

2014-2018 Capital Improvement Plan

City of Rye, New York



*Planning and Funding For City Projects
For Fiscal Years Ending December 31,
2014 through 2018*

August 2013

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SECTION I – OVERVIEW

Introduction

The City's five-year Capital Improvement Plan (CIP) identifies projects and acquisitions of infrastructure, buildings, land, facilities, vehicles and equipment for the years ending December 31, 2014 through 2018.

The CIP is organized into three sections. Section I includes an overview of the CIP. Section II includes tables that identify each project, its funding requirement for each year and source of funds. Section III includes worksheets that provide detailed information on each project, including a project description, estimated costs, priority considerations, sources of funding by year, need and potential issues and operating cost considerations.

Purpose of the Capital Improvements Plan

The CIP is a multi-year *plan*, not a multi-year *budget*. It is not a commitment to fund requested projects, but rather a schedule of public physical improvements and possible funding sources. Reading this CIP, it is important to focus on the funding, priority, importance, and the impact of undertaking or not undertaking the projects included in this report. The existence and condition of infrastructure and major capital assets has a direct bearing on the City's ability to provide services and facilities needed or desired by the community, and the perception of the community on its quality of life. These capital assets have an impact on property values and the community's ability to attract and retain residents and businesses.

The CIP is an effective tool of advising the City Council, other agencies and the public of the City's capital and infrastructure needs. The CIP comprehensively identifies projects so that they can be properly coordinated, staffed and future funding needs can be anticipated.

Project Selection

The CIP is the culmination of an annual process that seeks the input of City departments to identify what projects are needed to maintain a level of service expected by the community. This process includes establishing priorities, developing estimates, and determining possible funding sources. As with any plan, especially one covering a multi-year period, the projects, their requirements and resources, and even the need for the projects may change substantially over time. These changes are the impetus to update and redevelop the CIP on an annual basis.

Projects included in the CIP typically have a value exceeding \$15,000. Projects considered a reoccurring operating expense are generally not included in the CIP. Projects must also be reasonably anticipated to be needed or occur within the five-year planning period; however, in some cases, an identified project may occur beyond that time frame. Projects for the City Boat Basin and Rye Golf Club are not included in the CIP. These operations are enterprise funds that

provide for capital improvements in their annual budgets, the costs of which are supported by user fees and enterprise fund reserves.

Project Priorities

Each project in the CIP was assigned one of four priority classifications. Table 1 identifies each priority classification and its description.

**TABLE 1:
CIP Project Priority Classifications and Description**

| Classification | Description |
|-----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Urgent</i> | High-priority projects that should be done if at all possible; a special effort should be made to find sufficient funding for all of the projects in this group. |
| <i>High</i> | High-priority projects that should be done as funding becomes available. |
| <i>Moderate</i> | Worthwhile projects to be considered if funding is available; may be deferred to a subsequent year. |
| <i>Low</i> | Low-priority projects; desirable but not essential. |

Source: APA PAS Report Number 442, *Capital Improvement Programs: Linking Budgeting and Planning*, Robert A. Browyer, AICP, January 1993.

A number of criteria are considered in assigning a priority classification to a project. The extent to which a project met or exceeded these criteria contributed to its priority classification. Each project worksheet located in Section III of the CIP identifies whether the project:

- Is required replace or repair a *deteriorated facility*;
- Is required to address a *public safety* need or *legal mandate*, such as a Federal or State law or legal liability to the City;
- Is required as part of a *systematic replacement* or would result in an *operational efficiency* or cost savings to the City;
- Would result in *resource conservation* or provide an *environmental quality* benefit;
- Is required to meet a *new or expanded facility or program need*;
- Is *consistent with formal plans or identified policies* of the City; and
- Has an identified and *available funding source*.

Funding Requirements and Sources

Project cost estimates are based on the judgment of professional staff and/or estimates provided by external sources. Resources to fund each project include currently funded amounts (amounts provided in previous budgets), revenues and/or fund balance, debt, and grants and aid. Any anticipated grants or aid are first applied, followed by what is determined to be the appropriate mix of current funds and debt. Consideration is given to the expense of the project, its estimated life, and the short and long-term impact on property taxes. The CIP assumes that City debt levels should be kept to a minimum. Debt is therefore a recommended source of funding for

capital projects that are both very expensive (generally exceeding \$200,000 in value) and have long useful lives (generally in excess of 10 years).

Revenue sources are limited and subject to change. The City's financial policies state that the unreserved, undesignated fund balance should be maintained in the General Fund equal to 5% of operating expenditures. In addition, the amount of retained earnings available in the Building and Vehicle Fund to fund projects is essentially limited to unrestricted net assets. While City records are maintained on a current basis, a more appropriate picture of the fiscal year develops as the City budget is developed in the third and fourth quarters, whereupon actual funding availability for projects in the forthcoming year is projected.

The City's ability to fund projects with general obligation bonds issued by the City is subject to state law and limits set forth in Section C21-9 of the City Charter. That section of the City Charter allows a certain level of bonding that can be authorized by City Council vote alone; an additional amount that can be authorized by City Council vote subject to permissive referendum, and certain purposes that are exempt from Charter limits. A public referendum is required for the authorization of all other bonded debt. The City Finance Department will likely use bond anticipation notes as a strategy to fund short term cash flow needs related to capital projects.

CIP Funding Overview

The CIP identifies nearly 60 capital improvement projects classified into five different project types. The total cost of these projects is approximately \$26 million over the five-year planning period. An additional \$5.3 million in vehicle and equipment needs are also identified. Table 2 provides a summary of total required funding by project type by year.

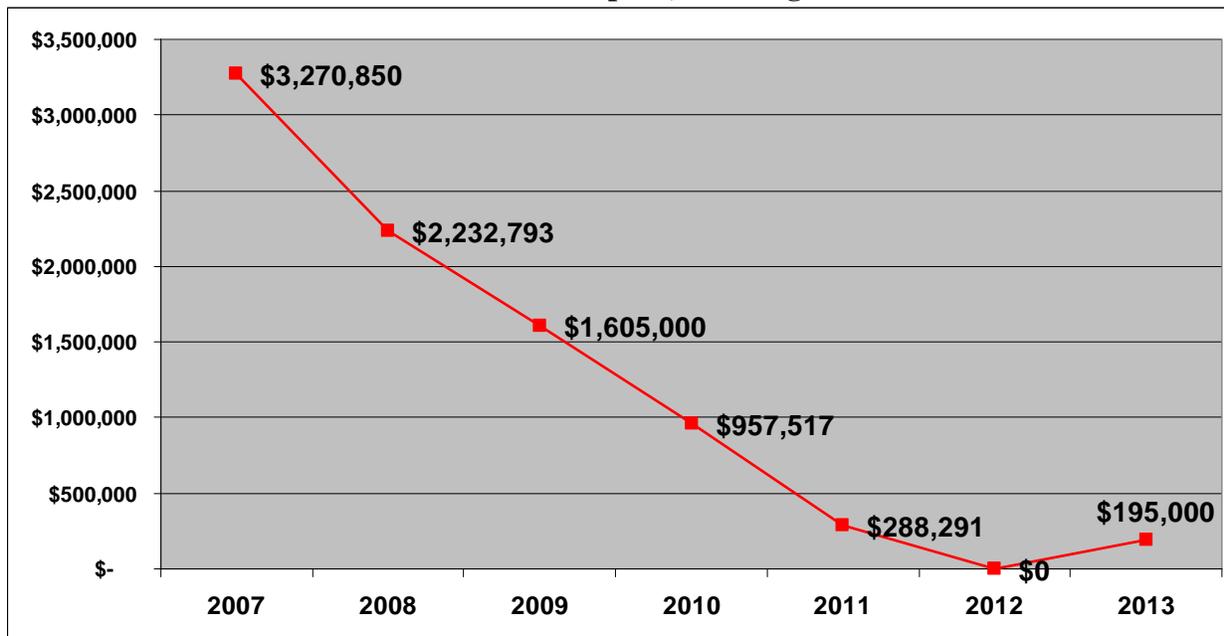
**TABLE 2:
CIP Funding Requirements by Project Type and Year: 2014-2018**

| Project Type | 2014 | 2015 | 2016 | 2017 | 2018+ | Total Required |
|-------------------------------------|-------------|-------------|-------------|-------------|--------------|---------------------------|
| Building | \$802,000 | \$1,382,000 | \$232,000 | \$62,000 | \$197,000 | \$2,675,000 |
| Drainage | \$20,000 | \$15,000 | \$150,000 | \$85,000 | \$560,000 | \$830,000 |
| Sewer | \$952,273 | \$360,000 | \$180,000 | \$180,000 | \$0 | \$1,672,273 |
| Transportation | \$3,624,000 | \$1,464,000 | \$3,044,000 | \$3,199,000 | \$3,314,000 | \$14,645,000 |
| Recreation | \$140,200 | \$570,000 | \$0 | \$1,799,500 | \$3,335,000 | \$5,844,700 |
| Total | \$5,538,473 | \$3,791,000 | \$3,606,000 | \$5,325,500 | \$7,406,000 | \$25,666,973 |
| Vehicles & Equipment | \$ 380,000 | \$1,026,000 | \$1,637,700 | \$ 655,000 | \$ 1,645,000 | \$5,343,700 |

The fiscal outlook for funding capital projects has improved from previous years, but challenges remain. Funding through the City's annual budget (i.e. undesignated fund balance) has historically been a significant source of funding for capital projects. Undesignated fund balance has been extremely limited in previous years. The sale of 1037 Boston Post Road in May 2013 offers the opportunity to use fund balance as a potential funding source for capital projects and potentially restoring the use of fund balance to historic levels. Figure 1 shows actual fund

balance used by the general fund to fund capital, building and vehicle expenses. There has been a notable decline over the years dropping from nearly \$3.3 Million in 2007 to \$0 in 2012 and increasing slightly in 2013 to \$195,000. The 2012 figure also included no City funding for capital, building, vehicles, annual street repaving and annual City sidewalk repairs. This is not a sustainable practice for any organization and it ultimately results in deferring costs to later years making difficult funding decisions even more difficult in the future. It also results in the City essentially managing its infrastructure to the point of failure before it is replaced, often at greater cost. The average use of fund balance to fund capital over the last seven years has been about \$1.2 Million.

**FIGURE 1:
Actual Fund Balance Used to Fund Capital, Buildings and Vehicles: 2007-2013**



Federal, State and County government has been a reducing funding for local projects due to budget restrictions. These funds have become very competitive and going to communities with needs even greater than the City of Rye. As a result, grants and aid are not expected to be a reliable source funding for projects in this CIP. A notable surprise this year was that CHIPS funding from New York State increased by approximately \$60,000 from previous years.

The recently enacted tax cap legislation has made it more difficult for the City to fund capital through increases in property taxes. Under the tax cap legislation a super-majority of City Council members (i.e. 5 out of 7 members) are required to adopt any annual budget that increases the tax levy by more than 2%. Based on the City’s approximately \$30 Million budget, a 2% property tax increase translates into approximately \$400,000 in revenue. With the average cost of projects in the CIP exceeding \$450,000 that makes it difficult to fund even lower cost capital projects and absorb anticipated increases in City operations and necessary building and vehicle expenditures without exceeding the tax cap.

The sale of 1037 Boston Post Road has restored deficits in the City’s Building and Vehicle fund and makes available approximately \$4.0 in undesignated fund balance. The use of fund balance

has been an historic source of funding for capital because it does not require debt service costs and does not contribute to increasing the tax rate. Because of this available funding the CIP recommends an approximately \$700,000 increase in the use of general revenues (i.e. through the use of undesignated fund balance) over the five year planning period. It would appear that even greater use of fund balance would be possible.

**TABLE 3:
CIP Funding Sources by Project Type: 2014-2018**

| Project Type | General Revenues | Grants & Aid | Debt | Total Sources |
|---------------------------------|-------------------------|-------------------------|-------------|----------------------|
| Building | \$755,000 | \$450,000 | \$1,470,000 | \$2,675,000 |
| Drainage | \$480,000 | \$0 | \$350,000 | \$830,000 |
| Sewer | \$408,136 | \$191,000 | \$1,073,137 | \$1,672,273 |
| Transportation | \$3,480,000 | \$7,060,000 | \$4,105,000 | \$14,645,000 |
| Recreation | \$374,700 | \$5,050,000 | \$420,000 | \$5,844,700 |
| Total | \$5,497,836 | \$12,751,000 | \$7,418,137 | \$25,666,973 |
| Vehicles & Equipment | \$5,343,700 | \$0 | \$0 | \$5,343,700 |

Debt and the Capital Bond Referendum

Debt continues to be a restricted source of funding for capital. The City Charter places limitations on the issuance of new debt. The City Council can authorize the issuance of new debt not exceeding 5% of the average gross annual budget for the preceding three years. Debt exceeding 5% but not in excess of 10% requires permissive referendum. Debt in excess of 10% requires approval of the voting public in a general or special election.

