FY22 Budget Process
City Council Budget Questions
Group 2

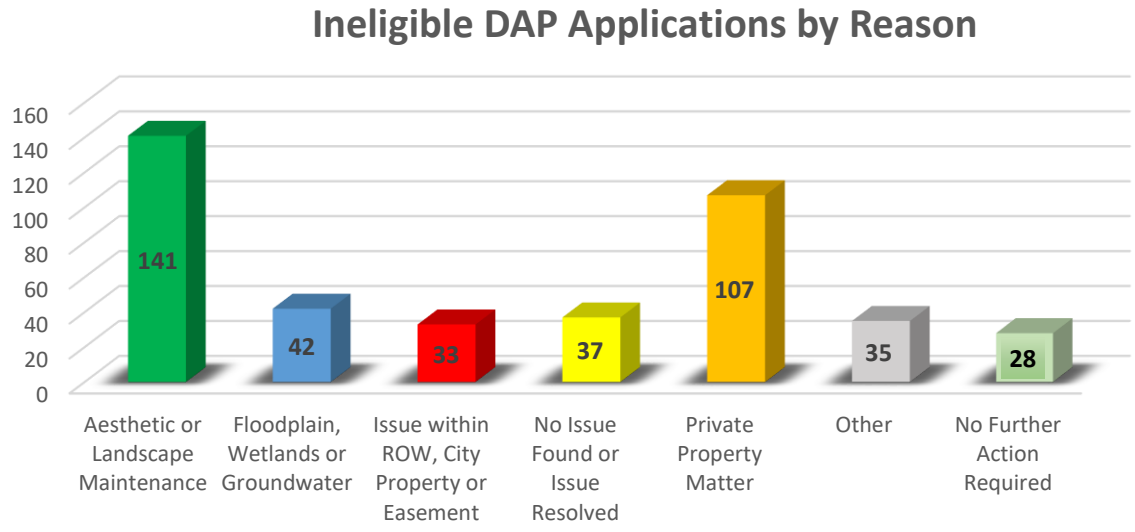
Stormwater Drainage Assistance Program

7. Please provide data as to the district locations for the applications for the Drainage Assistance Program (DAP) that have been determined to be ineligible for funding and the reasons they have been determined to be ineligible.

Please see the table and chart below. Applications listed as "No Further Action Required" relate to early the DAP investigations from the 18 month backlog of off right of way complaints. By the time of the actual investigation, there was either no issue or the issue was resolved.

Additionally, an Excel workbook with data as to DAP applications by location will be posted to the Budget Chronicles webpage.

COUNCIL DISTRICT	Total Ineligible Applications	Aesthetic or Landscape Maintenance	Floodplain, Wetlands or Groundwater	Issue within ROW, City Property or Easement	No Issue Found or Issue Resolved	Private Property Matter	Other	No Further Action Required
1	36	9	5	4	2	8	5	3
2	79	33	6	4	7	20	7	2
3	46	13	8	4	4	15	0	2
4	50	13	5	3	8	10	5	6
5	48	17	6	3	3	13	5	1
6	39	16	1	6	0	8	3	5
7	47	21	1	6	3	9	5	2
8	38	11	6	2	5	8	1	5
9	38	8	4	1	5	15	3	2
NIC	2						2	
Total	**423**	**141**	**42**	**33**	**37**	**106**	**36**	**28**



8. **How much additional funding would need to be appropriated to the DAP to fund projected costs for all of the project applications currently determined to be eligible?**

   Currently, there is $2,080,000 of funding available for the DAP, with $741,120 encumbered/spent to date, leaving an available balance of $1,338,880. The current estimate to complete the remaining identified eligible projects is $960,750. That would leave $378,130, plus the $400,000 appropriation included in the recommended FY22 budget available for as yet to be identified eligible projects. Staff does not believe that additional funding beyond the planned $400,000 appropriation would be necessary for this program for the coming fiscal year.

