Capital Improvement Plan
- Guidance for Debt Issuances
- Debt Affordability
- Regulatory Requirements

- Types of Debt Issuances
- **Long-Range Debt Strategy**
- Debt Service Fund Mgmt
- Refunding of Debt

Guiding Principals

- Council's Strategic Goals and Priorities Drive the Process !



Guiding Principals

- **A Balanced Approach Shall be Used to Fund Capital Projects:**
 - **Capital Reserves**
 - **Fund Balance in Excess of Policy**
 - **Current Year Appropriations (i.e. Pay-As-You-Go)**
- **Other Funding Alternatives Shall be Considered Before Debt [i.e. Grants (Trillium, River Park North Shelter Grant)]**
- **Debt Shall Not be Used to Fund Operational Expense**
- **Debt Not Issued With Amortization Period Longer Than Life of the Capital Project**

Long-Range Debt Strategy



Primary Objectives !

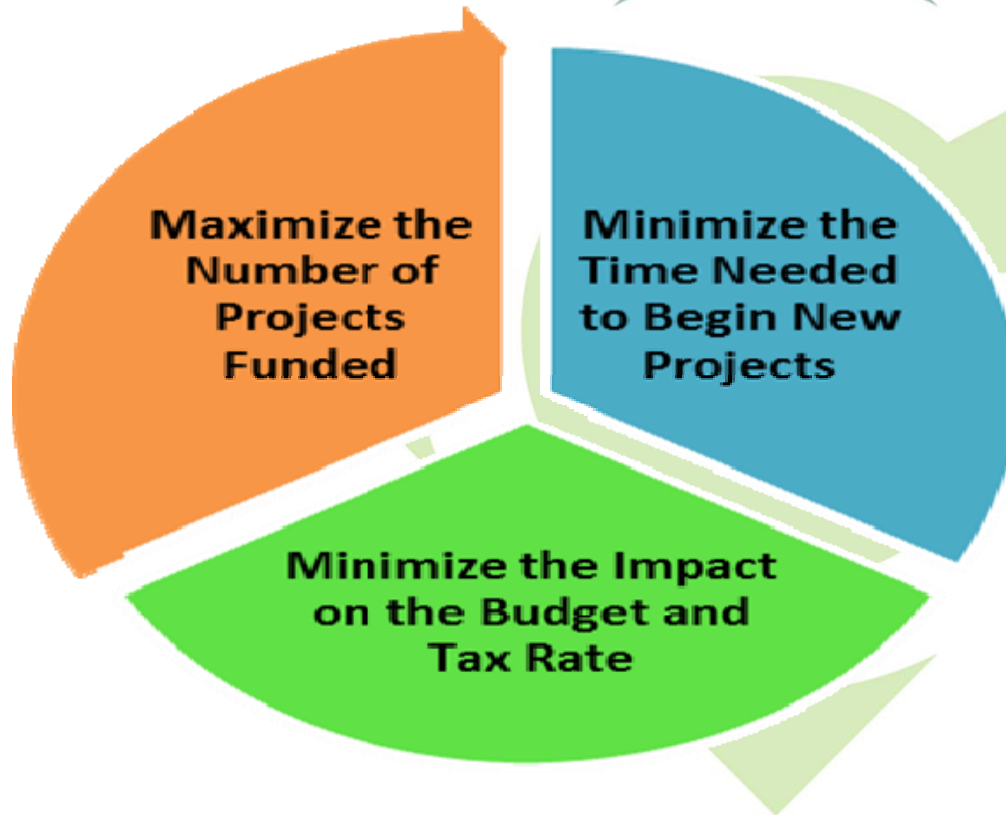


Primary Influences !