As noted in the 2013 City Budget the City Council has only \$280,000 of debt that it can authorize by its own vote. The Council can authorize up to \$2.0 Million in debt that would be subject to permissive referendum. An additional \$1 Million in debt can be issued for public safety projects. If the City Council were to exhaust all of its available debt (which is not recommended) it could only fund \$2.1 Million in capital projects and an additional \$1 Million for public safety projects, such as improvements to the City Police/Court Building. The CIP proposes the use of more than \$7.4 Million in debt to fund projects. In November 2012 the City voter approved a capital bond referendum totaling \$1.856 Million to fund pedestrian safety, road and transportation projects and improvements to the Rye Free Reading Room.

CIP Project Highlights

The CIP identifies approximately \$26 Million in projects over the next five or more years and more than \$5.3 Million in vehicle purchases. Table 4 provides a summary of the CIP funding requirements by project type, year and source.

**TABLE 4:
CIP Funding Requirements by Project Type, Year, and Source: 2014-2018**

| Project Type | 2014 | 2015 | 2016 | 2017 | 2018+ | Total Required |
|-------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Building | \$802,000 | \$1,382,000 | \$232,000 | \$62,000 | \$197,000 | \$2,675,000 |
| <i>General Rev.</i> | \$232,000 | \$32,000 | \$232,000 | \$62,000 | \$197,000 | \$755,000 |
| <i>Grants & Aid</i> | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$450,000 |
| <i>Debt</i> | \$120,000 | \$1,350,000 | \$0 | \$0 | \$0 | \$1,470,000 |
| Drainage | \$20,000 | \$15,000 | \$150,000 | \$85,000 | \$560,000 | \$830,000 |
| <i>General Rev.</i> | \$20,000 | \$15,000 | \$150,000 | \$85,000 | \$210,000 | \$480,000 |
| <i>Grants & Aid</i> | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| <i>Debt</i> | \$0 | \$0 | \$0 | \$0 | \$350,000 | \$350,000 |
| Sewer | \$952,273 | \$360,000 | \$180,000 | \$180,000 | \$0 | \$1,672,273 |
| <i>General Rev.</i> | \$108,136 | \$60,000 | \$60,000 | \$180,000 | \$0 | \$408,136 |
| <i>Grants & Aid</i> | \$191,000 | \$0 | \$0 | \$0 | \$0 | \$191,000 |
| <i>Debt</i> | \$653,137 | \$300,000 | \$120,000 | \$0 | \$0 | \$1,073,137 |
| Transportation | \$3,624,000 | \$1,464,000 | \$3,044,000 | \$3,199,000 | \$3,314,000 | \$14,645,000 |
| <i>General Rev.</i> | \$275,000 | \$1,080,000 | \$780,000 | \$1,130,000 | \$215,000 | \$3,480,000 |
| <i>Grants & Aid</i> | \$1,694,000 | \$384,000 | \$1,644,000 | \$419,000 | \$2,919,000 | \$7,060,000 |
| <i>Debt</i> | \$1,655,000 | \$0 | \$620,000 | \$1,650,000 | \$180,000 | \$4,105,000 |
| Recreation | \$140,200 | \$570,000 | \$0 | \$1,799,500 | \$3,335,000 | \$5,844,700 |
| <i>General Rev.</i> | \$140,200 | \$0 | \$0 | \$19,500 | \$215,000 | \$374,700 |
| <i>Grants & Aid</i> | \$0 | \$450,000 | \$0 | \$1,600,000 | \$3,000,000 | \$5,050,000 |
| <i>Debt</i> | \$0 | \$120,000 | \$0 | \$180,000 | \$120,000 | \$420,000 |
| Total | \$5,538,473 | \$3,791,000 | \$3,606,000 | \$5,325,500 | \$7,406,000 | \$25,666,973 |
| <i>General Rev.</i> | \$775,336 | \$1,187,000 | \$1,222,000 | \$1,476,500 | \$837,000 | \$5,497,836 |
| <i>Grants & Aid</i> | \$2,335,000 | \$834,000 | \$1,644,000 | \$2,019,000 | \$5,919,000 | \$12,751,000 |
| <i>Debt</i> | \$2,428,137 | \$1,770,000 | \$740,000 | \$1,830,000 | \$650,000 | \$7,418,137 |

Other Capital Considerations

Historically, the City's CIP has not identified or quantified the capital needs of City enterprise funds and Rye Town Park. As resources become more constrained, it's important that these capital needs be better understood because they have financial, operational and other impacts on the City.

The City enterprise funds, including the City Boat Basin and Rye Golf Club, have capital needs not previously been identified in the CIP because these projects were typically funded by user fees. It is expected that ***Rye Golf*** will continue to support its capital needs and its obligation through 2018 to pay off the Whitby Castle renovation bonds without the need for supplemental funding from the City's annual budget.

The ***City Boat Basin*** will likely need to fund another dredge within the next five to ten years to maintain its current operational levels at an estimated cost of \$3 million. Increasing environmental restrictions on open water disposal of dredge material has significantly increased dredging disposal costs. Federal funding for dredging has not been available for recreational

marinas for years, and funding for commercial harbors is increasingly difficult to obtain. Upland disposal of dredge material is cost prohibitive and logistically challenging given the limited land for dewatering.

There are 400 boaters at the boat basin and 150 of those are small boats and kayaks. This small number of boaters cannot raise enough funding to cover the estimated \$3 million dredging costs within the next five to ten years. Fees and charges can't be too high since the Boat Basin has to remain competitive with the prices charged by other area marinas. If grants or other new sources of revenue are not identified, the boat basin will not be able to maintain its current level of operation, or the Basin will require supplemental funding from the City.

Rye Town Park has identified approximately \$14 million in capital needs to its facilities over the next five years. Their capital needs are of particular concern because the City is responsible for approximately 40% of all capital expenditures at Rye Town Park. Capital projects are approved by the Rye Town Park Commission, not the City Council. The City will need to diligently work with the Rye Town Park Commission regarding the need, cost and timing of required capital improvements. If not, the City may not have funds available to cover its capital obligations to the Park while still preserving the City's already limited capital program.

The Rye City School District has an impact on the City's capital program. Their facilities generate demand for off-site improvements such as traffic and pedestrian safety, parking and other infrastructure improvements that are predominately funded by the City.

Conclusion

The Capital Improvement Plan is a document that provides the City Council, City management, and the entire community with an opportunity to plan for the longer term while budgeting for the short term. The project requirements and resources included in the first year of the plan, designed to provide guidance for the forthcoming year's budget, will most likely differ from the projects that appear in the budget that is adopted in December by the City Council.

This Capital Improvement Plan, presented to the City Council and the public at a public meeting on August 5, 2013, seeks the input and consideration of the City Council and the public. Comments, questions, and suggestions are welcome as the City continues to identify and modify projects so that they best meet the needs of the community.

Section II:
Tables of Project Funding Requirements and Sources

Capital Improvement Plan (CIP): 2014-2018
Project Funding Requirements

| Capital Project Name | Priority | Funding Requirements | | | | | Total Required |
|-----------------------------------------------|----------|----------------------|---------------------|-------------------|------------------|-------------------|---------------------|
| | | 2014 | 2015 | 2016 | 2017 | 2018+ | |
| BUILDING PROJECTS | | | | | | | |
| Police/Court Building Improvements | High | \$ - | \$ 1,250,000 | \$ - | \$ - | \$ - | \$ 1,250,000 |
| City Hall - Carpet & Floor Replacement | Moderate | \$ - | \$ - | \$ 65,000 | \$ - | \$ - | \$ 65,000 |
| City Hall - Fan Coil Units | High | \$ 12,000 | \$ 12,000 | \$ 12,000 | \$ 12,000 | \$ 12,000 | \$ 60,000 |
| City Hall - Hanging Ceiling Replacement | Moderate | \$ - | \$ - | \$ 75,000 | \$ - | \$ - | \$ 75,000 |
| City Hall - HVAC Air Handler Replacement | High | \$ 120,000 | \$ 100,000 | \$ - | \$ - | \$ - | \$ 220,000 |
| DPW - Fuel Tank Replacement | Moderate | \$ - | \$ - | \$ - | \$ - | \$ 185,000 | \$ 185,000 |
| Nature Center Bathrooms | High | \$ - | \$ 20,000 | \$ - | \$ - | \$ - | \$ 20,000 |
| Interior Paint - Firehouses | Low | \$ - | \$ - | \$ - | \$ 50,000 | \$ - | \$ 50,000 |
| DPW Roof Replacement | High | \$ - | \$ - | \$ 80,000 | \$ - | \$ - | \$ 80,000 |
| *City Hall TV Studio | Moderate | \$ 670,000 | \$ - | \$ - | \$ - | \$ - | \$ 670,000 |
| Sub-Total Building Projects: | | \$ 802,000 | \$ 1,382,000 | \$ 232,000 | \$ 62,000 | \$ 197,000 | \$ 2,675,000 |
| General Revenues | | \$ 232,000 | \$ 32,000 | \$ 232,000 | \$ 62,000 | \$ 197,000 | \$ 755,000 |
| Grants & Aid | | \$ 450,000 | \$ - | \$ - | \$ - | \$ - | \$ 450,000 |
| Debt | | \$ 120,000 | \$ 1,350,000 | \$ - | \$ - | \$ - | \$ 1,470,000 |
| DRAINAGE PROJECTS | | | | | | | |
| LaSalle Avenue Drain | Moderate | \$ - | \$ - | \$ 150,000 | \$ - | \$ - | \$ 150,000 |
| Forest to Stonycrest Road Drain | Moderate | \$ - | \$ - | \$ - | \$ 35,000 | \$ 350,000 | \$ 385,000 |
| Red Maple Swamp Drainage Study | Moderate | \$ - | \$ 15,000 | \$ - | \$ - | \$ - | \$ 15,000 |
| Hix Park Drainage Study | Moderate | \$ 20,000 | \$ - | \$ - | \$ - | \$ - | \$ 20,000 |
| Colby Avenue Drainage | Low | \$ - | \$ - | \$ - | \$ - | \$ 120,000 | \$ 120,000 |
| Ellsworth Road Drainage | Low | \$ - | \$ - | \$ - | \$ - | \$ 90,000 | \$ 90,000 |
| Martin Road Drainage | Low | \$ - | \$ - | \$ - | \$ 50,000 | \$ - | \$ 50,000 |
| Sub-Total Building Projects: | | \$ 20,000 | \$ 15,000 | \$ 150,000 | \$ 85,000 | \$ 560,000 | \$ 830,000 |
| General Revenues | | \$ 20,000 | \$ 15,000 | \$ 150,000 | \$ 85,000 | \$ 210,000 | \$ 480,000 |
| Grants & Aid | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Debt | | \$ - | \$ - | \$ - | \$ - | \$ 350,000 | \$ 350,000 |
| SEWER PROJECTS | | | | | | | |
| Hewlett Avenue Pump Station | Urgent | \$ 347,273 | \$ - | \$ - | \$ - | \$ - | \$ 347,273 |
| Brevoort Lane Force Main | High | \$ - | \$ 300,000 | \$ - | \$ - | \$ - | \$ 300,000 |
| Stuyvesant Ave. Pump Station Pump Replacement | Moderate | \$ - | \$ - | \$ 120,000 | \$ - | \$ - | \$ 120,000 |
| Dearborn Pump Station Pump Replacement | Moderate | \$ - | \$ - | \$ - | \$ 120,000 | \$ - | \$ 120,000 |
| Locust Avenue Sewer Siphon Replacement | Urgent | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | \$ 250,000 |

| Capital Project Name | Priority | Funding Requirements | | | | | Total Required |
|----------------------------------------|----------|----------------------|-------------------|-------------------|-------------------|-------------|---------------------|
| | | 2014 | 2015 | 2016 | 2017 | 2018+ | |
| Purchase Street Sewer | Urgent | \$ 75,000 | \$ - | \$ - | \$ - | \$ - | \$ 75,000 |
| North Street Sewer | Urgent | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | \$ 250,000 |
| Pump Station Automation (SCADA System) | High | \$ 30,000 | \$ 60,000 | \$ 60,000 | \$ 60,000 | \$ - | \$ 210,000 |
| Sub-Total Sewer Projects: | | \$ 952,273 | \$ 360,000 | \$ 180,000 | \$ 180,000 | \$ - | \$ 1,672,273 |
| General Revenues | | \$ 108,136 | \$ 60,000 | \$ 60,000 | \$ 180,000 | \$ - | \$ 408,136 |
| Grants & Aid | | \$ 191,000 | \$ - | \$ - | \$ - | \$ - | \$ 191,000 |
| Debt | | \$ 653,137 | \$ 300,000 | \$ 120,000 | \$ - | \$ - | \$ 1,073,137 |