Bike and Pedestrian Plans

9. **Please provide a link to access the recently completed Pedestrian and Bike Plans.**

   The City's Pedestrian and Bike Plans are accessible on the following page of the City's website: https://www.fayettevillenc.gov/city-services/public-services/traffic-services/bike-and-pedestrian-safety

Pavement Preservation Plans

10. **Please provide an overview of various pavement preservation techniques.**

    Please see Attachment C which provides a brief overview of techniques for routine pavement maintenance, preventive maintenance and corrective maintenance.

11. **Could the City cease doing crack sealing and/or pothole patching and devote that funding to do additional slurry treatment of streets? If yes, how much is currently expended for crack sealing operations and how many lane miles of slurry treatment could that fund?**

    As provided in the Question 10 response, there will always be a need to fund routine maintenance. As cracks and/or potholes occur, it is important to address the issues with crack sealing or pothole patching to prevent further degradation of the pavement and to restore pavement serviceability. In addition, pothole patching and crack sealing are preliminary measures that need to be undertaken in advance of slurry seal or resurfacing to shore up the integrity of the base surface.

Economic & Community Development

12. **Please provide a description of the Beautification and Blight Removal programs funded in the Annual Action Plan for CDBG and Home program, and in the ECD general fund operating budget.**

    Beautification Program: Fosters neighborhood pride in low to moderate income communities by providing funding for erection of neighborhood signs, landscaping and demolition/clearance projects. Use of CDBG funds requires the site to be within a low/mod census tract. For those areas that do not qualify, the General Fund budget includes $20,000 annually. Currently, the program focuses on buying neighborhood signs and landscaping. That iteration of the program will continue, but moving forward with grant funds, projects will be designed based on place making and urban design. This will not be an application based process but based on Council's redevelopment efforts.

    Blight Removal Program: Designed to acquire, demolish and remove property that is abandoned, unsafe, seriously damaged or deteriorated beyond reasonable financial cost to effectively rehabilitate, so that the property may be used for future affordable housing development. Property owners are able

to apply for this funding, but sole discretion to determine eligibility remains with the City. The City also may initiate demolitions with the owner's consent if it is determined that the site is inhibiting neighborhood redevelopment. Preference is given to adaptive reuse before demolition. The threshold for "blight" must be met.

Approximately five demolitions are underway this year, along with the following beautification projects that were identified though the established application process:

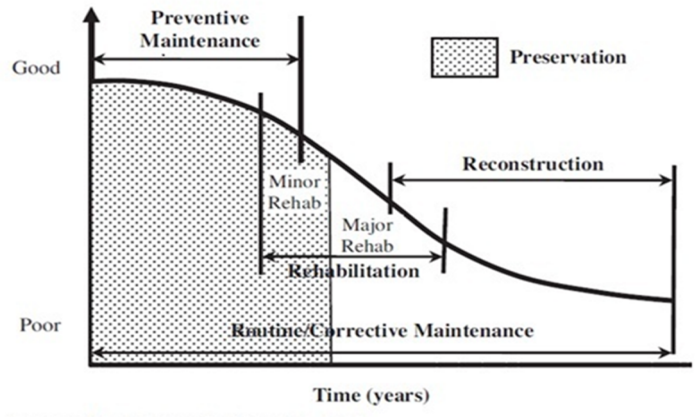
Glen Reilly
Hunters Crossing
Kornbow
LaFayette Village
New Ponderosa
Oakridge Estates
Old Ponderosa
Waters Edge
Westarea

Windsor Park (Musical toys for park)