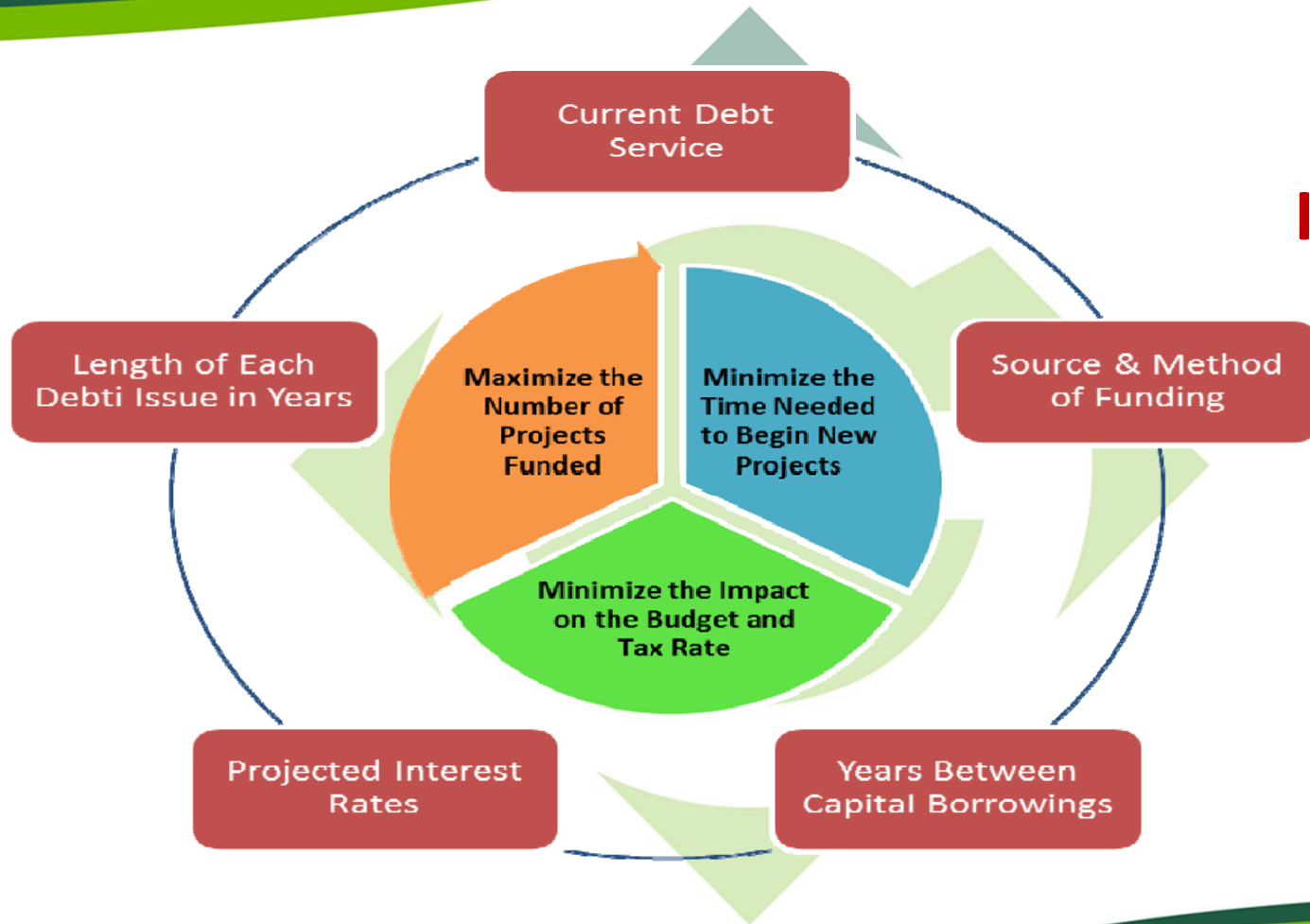


Primary Requirement !