TRANSPORTATION PROJECTS

| | | | | | | | |
|-----------------------------------------------------------|----------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Annual Sidewalk/Curbing Program | High | \$ 60,000 | \$ 60,000 | \$ 65,000 | \$ 65,000 | \$ 70,000 | \$ 320,000 |
| Annual Street Resurfacing | High | \$ 459,000 | \$ 459,000 | \$ 459,000 | \$ 459,000 | \$ 459,000 | \$ 2,295,000 |
| Boston Post Road Retaining Wall | High | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | \$ 300,000 |
| Theodore Fremd/Blind Brook Retaining Wall | Urgent | \$ 1,400,000 | \$ - | \$ - | \$ - | \$ - | \$ 1,400,000 |
| Purchase Street Roundabout | Moderate | \$ - | \$ - | \$ 500,000 | \$ - | \$ - | \$ 500,000 |
| BPR Repaving | Moderate | \$ - | \$ 750,000 | \$ - | \$ 750,000 | \$ - | \$ 1,500,000 |
| CBD - Purchase Street Reconstruction | Moderate | \$ - | \$ - | \$ 50,000 | \$ 1,000,000 | \$ - | \$ 1,050,000 |
| CBD - Smith Street Reconstruction | High | \$ 330,000 | \$ - | \$ - | \$ - | \$ - | \$ 330,000 |
| CBD - Elm/Smith Intersection improvement | High | \$ 550,000 | \$ - | \$ - | \$ - | \$ - | \$ 550,000 |
| CBD Traffic Signal - Fremd/Purdy/Purchase | High | \$ 475,000 | \$ - | \$ - | \$ - | \$ - | \$ 475,000 |
| Locust Avenue Bridge | Moderate | \$ - | \$ 80,000 | \$ 1,720,000 | \$ - | \$ - | \$ 1,800,000 |
| Nature Center Bridge Reconstruction | High | \$ - | \$ - | \$ - | \$ - | \$ 30,000 | \$ 30,000 |
| Orchard Avenue Bridge Rehabilitation | Moderate | \$ - | \$ - | \$ - | \$ 180,000 | \$ - | \$ 180,000 |
| MTA Parking Lot Improvements | Moderate | \$ - | \$ - | \$ - | \$ 75,000 | \$ 2,575,000 | \$ 2,650,000 |
| First/Second St. Parking Lot Improvement | High | \$ - | \$ 75,000 | \$ - | \$ - | \$ - | \$ 75,000 |
| School/Purdy Parking Lot (Car Park 5) | High | \$ - | \$ - | \$ - | \$ 650,000 | \$ - | \$ 650,000 |
| Milton Cemetery Bridge | Moderate | \$ - | \$ 40,000 | \$ - | \$ - | \$ - | \$ 40,000 |
| Street Light Replacement | Moderate | \$ 50,000 | \$ - | \$ - | \$ - | \$ - | \$ 50,000 |
| 5 Corners Intersection Study | Moderate | \$ - | \$ - | \$ 25,000 | \$ - | \$ - | \$ 25,000 |
| Fireman's Memorial Intersection Study | Moderate | \$ - | \$ - | \$ 25,000 | \$ - | \$ - | \$ 25,000 |
| Osborn School Traffic and Pedestrian Safety Improvements | Moderate | \$ - | \$ - | \$ 200,000 | \$ - | \$ - | \$ 200,000 |
| Boston Post Road/Old Post Road Traffic Signal Replacement | Moderate | \$ - | \$ - | \$ - | \$ 20,000 | \$ 180,000 | \$ 200,000 |
| Sub-Total Transportation Projects: | | \$ 3,624,000 | \$ 1,464,000 | \$ 3,044,000 | \$ 3,199,000 | \$ 3,314,000 | \$ 14,645,000 |
| General Revenues | | \$ 275,000 | \$ 1,080,000 | \$ 780,000 | \$ 1,130,000 | \$ 215,000 | \$ 3,480,000 |
| Grants & Aid | | \$ 1,694,000 | \$ 384,000 | \$ 1,644,000 | \$ 419,000 | \$ 2,919,000 | \$ 7,060,000 |
| Debt | | \$ 1,655,000 | \$ - | \$ 620,000 | \$ 1,650,000 | \$ 180,000 | \$ 4,105,000 |

RECREATION PROJECTS

| Capital Project Name | Priority | Funding Requirements | | | | | Total Required |
|-------------------------------------------------|----------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| | | 2014 | 2015 | 2016 | 2017 | 2018+ | |
| Expand Maintenance Garage | | \$ - | \$ - | \$ - | \$ - | \$ 145,000 | \$ 145,000 |
| Gagliardo Park Restrooms & Park Improvements | | \$ 112,000 | \$ - | \$ - | \$ - | \$ - | \$ 112,000 |
| Replace Upper Picnic Shelter and Pad | | \$ - | \$ - | \$ - | \$ - | \$ 70,000 | \$ 70,000 |
| Recreation Park Improvements | | \$ - | \$ - | \$ - | \$ - | \$ 3,000,000 | \$ 3,000,000 |
| Nursery Field Rehabilitation | | \$ - | \$ 450,000 | \$ - | \$ - | \$ - | \$ 450,000 |
| Disbrow Park Drainage and Field Improvements | | \$ - | \$ - | \$ - | \$ 1,600,000 | \$ - | \$ 1,600,000 |
| Damiano Center HVAC | | \$ 28,200 | \$ - | \$ - | \$ - | \$ - | \$ 28,200 |
| Disbrow Park Landscape and Signage Improvements | | \$ - | \$ - | \$ - | \$ 19,500 | \$ - | \$ 19,500 |
| Tennis Court Improvements | | \$ - | \$ 120,000 | \$ - | \$ 180,000 | \$ 120,000 | \$ 420,000 |
| Sub-Total Recreation Projects: | | \$ 140,200 | \$ 570,000 | \$ - | \$ 1,799,500 | \$ 3,335,000 | \$ 5,844,700 |
| General Revenues | | \$ 140,200 | \$ - | \$ - | \$ 19,500 | \$ 215,000 | \$ 374,700 |
| Grants & Aid | | \$ - | \$ 450,000 | \$ - | \$ 1,600,000 | \$ 3,000,000 | \$ 5,050,000 |
| Debt | | \$ - | \$ 120,000 | \$ - | \$ 180,000 | \$ 120,000 | \$ 420,000 |
| TOTAL ALL PROJECTS: | | \$ 5,538,473 | \$ 3,791,000 | \$ 3,606,000 | \$ 5,325,500 | \$ 7,406,000 | \$ 25,666,973 |
| Total General Revenues | | \$ 775,336 | \$ 1,187,000 | \$ 1,222,000 | \$ 1,476,500 | \$ 837,000 | \$ 5,497,836 |
| Total Grants & Aid | | \$ 2,335,000 | \$ 834,000 | \$ 1,644,000 | \$ 2,019,000 | \$ 5,919,000 | \$ 12,751,000 |
| Total Debt | | \$ 2,428,137 | \$ 1,770,000 | \$ 740,000 | \$ 1,830,000 | \$ 650,000 | \$ 7,418,137 |

*Indicates project was added to current CIP

Capital Improvement Plan (CIP): 2014-2018
Project Funding Sources

| Capital Project Name | Funding Sources | | | Total Sources |
|------------------------------------------|-------------------|-------------------|---------------------|---------------------|
| | General Revenues | Grants & Aid | Debt | |
| <i>BUILDING PROJECTS</i> | | | | |
| Police/Court Building Improvements | \$ - | \$ - | \$ 1,250,000 | \$ 1,250,000 |
| City Hall - Carpet & Floor Replacement | \$ 65,000 | \$ - | \$ - | \$ 65,000 |
| City Hall - Fan Coil Units | \$ 60,000 | \$ - | \$ - | \$ 60,000 |
| City Hall - Hanging Ceiling Replacement | \$ 75,000 | \$ - | \$ - | \$ 75,000 |
| City Hall - HVAC Air Handler Replacement | \$ - | \$ - | \$ 220,000 | \$ 220,000 |
| DPW - Fuel Tank Replacement | \$ 185,000 | \$ - | \$ - | \$ 185,000 |
| Nature Center Bathrooms | \$ 20,000 | \$ - | \$ - | \$ 20,000 |
| Interior Paint - Firehouses | \$ 50,000 | \$ - | \$ - | \$ 50,000 |
| DPW Roof Replacement | \$ 80,000 | \$ - | \$ - | \$ 80,000 |
| *City Hall TV Studio | \$ 220,000 | \$ 450,000 | \$ - | \$ 670,000 |
| Sub-Total Building Projects: | \$ 755,000 | \$ 450,000 | \$ 1,470,000 | \$ 2,675,000 |
| | | | | |
| <i>DRAINAGE PROJECTS</i> | | | | |
| LaSalle Avenue Drain | \$ 150,000 | \$ - | \$ - | \$ 150,000 |
| Forest to Stonycrest Road Drain | \$ 35,000 | \$ - | \$ 350,000 | \$ 385,000 |
| Red Maple Swamp Drainage Study | \$ 15,000 | \$ - | \$ - | \$ 15,000 |
| Hix Park Drainage Study | \$ 20,000 | \$ - | \$ - | \$ 20,000 |
| Colby Avenue Drainage | \$ 120,000 | \$ - | \$ - | \$ 120,000 |
| Ellsworth Road Drainage | \$ 90,000 | \$ - | \$ - | \$ 90,000 |
| Martin Road Drainage | \$ 50,000 | \$ - | \$ - | \$ 50,000 |
| Sub-Total Drainage Projects: | \$ 480,000 | \$ - | \$ 350,000 | \$ 830,000 |
| | | | | |
| <i>SEWER PROJECTS</i> | | | | |

| Capital Project Name | Funding Sources | | | Total Sources |
|-----------------------------------------------|-------------------|-------------------|---------------------|---------------------|
| | General Revenues | Grants & Aid | Debt | |
| Hewlett Avenue Pump Station | \$ 78,136 | \$ 191,000 | \$ 78,137 | \$ 347,273 |
| Brevoort Lane Force Main | \$ - | \$ - | \$ 300,000 | \$ 300,000 |
| Stuyvesant Ave. Pump Station Pump Replacement | \$ - | \$ - | \$ 120,000 | \$ 120,000 |
| Dearborn Pump Station Pump Replacement | \$ 120,000 | \$ - | \$ - | \$ 120,000 |
| Locust Avenue Sewer Siphon Replacement | \$ - | \$ - | \$ 250,000 | \$ 250,000 |
| Purchase Street Sewer | \$ - | \$ - | \$ 75,000 | \$ 75,000 |
| North Street Sewer | \$ - | \$ - | \$ 250,000 | \$ 250,000 |
| Pump Station Automation (SCADA System) | \$ 210,000 | \$ - | \$ - | \$ 210,000 |
| Sub-Total Sewer Projects: | \$ 408,136 | \$ 191,000 | \$ 1,073,137 | \$ 1,672,273 |