ATTACHMENT C

Pavement Preservation Program

Maintenance Category	Funding Allocation	Maintenance Description	Examples	Example Description	PCR Range	Cost
Routine Maintenance	Total estimated funding in the Annual Operating Budget: $420K Includes City Crew (6 employees), Equipment, Materials and Contract Services	Work (cyclical) that is planned and performed on a routine basis to maintain and preserve the condition of the system or to respond to specific conditions (severe potholes) and events that restore the system to an adequate level of service.	Crack Sealing & Pothole Patching	1. Crack sealing addresses severe cracks with large widths and/or depths to prevent water penetration into bottom layers 2. As needed for roads that are not in resurfacing plans to prevent further deterioration, and in preparation for forthcoming resurfacing in order to prevent reflective cracking in fresh new asphalt surface or new slurry treated surface 3. Pothole patching used to fill severe potholes to prevent further pavement degradation, restore pavement serviceability, and improve safety	N/A - case by case	$10K/mile
Preventive Maintenance	25% of Annual Capital Budget Allocation	Applied to pavement in relatively good condition to extend pavement life. A planned strategy of cost-effective treatments to an existing roadway system (with relatively fair to good condition) and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system.	Rejuvenator	1. Contains only binder with some polymer additives, no crushed aggregates 2. Prevents aging, weathering and oxidation 3. Prevents losing aggregates from surface of pavement 4. Done typically within 2-3 years of new asphalt 5. Extends good shape of pavement at least 2-3 years – maintains rating of 90 or above for additional 2-3 years 6. Small portion of streets to be addressed using this method, say 10-15%	90 or above	$32K/mile
			Slurry Seal	1. Fair to Good pavement condition 2. Crushed, fine aggregate with asphalt binder and emulsions 3. Very thin layer of asphalt – 1/4" to 1/2" 4. Fresh, new surface layer with appropriate friction and smoothness 5. Preserves pavement from further degradation for a period of 5-7 years 6. Correct minor cracks 7. Covers pavement surfaces treated with crack sealing	80 - 90	$55K/mile
			Cape Seal	1. This is a combination of chip seal and slurry seal 2. Two treatments at the same time 3. 1st seal is chip seal, 2nd/covering seal is slurry seal 4. Thickness approximately 1/2" 5. Layer of emulsion, pea gravel on top, then traffic helps set it into emulsion, once settled by traffic a final slurry seal layer is applied 6. Cape seal will require a week for curing under traffic, but then slurry seal will be placed over chip seal to interlock the aggregates firmly to ensure no more loose aggregate on the surface 7. Will be more effective in correcting distresses than slurry seal only 8. Covers pavement surfaces treated with crack sealing	75 - 85	$100K/mile
Corrective Maintenance	75% of Annual Capital Budget Allocation	This type of maintenance is performed when the pavement is in need of repair, and is usually more costly. Activities performed in response to the development of a deficiency or deficiencies that negatively impact the safe, efficient operations of the facility and future integrity of the pavement section. Corrective maintenance activities have much more costs rather than Preventive maintenance activities.	Mill & Resurface	1. Replaced distressed surface with 1" fresh, new asphalt layer 2. Not applicable for pavements with fair to good condition 3. Cost is 5x more expensive than preventive maintenance (slurry seal or cape seal) 4. Sealing is not effective for pavements in this condition (poor condition)	Below 75	$200K/mile - $300K/mile
			Asphalt Overlay	1. Typically 1" thickness 2. Improves pavement strength 3. Provides fresh, new asphalt surface 4. Corrects moderate pavement distresses 5. Applicable in cases where elevation of pavement is allowable 6. Cost is 5x more expensive than preventive maintenance (slurry seal or cape seal) 7. Sealing is not effective for pavements in this condition (poor condition)		



Source: Adapted from Peshkin et al. 2007.

Pavement preservation is a long-term strategy to raise the overall street network condition. This moves us away from the "worst first" approach which is no longer the industry standard. Ideally, pavement maintenance would be mostly preventive, so that roads are always in good shape and distresses are never present. A well-planned maintenance program, in conjunction with a pavement management system, can help achieve this in a cost-effective way. Preventative, corrective and emergency maintenance are all part of a comprehensive asphalt pavement maintenance program. Proactively planning preventive maintenance is the best way to prevent costly corrective or emergency maintenance.