Long-Range Debt Strategy

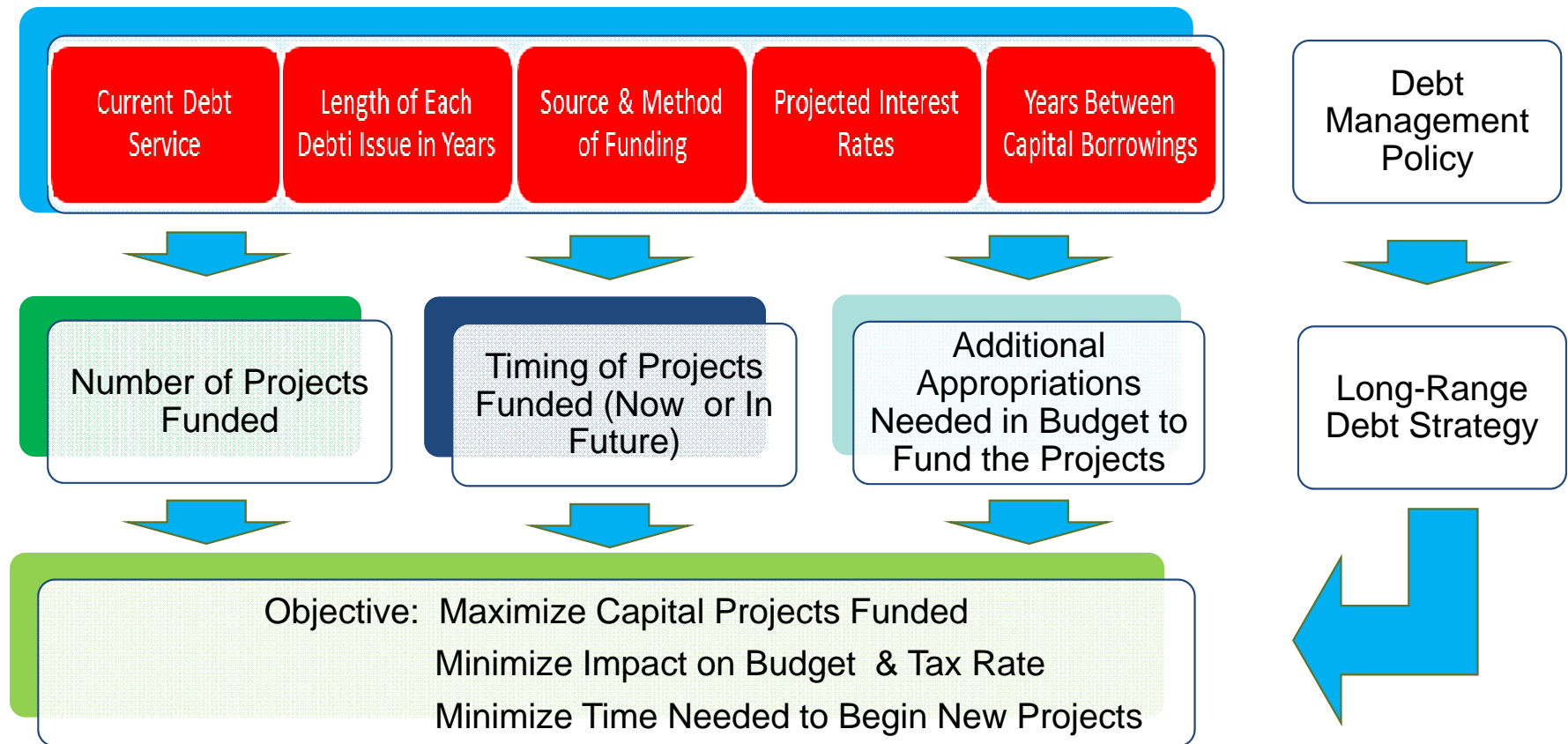



Primary Objectives !



Primary Influences !

Long-Range Debt Strategy Used to Manage the Process !



Long-Range Debt Strategy



Stick to
the plan!



**Primary
Requirement !**

Stick to the Plan!

CAUTION

**KEEP HANDS
OFF**

Section F, Bullet Point #8

- **Will Strive to Maintain the Annual Debt Service Expense Appropriation as Included in the Budget**
- **Will Not Redirect Any Excess Portion of the Budget That Materializes From the Retirement of Debt to Other Areas of the Budget**
- **Exception: Times of Economic and Budget Hardship**

Long-Range Debt Strategy

- **At a Minimum, the General Fund Budget Shall Include an Amount Sufficient to Cover the City's Current Obligated Debt Service Expense for the Next Budget Year**
- **At All Times, the City Shall Maintain an Annual Debt Service Expense Budget AND a Balance Within the Debt Service Reserve Fund Sufficient Enough to Meet the City's Current and Future Year Debt Obligations**

Long-Range Debt Strategy

- **City Shall Use the Balance Within the Debt Service Reserve Fund, in Conjunction with Debt Service Expense Budget, to:**
 - 1. Fund Future Debt Service Issuances Every Three to Fives Years; and**
 - 2. Minimize the Need for an Increase in the Annual Debt Service Expense Budget**

So How Does This Work ?