TRANSPORTATION PROJECTS

| | | | | |
|-------------------------------------------|--------------|--------------|--------------|--------------|
| Annual Sidewalk/Curbing Program | \$ 320,000 | \$ - | \$ - | \$ 320,000 |
| Annual Street Resurfacing | \$ 575,000 | \$ 1,720,000 | \$ - | \$ 2,295,000 |
| Boston Post Road Retaining Wall | \$ - | \$ - | \$ 300,000 | \$ 300,000 |
| Theodore Fremd/Blind Brook Retaining Wall | \$ 100,000 | \$ 1,300,000 | \$ - | \$ 1,400,000 |
| Purchase Street Roundabout | \$ - | \$ 500,000 | \$ - | \$ 500,000 |
| BPR Repaving | \$ 1,500,000 | \$ - | \$ - | \$ 1,500,000 |
| CBD - Purchase Street Reconstruction | \$ 50,000 | \$ - | \$ 1,000,000 | \$ 1,050,000 |
| CBD - Smith Street Reconstruction | \$ - | \$ - | \$ 330,000 | \$ 330,000 |
| CBD - Elm/Smith Intersection improvement | \$ - | \$ - | \$ 550,000 | \$ 550,000 |
| CBD Traffic Signal - Fremd/Purdy/Purchase | \$ - | \$ - | \$ 475,000 | \$ 475,000 |
| Locust Avenue Bridge | \$ 580,000 | \$ 600,000 | \$ 620,000 | \$ 1,800,000 |
| Nature Center Bridge Reconstruction | \$ 30,000 | \$ - | \$ - | \$ 30,000 |
| Orchard Avenue Bridge Rehabilitation | \$ 180,000 | \$ - | \$ - | \$ 180,000 |
| MTA Parking Lot Improvements | \$ - | \$ 2,650,000 | \$ - | \$ 2,650,000 |
| First/Second St. Parking Lot Improvement | \$ 75,000 | \$ - | \$ - | \$ 75,000 |
| School/Purdy Parking Lot (Car Park 5) | \$ - | \$ - | \$ 650,000 | \$ 650,000 |
| Milton Cemetery Bridge | \$ - | \$ 40,000 | \$ - | \$ 40,000 |
| Street Light Replacement | \$ - | \$ 50,000 | \$ - | \$ 50,000 |
| 5 Corners Intersection Study | \$ 25,000 | \$ - | \$ - | \$ 25,000 |

| Capital Project Name | Funding Sources | | | Total Sources |
|-----------------------------------------------------------|---------------------|----------------------|---------------------|----------------------|
| | General Revenues | Grants & Aid | Debt | |
| Fireman's Memorial Intersection Study | \$ 25,000 | \$ - | \$ - | \$ 25,000 |
| Osborn School Traffic and Pedestrian Safety Improvements | \$ - | \$ 200,000 | \$ - | \$ 200,000 |
| Boston Post Road/Old Post Road Traffic Signal Replacement | \$ 20,000 | \$ - | \$ 180,000 | \$ 200,000 |
| Sub-Total Transportation Projects: | \$ 3,480,000 | \$ 7,060,000 | \$ 4,105,000 | \$ 14,645,000 |
| RECREATION PROJECTS | | | | |
| Expand Maintenance Garage | \$ 145,000 | \$ - | \$ - | \$ 145,000 |
| Gagliardo Park Restrooms & Park Improvements | \$ 112,000 | \$ - | \$ - | \$ 112,000 |
| Replace Upper Picnic Shelter and Pad | \$ 70,000 | \$ - | \$ - | \$ 70,000 |
| Recreation Park Improvements | \$ - | \$ 3,000,000 | \$ - | \$ 3,000,000 |
| Nursery Field Rehabilitation | \$ - | \$ 450,000 | \$ - | \$ 450,000 |
| Disbrow Park Drainage and Field Improvements | \$ - | \$ 1,600,000 | \$ - | \$ 1,600,000 |
| Damiano Center HVAC | \$ 28,200 | \$ - | \$ - | \$ 28,200 |
| Disbrow Park Landscape and Signage Improvements | \$ 19,500 | \$ - | \$ - | \$ 19,500 |
| Tennis Court Improvements | \$ - | \$ - | \$ 420,000 | \$ 420,000 |
| Sub-Total Recreation Projects: | \$ 374,700 | \$ 5,050,000 | \$ 420,000 | \$ 5,844,700 |
| Total: | \$ 5,497,836 | \$ 12,751,000 | \$ 7,418,137 | \$ 25,666,973 |

**Indicates project was added to current CIP*

Capital Improvement Plan (CIP): 2014-2018
Vehicles and Equipment Funding Requirements and Sources

| Requirements | Funding Requirements | | | | | Funding Sources | | | | |
|------------------------------|----------------------|---------------------|---------------------|-------------------|---------------------|---------------------|-----------------------|-------------|--------------|---------------------|
| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total Required | Revenues Fund Balance | Debt | Grants & Aid | Total Sources |
| Police Vehicle | \$ 30,000 | \$ 33,000 | \$ - | \$ - | \$ - | \$ 63,000 | \$ 63,000 | - | - | \$ 63,000 |
| DPW Sweeper 1 | \$ 225,000 | \$ - | \$ - | \$ - | \$ - | \$ 225,000 | \$ 225,000 | - | - | \$ 225,000 |
| DPW Truck 19 | \$ - | \$ 185,000 | \$ - | \$ - | \$ - | \$ 185,000 | \$ 185,000 | - | - | \$ 185,000 |
| DPW Truck 5 | \$ 65,000 | \$ - | \$ - | \$ - | \$ - | \$ 65,000 | \$ 65,000 | - | - | \$ 65,000 |
| DPW 3/4 Ton Roller & Trailer | \$ - | \$ - | \$ - | \$ 60,000 | \$ - | \$ 60,000 | \$ 60,000 | - | - | \$ 60,000 |
| DPW Truck 23 | \$ - | \$ 65,000 | \$ - | \$ - | \$ - | \$ 65,000 | \$ 65,000 | - | - | \$ 65,000 |
| DPW Truck 2 | \$ - | \$ 60,000 | \$ - | \$ - | \$ - | \$ 60,000 | \$ 60,000 | - | - | \$ 60,000 |
| DPW Truck 6 | \$ - | \$ 40,000 | \$ - | \$ - | \$ - | \$ 40,000 | \$ 40,000 | - | - | \$ 40,000 |
| DPW Truck 16 | \$ - | \$ - | \$ 40,000 | \$ - | \$ - | \$ 40,000 | \$ 40,000 | - | - | \$ 40,000 |
| DPW Truck 22 | \$ - | \$ 30,000 | \$ - | \$ - | \$ - | \$ 30,000 | \$ 30,000 | - | - | \$ 30,000 |
| DPW Trailer for CAT 902 | \$ - | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 | \$ 50,000 | - | - | \$ 50,000 |
| DPW Truck 32 | \$ - | \$ - | \$ 185,000 | \$ - | \$ - | \$ 185,000 | \$ 185,000 | - | - | \$ 185,000 |
| DPW Chipper | \$ - | \$ - | \$ 50,000 | \$ - | \$ - | \$ 50,000 | \$ 50,000 | - | - | \$ 50,000 |
| DPW Truck 26 | \$ - | \$ - | \$ 180,000 | \$ - | \$ - | \$ 180,000 | \$ 180,000 | - | - | \$ 180,000 |
| DPW Truck 24 | \$ - | \$ - | \$ 35,000 | \$ - | \$ - | \$ 35,000 | \$ 35,000 | - | - | \$ 35,000 |
| DPW Loader | \$ - | \$ - | \$ 150,000 | \$ - | \$ - | \$ 150,000 | \$ 150,000 | - | - | \$ 150,000 |
| DPW Truck 18 | \$ - | \$ - | \$ 150,000 | \$ - | \$ - | \$ 150,000 | \$ 150,000 | - | - | \$ 150,000 |
| DPW Truck 17 | \$ - | \$ - | \$ - | \$ 90,000 | \$ - | \$ 90,000 | \$ 90,000 | - | - | \$ 90,000 |
| DPW Truck 1 | \$ - | \$ - | \$ - | \$ 75,000 | \$ - | \$ 75,000 | \$ 75,000 | - | - | \$ 75,000 |
| DPW Truck 7 | \$ - | \$ - | \$ - | \$ 75,000 | \$ - | \$ 75,000 | \$ 75,000 | - | - | \$ 75,000 |
| DPW Truck 21 | \$ - | \$ - | \$ - | \$ 150,000 | \$ - | \$ 150,000 | \$ 150,000 | - | - | \$ 150,000 |
| DPW Sweeper 2 | \$ - | \$ - | \$ - | \$ 160,000 | \$ - | \$ 160,000 | \$ 160,000 | - | - | \$ 160,000 |
| DPW Truck 14 | \$ - | \$ - | \$ - | \$ 30,000 | \$ - | \$ 30,000 | \$ 30,000 | - | - | \$ 30,000 |
| DPW Super P Salter | \$ - | \$ - | \$ - | \$ 15,000 | \$ 15,000 | \$ 30,000 | \$ 30,000 | - | - | \$ 30,000 |
| DPW Loader | \$ - | \$ - | \$ - | \$ - | \$ 150,000 | \$ 150,000 | \$ 150,000 | - | - | \$ 150,000 |
| DPW Truck 15 | \$ - | \$ - | \$ - | \$ - | \$ 65,000 | \$ 65,000 | \$ 65,000 | - | - | \$ 65,000 |
| DPW Loader | \$ - | \$ - | \$ - | \$ - | \$ 180,000 | \$ 180,000 | \$ 180,000 | - | - | \$ 180,000 |
| DPW Loader | \$ - | \$ - | \$ - | \$ - | \$ 125,000 | \$ 125,000 | \$ 125,000 | - | - | \$ 125,000 |
| DPW Garbage Trucks | \$ - | \$ - | \$ - | \$ - | \$ 980,000 | \$ 980,000 | \$ 980,000 | - | - | \$ 980,000 |
| DPW Recycling Trucks | \$ - | \$ 500,000 | \$ - | \$ - | \$ - | \$ 500,000 | \$ 500,000 | - | - | \$ 500,000 |
| DPW Truck 28 | \$ - | \$ - | \$ - | \$ - | \$ 30,000 | \$ 30,000 | \$ 30,000 | - | - | \$ 30,000 |
| DPW Truck 20 | \$ - | \$ - | \$ - | \$ - | \$ 40,000 | \$ 40,000 | \$ 40,000 | - | - | \$ 40,000 |
| DPW Truck 27 | \$ - | \$ - | \$ - | \$ - | \$ 35,000 | \$ 35,000 | \$ 35,000 | - | - | \$ 35,000 |
| DPW Truck 90 | \$ - | \$ - | \$ - | \$ - | \$ 25,000 | \$ 25,000 | \$ 25,000 | - | - | \$ 25,000 |
| FIRE Engine (1994) | \$ - | \$ 22,000 | \$ 655,000 | \$ - | \$ - | \$ 677,000 | \$ 677,000 | - | - | \$ 677,000 |
| REC Staff | \$ - | \$ 25,000 | \$ - | \$ - | \$ - | \$ 25,000 | \$ 25,000 | - | - | \$ 25,000 |
| REC Field Conditioner | \$ - | \$ 16,000 | \$ - | \$ - | \$ - | \$ 16,000 | \$ 16,000 | - | - | \$ 16,000 |
| REC 12-Passenger Bus | \$ - | \$ - | \$ 65,000 | \$ - | \$ - | \$ 65,000 | \$ 65,000 | - | - | \$ 65,000 |
| REC 10' Riding Mower | \$ - | \$ - | \$ 56,000 | \$ - | \$ - | \$ 56,000 | \$ 56,000 | - | - | \$ 56,000 |
| REC Gator | \$ - | \$ - | \$ 13,000 | \$ - | \$ - | \$ 13,000 | \$ 13,000 | - | - | \$ 13,000 |
| REC Staff | \$ - | \$ - | \$ 32,000 | \$ - | \$ - | \$ 32,000 | \$ 32,000 | - | - | \$ 32,000 |
| REC Leaf Vac | \$ - | \$ - | \$ 4,200 | \$ - | \$ - | \$ 4,200 | \$ 4,200 | - | - | \$ 4,200 |
| REC Wood Chipper | \$ - | \$ - | \$ 2,500 | \$ - | \$ - | \$ 2,500 | \$ 2,500 | - | - | \$ 2,500 |
| REC Turf Sweeper | \$ - | \$ - | \$ 15,000 | \$ - | \$ - | \$ 15,000 | \$ 15,000 | - | - | \$ 15,000 |
| REC Bus | \$ 60,000 | \$ - | \$ - | \$ - | \$ - | \$ 60,000 | \$ 60,000 | - | - | \$ 60,000 |
| REC 20' Trailer | \$ - | \$ - | \$ 5,000 | \$ - | \$ - | \$ 5,000 | \$ 5,000 | - | - | \$ 5,000 |
| Total Requirements | \$ 380,000 | \$ 1,026,000 | \$ 1,637,700 | \$ 655,000 | \$ 1,645,000 | \$ 5,343,700 | \$ 5,343,700 | \$ - | \$ - | \$ 5,343,700 |

Section III:

Project Worksheets

Building Projects

| | |
|---------------------|-------------------------------------------|
| Project Name: | Police/Court Building Improvements |
| Project Type: | Building |
| Department: | Police |
| Project Priority: | High |
| Project Start Date: | 2013 |
| Project End Date: | 2016 |

Project Description:

The Office of Court Administration (OCA) has identified needed upgrades to the Rye City Court. The existing Police Department lacks operational and security needs and will require mechanical upgrades in the future. The project includes construction of new secured sally port, elevator, interior stairwell, expanded court clerk facilities, judges’ chamber, court officer facilities and prisoner holding facility.

Estimated Project Costs:

| | |
|-----------------------------|--------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$75,000 |
| Construction | \$1,175,000 |
| Construction Inspect./Other | \$0 |
| Total | \$1,250,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------|----------|-------------|------|------|-------|-------------|
| Debt | \$75,000 | \$1,175,000 | \$0 | \$0 | \$0 | \$1,250,000 |

Project Need/Issues:

Finding suitable sites to accommodate a 25,000 to 30,000 square foot police/court facility is difficult and very expensive with some estimates ranging between \$17M and \$25M, *excluding* property acquisition. City-owned property at 1037 BPR which was deemed not to be a suitable site for a police/court facility in the JCJ study. The only viable remaining option is to improve the existing building to address deficiencies identified by the Office of Court Administration and Police Department. A November 2012 bond referendum is considered the funding source for this project. Construction would not be anticipated until 2015.



| | |
|---------------------|---------------------------------------------------|
| Project Name: | City Hall – Carpet & Floor Replacement |
| Project Type: | Building |
| Department: | Public Works |
| Project Priority: | Moderate |
| Project Start Date: | 2016 |
| Project End Date: | 2016 |

Project Description:

Replace existing cork flooring in Council Chambers originally installed in 1964 and replace carpeting.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$65,000 |
| Construction Inspect./Other | \$0 |
| Total | \$65,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|----------|------|-------|----------|
| General Revenues | \$0 | \$0 | \$65,000 | \$0 | \$0 | \$65,000 |

Project Need/Issues:

The cork flooring in the City Hall Council Chambers is original to the building and has stains and burn marks. This project encompasses floor replacement, as well as carpet replacement in selected offices. This project has been deferred since 2009 and is proposed to occur following the replacement of City Hall’s hanging ceiling tiles, a project proposed for 2015.

Operating Cost Considerations:

No significant operational costs are anticipated.



| | |
|---------------------|---------------------------------|
| Project Name: | City Hall Fan Coil Units |
| Project Type: | Building |
| Department: | Public Works |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2017 |

Project Description:

Replace the individual fan coil window units in City Hall

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$60,000 |
| Construction Inspect./Other | \$0 |
| Total | \$60,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|----------|----------|----------|----------|----------|----------|
| General Revenues | \$12,000 | \$12,000 | \$12,000 | \$12,000 | \$12,000 | \$60,000 |

Project Need/Issues:

Each room in City Hall contains a separate fan unit that provides hot and cold air. Most units are running on their original 1964 motors and piping. Several units on the 3rd floor no longer are operational, and their parts have been used for failing units throughout the building. In the proposed project, units will be gradually replaced. The units, in conjunction with the air handling system, are necessary to maintaining the livability of the building.

Operating Cost Considerations:

When the units fail, not only is heating and air conditioning lost, but the broken units leak, staining carpets, ceilings, and walls. This project is in keeping with the suggestions made by energy audits of the facility since new motors are more energy efficient.



| | |
|---------------------|------------------------------------------------|
| Project Name: | City Hall – Hanging Ceiling Replacement |
| Project Type: | Building |
| Department: | Public Works |
| Project Priority: | Moderate |
| Project Start Date: | 2015 |
| Project End Date: | 2015 |

Project Description:

The project calls for the replacement of hanging ceiling tiles throughout City Hall. The ceiling was originally installed in 1964 and, over time, has shifted. Tiles are cracked or have fallen.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$75,000 |
| Construction Inspect./Other | \$0 |
| Total | \$75,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|----------|------|-------|----------|
| General Revenues | \$0 | \$0 | \$75,000 | \$0 | \$0 | \$75,000 |

Project Need/Issues:

The existing 45 year-old ceiling is in a deteriorated condition and is difficult to maintain. The project has been deferred since 2009. The Ceiling would be replaced before the floor is replaced (2016).

Operating Cost Considerations:

No significant operational costs are anticipated.



| | |
|---------------------|-------------------------------------------------|
| Project Name: | City Hall – HVAC Air Handler Replacement |
| Project Type: | Building |
| Department: | Public Works |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2015 |

Project Description:

This project calls for the replacement of the air handlers in City Hall, located on the fourth floor and in the Boiler Room.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$20,000 |
| Construction | \$200,000 |
| Construction Inspect./Other | \$0 |
| Total | \$220,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|-----------|-----------|------|------|-------|-----------|
| General Revenues | \$120,000 | \$100,000 | \$0 | \$0 | \$0 | \$220,000 |

Project Need/Issues:

Although portions of the City Hall HVAC system have been replaced, the air handling system is original, 47 years old with equipment located on the fourth floor (2 units) and in the Boiler Room (3 units.) Phase I would involve the replacement of the 4th floor units piece by piece, increasing the cost, for the building was constructed around the units originally. Phase II involves replacement of the Boiler Room units, piece by piece. The cost is based on an estimate provided by Atlantic Westchester, the HVAC contractors. As the air handlers provide air movement for City Hall, the facility cannot be heated or cooled without their replacement.

Operating Cost Considerations:

The 4th floor units have been repaired numerous times since 2005 and problems still persist. Replacement parts are difficult to find and expensive because of the advanced age of the units. In addition, the system is not operating efficiently. Repair and energy costs are expected to be reduced with a new system.



| | |
|---------------------|------------------------------------|
| Project Name: | DPW – Fuel Tank Replacement |
| Project Type: | Building |
| Department: | Public Works |
| Project Priority: | Moderate |
| Project Start Date: | 2018 |
| Project End Date: | 2018 |

Project Description:

The project calls for the removal of the underground fuel tanks at the DPW fueling depot and their replacement with above-ground tanks.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$20,000 |
| Construction | \$165,000 |
| Construction Inspect./Other | \$0 |
| Total | \$185,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|------|------|-----------|-----------|
| General Revenues | \$0 | \$0 | \$0 | \$0 | \$185,000 | \$185,000 |

Project Need/Issues:

Remove the underground gas and diesel tanks and replace them with above-ground tanks. The present fuel depot at Disbrow Park has two 4,000-gallon underground tanks. These tanks must be tested annually for leaks and, if leaks are detected, repairs are difficult and expensive.

Operating Cost Considerations:

If the tanks develop leaks, the City could incur considerable expense in cleanup costs and potential fines. The tanks were last repaired in 2004 and are manually inspected and tested.

| | |
|---------------------|--------------------------------|
| Project Name: | Nature Center Bathrooms |
| Project Type: | Building |
| Department: | City Manager |
| Project Priority: | High |
| Project Start Date: | 2015 |
| Project End Date: | 2015 |

Project Description:

This project involves construction of ADA-compliant bathrooms at the Nature Center.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$20,000 |
| Construction Inspect./Other | \$0 |
| Total | \$20,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|----------|------|------|-------|----------|
| General Revenues | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$20,000 |

Project Need/Issues:

Existing bathrooms have deteriorated and require renovation. Like all public buildings, new facilities must be accessible to comply with ADA requirements.

Operating Cost Considerations:

No change in operating costs is anticipated.



| | |
|---------------------|------------------------------------|
| Project Name: | Interior Paint – Firehouses |
| Project Type: | Building |
| Department: | Public Works |
| Project Priority: | Low |
| Project Start Date: | 2017 |
| Project End Date: | 2017 |

Project Description:

This project calls for the repainting of public areas of both Rye firehouses.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$50,000 |
| Construction Inspect./Other | \$0 |
| Total | \$50,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|------|----------|-------|----------|
| General Revenues | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$50,000 |

Project Need/Issues:

By the year 2016, both firehouses will show deterioration to the paint in public areas of the facilities. If the use of Zolotone-brand paint is required, the price will increase by at least \$20,000 for each building.

Operating Cost Considerations:

No change in operating costs is anticipated.



| | |
|---------------------|-----------------------------|
| Project Name: | DPW Roof Replacement |
| Project Type: | Building |
| Department: | Public Works |
| Project Priority: | High |
| Project Start Date: | 2016 |
| Project End Date: | 2016 |

Project Description:

Replacement of the roofs above the “old” garage and the compactor building in Disbrow Park.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$80,000 |
| Construction Inspect./Other | \$0 |
| Total | \$80,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|----------|------|-------|----------|
| General Revenues | \$0 | \$0 | \$80,000 | \$0 | \$0 | \$80,000 |

Project Need/Issues:

Both roofs are in need of replacement and presently have several leaks. The roof leaks deteriorate the exterior brickwork and interior wiring. The compactor roof is beyond patching. The City is exploring the feasibility of solar arrays on the completed roof to help offset the energy consumption at the facility. Potential grant funding might also help subsidize the necessary roof repairs.

Operating Cost Considerations:

These buildings are used primarily for storage of the City’s heavy duty trucks and large pieces of equipment – all of which are extremely expensive and must be housed indoors to prevent deterioration and vandalism.



| | |
|---------------------|----------------------------|
| Project Name: | City Hall TV Studio |
| Project Type: | New construction |
| Department: | RCTV |
| Project Priority: | Moderate |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

Construction of third floor studio space to include new control room, 3 camera studio, edit bays and engineering room.

Estimated Project Costs:

| | |
|----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$200,000 |
| Video Equipment | \$450,000 |
| Construction Inspection | \$20,000 |
| Total | \$670,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018 | Total |
|-------------------|-----------|------|------|------|------|------------------|
| General Revenues: | \$220,000 | \$0 | \$0 | \$0 | \$0 | \$220,000 |
| Grants and Aid: | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$450,000 |
| Debt: | \$670,000 | \$0 | \$0 | \$0 | \$0 | \$670,000 |

Project Need/Issues:

Rough construction costs were submitted by Interior Alteration Inc and Equipment estimates by HB Communications. Architectural drawings were prepared by Crozier Gedney Architects, P.C. The community needs reliable studio space with fewer restrictions. RyeTV studio currently exists within Rye High School. It is only accessible by the public after 3pm each day. A new studio would allow more flexibility on time and show content. The school's current head of the TV program has retired with no apparent replacement, leaving RTV in a tenuous position at the school. In addition, having a community space in City Hall would help maintain a safer environment in the school. As a public access studio we host residents and non residents after 3pm each day; allowing access to their building for all. A second studio would allow the City to separate the two user groups, as well as, provide an alternate space should it be needed in the future. The current Fund balance is a combination of franchise fees and equipment grant money from the cable companies accumulated over the last few years. It should cover costs of all video equipment.

Operating Cost Considerations:

Although there will be additional air conditioning requirements in the space, we expect to use LED lighting to keep electric costs lower. There will be some additional custodial support required.

Drainage Projects

| | |
|---------------------|--------------------------------|
| Project Name: | LaSalle Avenue Drainage |
| Project Type: | Drainage |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2016 |
| Project End Date: | 2016 |

Project Description:

The project involves installing catch basins and drain lines to address flooding concerns on LaSalle Avenue. Existing drainage facilities are inadequately sized to handle stormwater runoff from major rain events.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$150,000 |
| Construction Inspect./Other | \$0 |
| Total | \$150,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|-----------|------|-------|-----------|
| General Revenues | \$0 | \$0 | \$150,000 | \$0 | \$0 | \$150,000 |

Project Need/Issues:

\$10,000 was funded to conduct a drainage analysis and design for stormwater improvements on LaSalle south of Glen Oaks. Final cost depends on design and scope but could range from \$35,000 to \$150,000. Preliminarily lower cost alternative appears more cost effective, but only provides improvements in small storm events.

Operating Cost Considerations:

No significant operational cost increases are anticipated.



| | |
|---------------------|----------------------------------------|
| Project Name: | Forest to Stonycrest Road Drain |
| Project Type: | Drainage |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2017 |
| Project End Date: | 2018 |

Project Description:

Replacement/relocation/modification of drain extending from Forest Avenue to outfall on Stonycrest Road. Project includes \$35,000 to fund engineering design/alternatives analysis (2015). Preliminary construction cost of \$350,000 will vary depending on final design (2016). Project must coordinate with Forest Avenue paving project.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$35,000 |
| Construction | \$350,000 |
| Construction Inspect./Other | \$0 |
| Total | \$385,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|------|----------|-----------|-----------|
| General Revenues | \$0 | \$0 | \$0 | \$35,000 | \$0 | \$35,000 |
| Grants and Aid | \$0 | \$0 | \$0 | \$0 | \$350,000 | \$350,000 |

Project Need/Issues:

Project would eliminate or reduce ponding on Forest Avenue, which has resulted in damage to adjacent properties and claims against the City. Existing drain line extends from catch basins at the Forest Ave./Boulder Rd. intersection through private properties to an outfall on Stonycrest. An alternative route for this pipe is being considered since there is no drainage easement through these private properties. There is considerable bedrock in the area which contributes to high construction costs.