$$\begin{aligned}
 \mathcal{L}_{GWS} = & \sum_f (\bar{\Psi}_f (i\gamma^\mu \partial_\mu - m_f) \Psi_f - eQ_f \bar{\Psi}_f \gamma^\mu \Psi_f A_\mu) + \\
 & + \frac{g}{\sqrt{2}} \sum_i (\bar{a}_L^i \gamma^\mu b_L^i W_\mu^+ + \bar{b}_L^i \gamma^\mu a_L^i W_\mu^-) + \frac{g}{2c_w} \sum_f \bar{\Psi}_f \gamma^\mu (I_f^3 - 2s_w^2 Q_f - I_f^3 \gamma_5) \Psi_f Z_\mu + \\
 & - \frac{1}{4} |\partial_\mu A_\nu - \partial_\nu A_\mu - ie(W_\mu^- W_\nu^+ - W_\mu^+ W_\nu^-)|^2 - \frac{1}{2} |\partial_\mu W_\nu^+ - \partial_\nu W_\mu^+ + \\
 & \quad - ie(W_\mu^+ A_\nu - W_\nu^+ A_\mu) + ig' c_w (W_\mu^+ Z_\nu - W_\nu^+ Z_\mu)|^2 + \\
 & \quad - \frac{1}{4} |\partial_\mu Z_\nu - \partial_\nu Z_\mu + ig' c_w (W_\mu^- W_\nu^+ - W_\mu^+ W_\nu^-)|^2 + \\
 & - \frac{1}{2} M_\eta^2 \eta^2 - \frac{g M_\eta^2}{8 M_W} \eta^3 - \frac{g'^2 M_\eta^2}{32 M_W} \eta^4 + |M_W W_\mu^+ + \frac{g}{2} \eta W_\mu^+|^2 + \\
 & + \frac{1}{2} |\partial_\mu \eta + i M_Z Z_\mu + \frac{ig}{2c_w} \eta Z_\mu|^2 - \sum_f \frac{g}{2} \frac{m_f}{M_W} \bar{\Psi}_f \Psi_f \eta
 \end{aligned}$$



Example A

DEBT SERVICE RESERVE FUND						
Fiscal Year	Beginning Balance	Debt Service Expense Budget	Actual Debt Service Expense	One Time Funding	Ending Balance	
2016-17	\$ -	\$ 4,743,325	\$ (4,360,835)	\$ -	\$ 382,490	
2017-18	382,490	4,743,325	(4,597,288)	-	528,527	
2018-19	528,527	4,743,325	(4,476,598)	-	795,254	
2019-20	795,254	4,743,325	(4,346,451)	-	1,192,128	
2020-21	1,192,128	4,743,325	(3,660,609)	-	2,274,844	
2021-22	2,274,844	1. 4,743,325	2. (3,525,560)	-	3. 3,492,609	
2022-23	3,492,609	4,743,325	(3,408,701)	-	4,827,233	
2023-24	4,827,233	4,743,325	(3,307,677)	-	6,262,881	
2024-25	6,262,881	4,743,325	(2,332,596)	-	8,673,609	
2025-26	8,673,609	4,743,325	(2,182,314)	-	11,234,620	
2026-27	11,234,620	4,743,325	(2,049,371)	-	13,928,574	
2027-28	13,928,574	4,743,325	(1,488,533)	-	17,183,366	
2028-29	17,183,366	4,743,325	(1,330,931)	-	20,595,761	
2029-30	20,595,761	4,743,325	(840,383)	-	24,498,703	

1. Annual Debt Service Expense Budget Does Not Change (Stays Constant !)
2. Actual Annual Debt Service Expense Reduces (as Debt Retires)
3. Ending Balance in Debt Service Fund Increases (Creates Debt Capacity !)