Operating Cost Considerations:

New drain line will increase maintenance costs and responsibilities, but reduce flooding damage to area properties during seasonal rain events.



| | |
|---------------------|---------------------------------------|
| Project Name: | Red Maple Swamp Drainage Study |
| Project Type: | Drainage |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2015 |
| Project End Date: | 2015 |

Project Description:

This project will fund consulting engineering services to consider improvements to the Red Maple Swamp area that could address flooding/drainage concerns of area residents.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$15,000 |
| Construction | \$0 |
| Construction Inspect./Other | \$0 |
| Total | \$15,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|----------|------|------|-------|----------|
| General Revenues | \$0 | \$15,000 | \$0 | \$0 | \$0 | \$15,000 |

Project Need/Issues:

Preliminary analysis by City Engineering Department suggests that the Red Maple Swamp, located between Intervale Place and Playland Parkway, may be a challenging location to provide cost-effective flood mitigation improvements, however there may be some potential modest drainage enhancements. Existing undeveloped private properties in the area should be acquired.

Operating Cost Considerations:

No change in operating costs is anticipated.



| | |
|---------------------|--------------------------------|
| Project Name: | Hix Park Drainage Study |
| Project Type: | Drainage |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

This project would fund an engineering study to examine the feasibility of redirecting drainage from a portion of the Hix Park neighborhood towards Rye Golf and Milton Harbor. Preliminary in-house studies suggest that a new drain line would alleviate localized flooding concerns.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$20,000 |
| Construction | \$0 |
| Construction Inspect./Other | \$0 |
| Total | \$20,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|----------|------|------|------|-------|----------|
| General Revenues | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 |

Project Need/Issues:

Portions of the Hix Park neighborhood are subject to flooding (Chamberlain, Hickory, White Birch, Mildred, Bennett) because of undersized drainage lines. The existing drainage system extends north towards Blind Brook at Disbrow Park at a flat level which contributes to flooding. The study would examine the feasibility and cost of an alternative drainage route through Rye Golf towards Milton Harbor, which has a steep pitch and potential for improved drainage conditions.

Operating Cost Considerations:

None.



| | |
|---------------------|------------------------------|
| Project Name: | Colby Avenue Drainage |
| Project Type: | Drainage |
| Department: | Engineering |
| Project Priority: | Low |
| Project Start Date: | 2018 |
| Project End Date: | 2018 |

Project Description:

This project was first proposed in 2008-2013 CIP and includes replacement of existing undersized and improperly pitched pipe extending through yards on Colby Avenue. Replacement pipe will address flooding conditions in resident yards.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$120,000 |
| Construction Inspect./Other | \$0 |
| Total | \$120,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|------|------|-----------|-----------|
| General Revenues | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$120,000 |

Project Need/Issues:

Area residents desire a reduction in flooding, however improvements will require disturbance to private properties to replace an existing undersized pipe.

Operating Cost Considerations:

No significant operational cost increases are anticipated.



| | |
|---------------------|----------------------------------|
| Project Name: | Ellsworth Street Drainage |
| Project Type: | Drainage |
| Department: | Engineering |
| Project Priority: | Low |
| Project Start Date: | 2018 |
| Project End Date: | 2018 |

Project Description:

This project involves the installation of a drain line and catch basins on Ellsworth Street.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$8,000 |
| Construction | \$78,000 |
| Construction Inspect./Other | \$4,000 |
| Total | \$90,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|------|------|----------|----------|
| General Revenues | \$0 | \$0 | \$0 | \$0 | \$90,000 | \$90,000 |

Project Need/Issues:

Currently, Ellsworth Street lacks any drainage system. Property owners discharge sump pumps and roof leaders to the street, creating an icing condition in winter months, in addition to complaints from other street residents. Project effectiveness requires further review, as the area is very flat and any discharge point in Blind Brook would be impacted by tidal conditions.

Operating Cost Considerations:

Increased maintenance costs associated with new drainage line and catch basins.



| | |
|---------------------|-----------------------------|
| Project Name: | Martin Road Drainage |
| Project Type: | Drainage |
| Department: | Engineering |
| Project Priority: | Low |
| Project Start Date: | 2017 |
| Project End Date: | 2017 |

Project Description:

Replace a portion of existing City drain line extending from the end of Martin Road to pipe terminus.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$50,000 |
| Construction Inspect./Other | \$0 |
| Total | \$50,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|------|----------|-------|----------|
| General Revenues | \$0 | \$0 | \$0 | \$50,000 | \$0 | \$50,000 |

Project Need/Issues:

Existing pipe is damaged and requires replacement. Project would require the removal of a significant mature tree at the end of Martin Road, but would improve the conveyance of stormwater runoff from the area and reduce flooding conditions on area roads and properties.

Operating Cost Considerations:

None.



Sewer Projects

| | |
|---------------------|------------------------------------|
| Project Name: | Hewlett Avenue Pump Station |
| Project Type: | Sewer |
| Department: | Engineering |
| Project Priority: | Urgent |
| Project Start Date: | 2011 |
| Project End Date: | 2014 |

Project Description:

This high-priority project would replace existing pump and force main associated with Hewlett Avenue pump station. Construction of the force main was completed last summer, which was funded from general revenues. In 2013, the pump station improvements will be made. Approximately \$454,000 is currently funded for this project, including \$191,000 from EPA Grant.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$24,025 |
| Construction | \$323,248 |
| Construction Inspect./Other | \$0 |
| Total | \$347,273 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|--------------------|------------------|------------|------------|------------|------------|------------------|
| General Revenues | \$78,136 | \$0 | \$0 | \$0 | \$0 | \$78,136 |
| Grants & Aid (EPA) | \$191,000 | \$0 | \$0 | \$0 | \$0 | \$191,000 |
| Debt | \$78,137 | \$0 | \$0 | \$0 | \$0 | \$78,137 |
| Total | \$347,273 | \$0 | \$0 | \$0 | \$0 | \$347,273 |

Project Need/Issues:

Pumps and force main require replacement due to age and operational inefficiencies. Consulting engineers recommended that the existing force main extending along Hewlett Avenue from Forest Avenue to Milton Road. The force mains were replaced in 2012. The 2013/2014 project would replace the existing pumps and provide additional confined space safety improvements.

Operating Cost Considerations:

Operating costs would remain unchanged or be slightly lower with newer more reliable pumps and force main. Improved pump station capacity and reliability during high-demand events reduces potential release of sewage into LI Sound thereby reducing potential fines to the City.



| | |
|---------------------|---------------------------------|
| Project Name: | Brevoort Lane Force Main |
| Project Type: | Sewer |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

This project would replace existing force main associated with Brevoort Lane pump station. Design is expected to be completed in 2011. Construction is anticipated in 2013.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$300,000 |
| Construction Inspect./Other | \$0 |
| Total | \$300,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|-----------|------|------|-------|-----------|
| General Revenues | \$0 | \$300,000 | \$0 | \$0 | \$0 | \$300,000 |

Project Need/Issues:

Force main requires replacement. Existing force main material is deteriorating and is approaching its design life. Consulting engineers are considering a variety of replacement options.

Operating Cost Considerations:

Operating costs would remain unchanged or be slightly lower with newer more reliable force main.



| | |
|---------------------|--------------------------------------------------------|
| Project Name: | Stuyvesant Avenue Pump Station Pump Replacement |
| Project Type: | Sewer |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2016 |
| Project End Date: | 2016 |

Project Description:

The project would replace pumps at Stuyvesant Avenue, as they are close to the end of their useful life and, upon failure, will require immediate contingency funding.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$120,000 |
| Construction Inspect./Other | \$0 |
| Total | \$120,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|------|------|-----------|------|-------|-----------|
| Debt | \$0 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |

Project Need/Issues:

Pumps are nearing the end of their useful life.

Operating Cost Considerations:

Operating costs would remain unchanged or be slightly lower with newer more reliable pumps.



| | |
|---------------------|-----------------------------------------------|
| Project Name: | Dearborn Pump Station Pump Replacement |
| Project Type: | Sewer |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2017 |
| Project End Date: | 2017 |

Project Description:

The project would replace pumps at Dearborn Avenue, as they are close to the end of their useful life and, upon failure, will require immediate contingency funding.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$120,000 |
| Construction Inspect./Other | \$0 |
| Total | \$120,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|------|-----------|-------|-----------|
| General Revenues | \$0 | \$0 | \$0 | \$120,000 | \$0 | \$120,000 |

Project Need/Issues:

Pumps are nearing the end of their useful life.

Operating Cost Considerations:

Operating costs would remain unchanged or be slightly lower with newer more reliable pumps.



| | |
|---------------------|-----------------------------------------------|
| Project Name: | Locust Avenue Sewer Siphon Replacement |
| Project Type: | Sewer |
| Department: | Engineering |
| Project Priority: | Urgent |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

Abandon the “siphon” under the Locust Avenue bridge and construct a new sewer line with a more reliable, straight, gravity flow sewer line to the County trunk in Blind Brook.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$25,000 |
| Construction | \$225,000 |
| Construction Inspect./Other | \$0 |
| Total | \$150,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------|-----------|------|------|------|-------|-----------|
| Debt | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |

Project Need/Issues:

Presently the sanitary sewer serving the CBD must exit through a “siphon” located at the Locust Avenue bridge. At this location, the 8” pipe divides into two 4” pipes to cross under the brook to a City manhole. From there, it connects to a 36” County trunk line. The construction of the smaller pipes frequently causes problems and must be cleaned of grease and debris to keep the sewer operational. The pipes are approximately 100 years old, and one of the 4” pipes is partially compromised with an unknown obstruction. The proposed project involves the installation of a new manhole and one, large pipe slightly upstream of the brook to connect directly to the trunk line on the other side.

Operating Cost Considerations:

At this time, one of the 4” pipes is already blocked, and the other pipe requires weekly cleaning and maintenance. If the second pipe becomes blocked, the entire CBD would suffer the loss of sanitary sewer service and there would be significant expense to implement emergency sewer provisions.



| | |
|---------------------|------------------------------|
| Project Name: | Purchase Street Sewer |
| Project Type: | Sewer |
| Department: | Engineering |
| Project Priority: | Urgent |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

This project would replace the sanitary sewer in Purchase Street in the vicinity of Smith Street. Improvements may be linked with either Smith Street reconstruction project or Locust Avenue Siphon.

Estimated Project Costs:

| | |
|-----------------------------|------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$75,000 |
| Construction Inspect./Other | \$0 |
| Total | \$0 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------|----------|------|------|------|-------|----------|
| Debt | \$75,000 | \$0 | \$0 | \$0 | \$0 | \$75,000 |

Project Need/Issues:

Sink holes have developed on Purchase Street over this section of sewer main. City staff has video taped this sewer and identified the need to excavate and replace this section. Additional sections could be re-lined and incorporated into other CBD projects when constructed.

Operating Cost Considerations:

Operating costs would be lower in the immediate future as staff is required to address ongoing problems frequently. Should this sewer fail completely, emergency sewer bypassing would be required.



| | |
|---------------------|---------------------------|
| Project Name: | North Street Sewer |
| Project Type: | Sewer |
| Department: | Engineering |
| Project Priority: | Urgent |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

This project would install a new sanitary sewer main from Nursery Lane to the existing sewer in North Street in front of Greenwood Union Cemetery. Easements from property owners on Nursery Lane (private road) would be required.

Estimated Project Costs:

| | |
|-----------------------------|------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$250,000 |
| Construction Inspect./Other | \$0 |
| Total | \$0 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|-----------|------|------|------|-------|-----------|
| Debt | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |

Project Need/Issues:

Currently, the sewer in Nursery Lane which conveys flows from portions of Locust and Central Avenues and the entirety of Maple Ave., Summit Ave, Clinton Ave., and High Street, crosses under Interstate 95 and the Metro North Railroad, traverses Westchester County-owned lands in an easement and discharges to the sewer in Theodore Fremd Avenue. I-95 and the railroad were built on top of this sewer. The sewer line has required increased maintenance recently to clear blockages. Maintenance requires City Staff to utilize the shoulder of I-95 and areas adjacent to the train tracks to gain access to manholes. Proper safeguards are used including notifying MNR to have the train conductors slow down; however this condition is not ideal. Additionally, point repairs or replacement of this main under I-95 and the railroad would prove to be nearly impossible, if the situation were to become necessary. The City installed a sewer main in North Street in front of the cemetery in 2001 which a new sewer in Nursery Lane could connect to. If this project is completed, the existing sewer under I-95, the railroad, and Westchester County land could be cut, capped, and abandoned.

Operating Cost Considerations:

Project would eliminate the need to access I-95 and the railroad to maintain and/or replace. Ongoing maintenance costs would be similar to that of other sewers.

| | |
|---------------------|-----------------------------------------------|
| Project Name: | Pump Station Automation (SCADA System) |
| Project Type: | Sewer |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2017 |

Project Description:

This project would incorporate a multi-year deployment of Supervisory Control and Data Acquisition (SCADA) systems at the City’s eight sewage pump stations.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$0 |
| Construction Inspect./Other | \$0 |
| Total | \$210,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

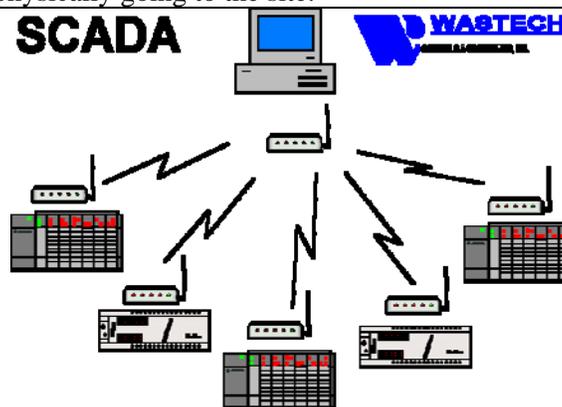
| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-----------------|----------|----------|----------|----------|-------|-----------|
| General Revenue | \$30,000 | \$60,000 | \$60,000 | \$60,000 | \$0 | \$210,000 |

Project Need/Issues:

Project would allow City Staff to monitor and control the pump stations from any computer. In addition, the system would record inflow and outflow for optimization of the pump run times and power usage. This information can also be used to investigate inflow and infiltration (I&I) problems which require the stations to be equipped with larger pumps than otherwise needed. These larger pumps are more costly to replace and use more energy than smaller pumps. The City is incorporating this technology in the Hewlett Avenue Pump Station reconstruction which is currently being designed under an EPA grant.

Operating Cost Considerations:

Systems may require use of cellular data if existing radio transmission is not sufficient. Monthly charges may apply. System could reduce staff overtime if problems can be rectified remotely with use of computer access instead of physically going to the site.



Transportation Projects

| | |
|---------------------|----------------------------------------|
| Project Name: | Annual Sidewalk/Curbing Program |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2018 |

Project Description:

Funds the replacement and repair of sidewalks that are City responsibility (i.e. not funded by abutting private property owner). Program also includes funding for curbs to address erosion, roadway protection or drainage conditions.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$320,000 |
| Construction Inspect./Other | \$0 |
| Total | \$320,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|----------|----------|----------|----------|----------|-----------|
| General Revenues | \$60,000 | \$60,000 | \$65,000 | \$65,000 | \$70,000 | \$320,000 |

Project Need/Issues:

The program supports the maintenance of the City’s 38.68 miles of sidewalk. There has been increasing public demand to improve sidewalk conditions in the City, particularly around schools. The City will potentially fund sidewalk and crosswalk improvements as recommended by the Shared Roadways Committee June 2011 Report.

Operating Cost Considerations:

No additional costs are anticipated.



| | |
|---------------------|----------------------------------|
| Project Name: | Annual Street Resurfacing |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2018 |

Project Description:

Resurfacing of City Streets and roads as determined by the City Engineer and the City's Pavement Management System (PMS). Approximately half of annual funds are from NYS CHIPS state aid program.

Estimated Project Costs:

| | |
|-----------------------------|--------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$2,295,000 |
| Construction Inspect./Other | \$0 |
| Total | \$2,295,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|----------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| General Revenues | \$115,000 | \$115,000 | \$115,000 | \$115,000 | \$115,000 | \$575,000 |
| Grants & Aid (CHIPS) | \$344,000 | \$344,000 | \$344,000 | \$344,000 | \$344,000 | \$1,720,000 |
| Total | \$459,000 | \$459,000 | \$459,000 | \$459,000 | \$459,000 | \$2,295,000 |

Project Need/Issues:

The program supports the maintenance of the City's 51.63 miles of roadway. New York State may reduce its CHIPS contribution due to budget cuts. The City's contribution to street resurfacing was \$15,000 in the 2013 Budget. This CIP recommends increasing that contribution to \$115,000, which is 100,000 less than previous CIP. This CIP assumes the continued increase in State CHIPS funding of approximately \$59,000 from previous years.

Operating Cost Considerations:

No additional costs are anticipated.



| | |
|---------------------|------------------------------------------|
| Project Name: | Boston Post Road Retaining Wall |
| Project Type: | Transportation – Right-Of-Way Management |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

The rock wall/embankment on Boston Post Road opposite Purdy Avenue has been shedding rocks, compromising slope and wall stability. The wall and the rock outcropping it sits on straddles private and City right-of-way property lines. The estimated cost to replace the existing wall between Thistle Land and Purdy Avenue is estimated to cost \$600,000. Extending the sidewalk (and wall) south of Purdy Avenue to Holly Lane (or further) is estimated to cost an additional \$300,000.

Estimated Project Costs:

| | |
|----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$50,000 |
| Construction | \$250,000 |
| Construction Inspection | \$0 |
| Total | \$300,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|-----------|------|------|------|-------|-----------|
| Debt: | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$300,000 |

Project Need/Issues:

The rock wall/embankment on Boston Post Road opposite Purdy Avenue has been shedding rocks, compromising slope and wall stability. The wall and the rock outcropping it sits on straddles private and City right-of-way property lines. The work would include only the first phase (\$300,000) of a three phase (\$900,000) project to include wall and sidewalk replacement between Thistle Lane and Purdy Avenue. The project was funded as part of the 2012 Bond Referendum.

Operating Cost Considerations:

Minimal annual operating costs are anticipated; however the City would assume capital expenses associated future repairs or reconstruction of the wall after the end of its useful life.



| | |
|---------------------|--------------------------------------------------|
| Project Name: | Theodore Fremd/Blind Brook Retaining Wall |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Urgent |
| Project Start Date: | 2010 (Currently in-design) |
| Project End Date: | 2014 |

Project Description:

Project would replace retaining wall on Blind Brook adjacent to Theodore Fremd Avenue. The wall was significantly damaged in 2007 flooding and requires replacement to protect adjacent roadway and City parking area.

Estimated Project Costs:

| | |
|-----------------------------|--------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$300,000 |
| Construction | \$0 |
| Construction Inspect./Other | \$1,100,000 |
| Total | \$1,400,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

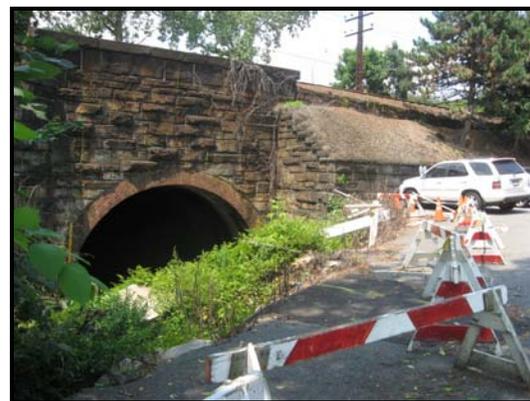
| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|-------------|------|------|------|-------|-------------|
| General Revenues | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| Grants and Aid | \$1,300,000 | \$0 | \$0 | \$0 | \$0 | \$1,300,000 |

Project Need/Issues:

The project design is completed and under review by NYSDOT. The project requires a slight relocation of the wall and has numerous utility conflicts that must be coordinated including a major County sewer line and a ConEd gas transmission line. The project is not eligible for FEMA reconstruction funds due to the classification of the roadway, but is being funded by a more rigorous and time-consuming NYSDOT grant, which requires a 20% local match.

Operating Cost Considerations:

No significant increases in operational costs are anticipated.



| | |
|---------------------|-----------------------------------|
| Project Name: | Purchase Street Roundabout |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2016 |
| Project End Date: | 2016 |

Project Description:

The project would eliminate existing blinking traffic signals at the Purchase/High/Ridge/Wappanocca intersection with roundabout. The roundabout would provide safety and environmental benefits over existing condition and would provide for an aesthetic amenity to one of Rye’s “gateways”.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$500,000 |
| Construction Inspect./Other | \$0 |
| Total | \$500,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|--------------|------|------|-----------|------|-------|-----------|
| Grants & Aid | \$0 | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |

Project Need/Issues:

July 2007 BFJ feasibility report recommends a roundabout in lieu of a traffic signal at the intersection. Survey of area is completed and design is underway. Westchester County is anticipated to fund the project in exchange for City acceptance of County roads.

Operating Cost Considerations:

Energy costs would be eliminated. Some costs for landscape and roundabout maintenance are anticipated.



| | |
|---------------------|----------------------------------|
| Project Name: | Boston Post Road Repaving |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2015 |
| Project End Date: | 2017 |

Project Description:

Project includes repaving Boston Post Road between the Port Chester line and Central Avenue. Boston Post Road has already been repaved from then Mamaroneck line to Rye Golf, and 2011 repaving will include the Playland Parkway entry ramp through Parsons. Sections of Boston Post Road range in PCI index rating from 66 to 100. In 2013 Boston Post Road between Parsons and Central Avenue will be paved using the City’s annual street resurfacing funds.

Estimated Project Costs:

| | |
|-----------------------------|--------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$1,500,000 |
| Construction Inspect./Other | \$0 |
| Total | \$1,500,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|------|-----------|------|-----------|-------|-------------|
| General Revenue | \$0 | \$750,000 | \$0 | \$750,000 | \$0 | \$1,500,000 |
| Debt | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Project Need/Issues:

Roadway requires paving in sections. This section of paving is recommended for general revenue funding depending on the availability of undesignated, unreserved fund balance. Sections of this road require significant amount of curb replacement and sub-base work.

Operating Cost Considerations:

No significant increases in operational costs are anticipated.



| | |
|---------------------|---------------------------------------------|
| Project Name: | CBD - Purchase Street Reconstruction |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2016 |
| Project End Date: | 2017 |

Project Description:

Project involves the reconstruction (including paved surface and base) and curb replacement, where necessary. Other improvements as noted in the 2009 CBD Planning and Streetscape Study should also be considered.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$50,000 |
| Construction | \$800,000 |
| Construction Inspect./Other | \$0 |
| Total | \$850,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|----------|-----------|-------|-----------|
| General Revenues | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |
| Debt | \$0 | \$0 | \$0 | \$800,000 | \$0 | \$800,000 |

Project Need/Issues:

Purchase Street has a below average score (PCI=64) in the City's Pavement Management System and requires reconstruction. Project is consistent with 2009 CBD Capital Planning and Streetscape Study, which recommends a variety of pedestrian safety and other improvements. Project must coordinate with all other CBD traffic projects. The project cost was reduced from last year's CIP to reflect recent paving improvements completed by utility companies and the portion of Purchase Street that will be paved as part of the Elm Place and Smith Street projects, which were funded by the 2012 bond referendum.

Operating Cost Considerations:

No major increases in operating costs are anticipated with this project.



| | |
|---------------------|------------------------------------------|
| Project Name: | CBD – Smith Street Reconstruction |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

Project involves the reconstruction (including paved surface and base) and curb replacement, where necessary. Other improvements as noted in the 2009 CBD Planning and Streetscape Study should also be considered.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$30,000 |
| Construction | \$330,000 |
| Construction Inspect./Other | \$0 |
| Total | \$330,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|-----------|------|------|------|-------|-----------|
| Debt | \$330,000 | \$0 | \$0 | \$0 | \$0 | \$330,000 |

Project Need/Issues:

Smith Street is the second lowest scoring street in the City's Pavement Management System. Street reconstruction is required and has been proposed for many years. Project must coordinate with other CBD transportation projects, particularly *Elm/Smith Intersection Improvement*. This project was funded as part of the 2012 Bond Referendum.