DEBT CAPACITY = OPPORTUNITY = NEW CAPITAL PROJECTS FUNDED



Example B

DEBT SERVICE RESERVE FUND								
Fiscal Year	Beginning Balance	Debt Service Expense Budget	Actual Debt Service Expense	One Time Funding	Ending Balance			
2016-17	\$ -	\$ 4,743,325	\$ (4,360,835)	\$ 4,000,000	\$ 4,382,490			
2017-18	4,382,490	4,743,325	(4,597,288)	3.	-	4,528,527		
2018-19	4,528,527	4,743,325	(4,476,598)	-	-	4,795,254		
2019-20	4,795,254	4,743,325	(4,346,451)	-	-	5,192,128		
2020-21	5,192,128	4,743,325	(3,660,609)	-	-	6,274,844		
2021-22	6,274,844	1.	4,743,325	2.	(3,525,560)	-	4.	7,492,609
2022-23	7,492,609	4,743,325	(3,408,701)	-	-	8,827,233		
2023-24	8,827,233	4,743,325	(3,307,677)	-	-	10,262,881		
2024-25	10,262,881	4,743,325	(2,332,596)	-	-	12,673,609		
2025-26	12,673,609	4,743,325	(2,182,314)	-	-	15,234,620		
2026-27	15,234,620	4,743,325	(2,049,371)	-	-	17,928,574		
2027-28	17,928,574	4,743,325	(1,488,533)	-	-	21,183,366		
2028-29	21,183,366	4,743,325	(1,330,931)	-	-	24,595,761		
2029-30	24,595,761	4,743,325	(840,383)	-	-	28,498,703		

1. Annual Debt Service Expense Budget Does Not Change (Stays Constant !)
2. Actual Annual Debt Service Expense Reduces (as Debt Retires)
3. One Time Funding (i.e. Excess Fund Balance) Invested in Future Debt Service
4. Ending Balance in Debt Service Fund Increases Creating EVEN MORE Debt Capacity !

EVEN MORE DEBT CAPACITY = EVEN MORE OPPORTUNITY = EVEN MORE CAPITAL PROJECTS FUNDED

Let's Put It In Perspective

Given the Projected Debt Capacity, How Much Debt Could be Financed in FY2018-19 Under Example A and B ?

EXAMPLE A (NO ONE TIME FUNDING USED) = \$9,000,000

EXAMPLE B (ONE TIME FUNDING USED) = \$18,000,000

How Can This Be Done ?

Long-Range Debt Strategy



Constant Debt Service Expense Budget

+

Leveraging One Time Funding

+

Amortization (i.e. Rolling Off) of Current Debt Service

+

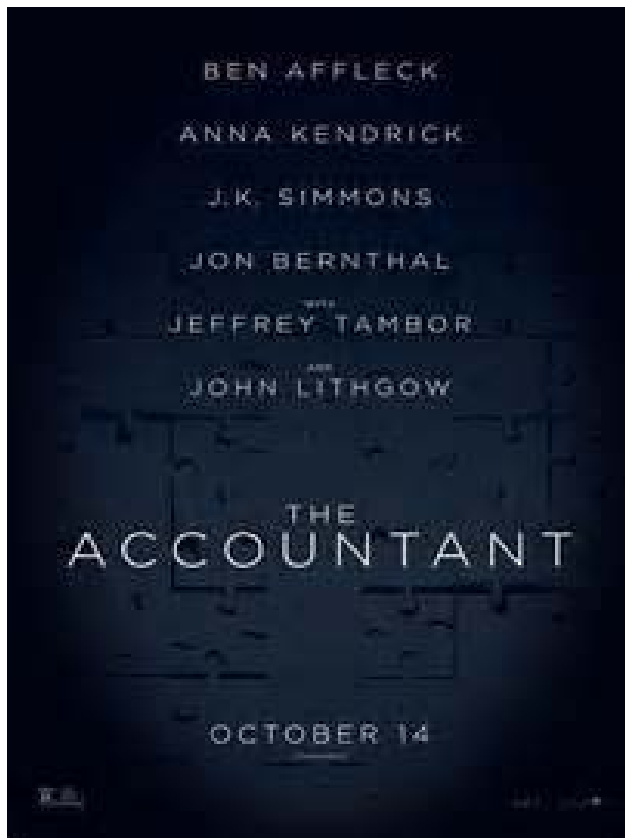
Favorable Borrowing Rates

-
- = Opportunity To:**
- Maximize Number of Projects Funded
 - Minimize Time Needed to Fund Projects
 - Minimize Impact on Budget & Tax Rate

Where to Go From Here:

- Tonight:** Approve Debt Management Policy (Inclusive of Long-Range Debt Strategy)
- November:** Develop 10 Year Major Capital Project Listing
- December:** Calculation of Excess Fund Balance Less
- Fund Balance Appropriated FY2016-17
 - **Impact of Hurricane Matthew**
- January:** Presentation of Long-Range Debt Plan Proposal for Next 10 Years (Based on Debt Strategy)

In Closing. . .



- **# 1 Movie At the Box Office**
- **Playing at a Theater Near You**