Operating Cost Considerations:

Current maintenance and repair costs would be reduced.



| | |
|---------------------|-------------------------------------------------|
| Project Name: | CBD – Elm/Smith Intersection Improvement |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

The 2009 CBD Capital Planning and Streetscape Study recommends replacing existing signal with stop signs and other traffic calming measures including changes in intersection paving material and new crosswalks.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$50,000 |
| Construction | \$500,000 |
| Construction Inspect./Other | \$0 |
| Total | \$550,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|-----------|------|------|------|-------|-----------|
| Debt | \$550,000 | \$0 | \$0 | \$0 | \$0 | \$550,000 |

Project Need/Issues:

Design and installation of signals at this intersection was funded as part of 2007 Budget, but deferred/suspended after April 2007 floods. In August 2010 the City installed stop sign control at this intersection to test its effectiveness as an alternative to a traffic signal. The trial has been successful and now requires a permanent improvement similar to that implemented at the Locust/Purchase intersection. Project must coordinate with *Smith Street Reconstruction* project. This project was approved as part of the 2012 Bond Referendum.

Operating Cost Considerations:

Project would eliminate existing traffic signal maintenance and operation costs.



| | |
|---------------------|------------------------------------------------------|
| Project Name: | Purchase/Fremd & Purdy Signal Replacement |
| Project Type: | Transportation – Traffic Control |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

The 2009 CBD Capital Planning and Streetscape Study recommends replacing traffic signals at this intersection to meet NYSDOT requirements and adding a turning lane on Theodore Fremd Avenue to reduce intersection delays.

Estimated Project Costs:

| | |
|----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$45,000 |
| Construction | \$430,000 |
| Construction Inspection | \$0 |
| Total | \$475,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|-----------|------|------|------|-------|-----------|
| Debt: | \$475,000 | \$0 | \$0 | \$0 | \$0 | \$475,000 |

Project Need/Issues:

Project was originally funded as part of 2007 Budget, but deferred/suspended after April 2007 floods. Signal design is approximately 50% complete. The existing traffic signals do not meet NYSDOT requirements and increasingly replacement parts are difficult to find. Project would require coordination with Westchester County, which controls Theodore Fremd. This project was not included as part of the 2012 Bond Referendum and the City was not awarded a NYSDOT grant for this project.

Operating Cost Considerations:

Minimal annual operating costs are anticipated. New traffic signals will use LED technology, which will reduce energy consumption and improve reliability.



| | |
|---------------------|-----------------------------|
| Project Name: | Locust Avenue Bridge |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2015 |
| Project End Date: | 2016 |

Project Description:

The project would fund \$80,000 to study the condition, identify improvement and complete construction plans for Locust Avenue Bridge. Depending on findings of study and prior experience with bridges in this area rehabilitation may be required (\$300,000) or a complete reconstruction (\$1.8M). The City was previously advised of a possible \$600,000 grant towards the completion of this project.

Estimated Project Costs:

| | |
|-----------------------------|--------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$80,000 |
| Construction | \$1,720,000 |
| Construction Inspect./Other | \$0 |
| Total | \$1,800,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

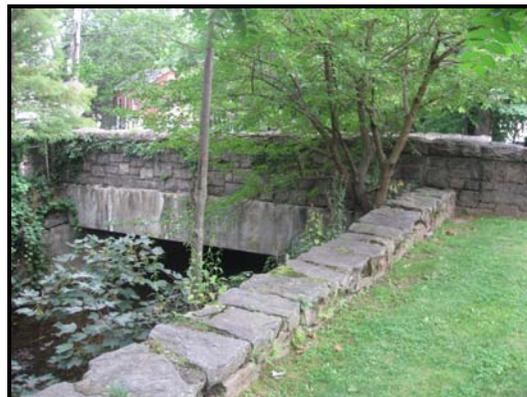
| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-----------------------|------------|-----------------|--------------------|------------|------------|--------------------|
| General Revenues/Debt | \$0 | \$80,000 | \$1,120,000 | \$0 | \$0 | \$1,200,000 |
| Grants and Aid | \$0 | \$0 | \$600,000 | \$0 | \$0 | \$600,000 |
| Total | \$0 | \$80,000 | \$1,720,000 | \$0 | \$0 | \$1,800,000 |

Project Need/Issues:

Locust Avenue Bridge is over 100 years old and requires repair. Bridge is also historic and may require coordination with NYS Historic Agencies. Existing sewer line/siphon under the bridge abutment is planned to be abandoned, and a new sewer line installed. See **Locust Avenue Sewer Siphon Replacement** project.

Operating Cost Considerations:

No increased operational costs are anticipated.



| | |
|---------------------|-----------------------------------------------|
| Project Name: | Nature Center Bridge Pressure Grouting |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2018 |
| Project End Date: | 2018 |

Project Description:

Project would renovate the existing Nature Center access bridge over Blind Brook through a 5-year maintenance program. In lieu of full bridge reconstruction, a pressure-grouting program will be applied to the bridge and base to maintain required strength and usability. This action is weather-dependent, with flooding and heavy rain requiring more frequent grouting. The grout is scheduled for application first in Summer 2012, with the next anticipated grouting in 2017.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$30,000 |
| Construction Inspect./Other | \$0 |
| Total | \$30,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-------------------|------|------|------|------|----------|----------|
| General Revenues: | \$0 | \$0 | \$0 | \$0 | \$30,000 | \$30,000 |

Project Need/Issues:

The existing bridge over Blind Brook was constructed in the 1900's for carriage traffic. In 2008 the bridge received a yellow flag from NYS inspectors, which was corrected with emergency repairs to the bridge abutment. A second yellow flag was issued in April 2009. The historic bridge is the sole source of access to the Nature Center; however, other entry methods have been studied and can be engaged in the case of structural failure by the existing bridge. While full bridge reconstruction (as reported in the 2011 CIP) would cost upwards of \$1,100,000, pressure grouting will occur every 5 years (potentially more frequently depending on weather patterns) and will permit the continued, safe access to the Nature Center.

Operating Cost Considerations:

No increased operational costs are anticipated.



| | |
|---------------------|---------------------------------------------|
| Project Name: | Orchard Avenue Bridge Rehabilitation |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2017 |
| Project End Date: | 2017 |

Project Description:

Rehabilitation of Orchard Avenue Bridge over Blind Brook.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$180,000 |
| Construction Inspect./Other | \$0 |
| Total | \$180,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-----------------|------|------|------|-----------|-------|-----------|
| General Revenue | \$0 | \$0 | \$0 | \$180,000 | \$0 | \$180,000 |

Project Need/Issues:

The bridge over Blind Brook was built in 1926 and has a deficiency rating by the NYS of 4.636. Recently completed reports indicate that the bridge is structural sound, but requires improvements.

Operating Cost Considerations:

No increases in operational costs are anticipated.



| | |
|---------------------|-------------------------------------|
| Project Name: | MTA Parking Lot Improvements |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2017 |
| Project End Date: | 2018 |

Project Description:

The proposed project would repave the parking lot, add sidewalks, lighting, drainage, landscaping and other vehicle and pedestrian safety measures. Project is dependant on Federal funding. If grants are obtained \$75,000 in engineering is proposed for 2014 with construction proposed for 2015.

Estimated Project Costs:

| | |
|-----------------------------|--------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$75,000 |
| Construction | \$2,575,000 |
| Construction Inspect./Other | \$0 |
| Total | \$2,650,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|--------------|------|------|------|----------|-------------|-------------|
| Grants & Aid | \$0 | \$0 | \$0 | \$75,000 | \$2,575,000 | \$2,650,000 |

Project Need/Issues:

The City (which does not own the lot, but shares in the parking revenue with the MTA) previously discussed with the MTA possible cost/revenue sharing strategies to implement necessary repairs to the deteriorated lot. The proposed improvements would rehabilitate the lot, which has not been repaved in over 20 years, and implement pedestrian and vehicles safety improvements consistent with a preliminary concept plan prepared by MTA consultants in 2006.

Operating Cost Considerations:

Some increases in operational costs are anticipated, but could be offset with increases in parking fees, which have remained unchanged for eight years.



| | |
|---------------------|----------------------------------------|
| Project Name: | First/Second Street Parking Lot |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2015 |
| Project End Date: | 2015 |

Project Description:

Project includes the removal of the existing single-head meters in City-owned parking lot in front of Rye Bar/former Bank of New York Property and installation of new Luke pay station. Repaving and striping of parking lot is also required.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$75,000 |
| Construction Inspect./Other | \$0 |
| Total | \$75,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-----------------------|------|----------|------|------|-------|----------|
| General Revenues/Debt | \$0 | \$75,000 | \$0 | \$0 | \$0 | \$75,000 |

Project Need/Issues:

Asphalt in the existing parking lot has deteriorated and requires replacement. Improvement of this parking area was shown as part of the Planning Commission’s approval of the Rye Bar and Grill. That plan shows that changes in the pavement striping would potentially add up to three additional parking spaces.

Operating Cost Considerations:

Replacing the existing single-head meters with a central payment system will reduce maintenance and collection costs and make snow plowing easier.



| | |
|---------------------|----------------------------------------------------|
| Project Name: | CBD – School/Purdy Parking Lot (Car Park 5) |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | High |
| Project Start Date: | 2017 |
| Project End Date: | 2017 |

Project Description:

The existing wall surrounding Car Park 5 (corner of School Street & Purdy Ave.) needs to be replaced. In 2008, fencing was secured to the wall exterior to prevent damage from continuing deterioration.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$650,000 |
| Construction Inspect./Other | \$0 |
| Total | \$650,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-----------------|------|------|------|-----------|-------|-----------|
| General Revenue | \$0 | \$0 | \$0 | \$650,000 | \$0 | \$350,000 |

Project Need/Issues:

Replacing this nearly 100-year old wall is expensive, requiring \$650,000. The City should consider alternative use to a replacement in-kind that advances some additional public need, such as a deck that creates additional parking. Identifying a use for this site, possibly involving a public/private partnership, is the critical first step before committing additional funds to this project.

Operating Cost Considerations:

Varies depending on final design and use.



| | |
|---------------------|-------------------------------|
| Project Name: | Milton Cemetery Bridge |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2015 |
| Project End Date: | 2015 |

Project Description:

Replace existing pedestrian bridge in Milton Cemetery. Project has been deferred due to budgetary constraints.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$40,000 |
| Construction Inspect./Other | \$0 |
| Total | \$40,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|------|----------|------|------|-------|----------|
| Grants and Aid | \$0 | \$40,000 | \$0 | \$0 | \$0 | \$40,000 |

Project Need/Issues:

Existing bridge is deteriorated and unusable. Eliminating the bridge and installing an alternative lower cost bridge is not feasible from an historic preservation perspective. The City is seeking donations or some other source to fund this project.

Operating Cost Considerations:

Continued bridge repair and maintenance responsibilities.



| | |
|---------------------|---------------------------------|
| Project Name: | Street Light Replacement |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

The project would fund replacement of existing street lights with energy efficient LED bulbs. Project is dependant on NYPA grant funding.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$500,000 |
| Construction Inspect./Other | \$0 |
| Total | \$500,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|----------------|-----------|------|------|------|-------|-----------|
| Grants and Aid | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |

Project Need/Issues:

Project would reduce operating expenses and advance resource conservation goals. Project may include alternative financing or buy-back options that could reduce the City's upfront capital expenditures.

Operating Cost Considerations:

Project would reduce operating costs associated with street lights, which approach \$200,000 annually.

| | |
|---------------------|-------------------------------------|
| Project Name: | 5 Corners Intersection Study |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2016 |
| Project End Date: | 2016 |

Project Description:

As recommended by the Shared Roadways Committee June 2011 study, the project would encompass a conceptual study for the 5-way intersection at the conjunction of Grace Church Street, and Midland and Manursing Avenues.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$25,000 |
| Construction | \$0 |
| Construction Inspect./Other | \$0 |
| Total | \$25,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-------------------|------|------|----------|------|-------|----------|
| General Revenues: | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$25,000 |

Project Need/Issues:

The 5-way intersection at Kelley's is a hazardous location for pedestrian and drivers. It is unclear who has the right of way, and the crosswalks, as mentioned by the Shared Roadways Committee report, have poor signage. This project would fund the study of future improvements for the site.

Operating Cost Considerations:

No increases in operational costs are anticipated depending on final design.



| | |
|---------------------|----------------------------------------------|
| Project Name: | Fireman’s Memorial Intersection Study |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2015 |
| Project End Date: | 2015 |

Project Description:

As recommended by the Shared Roadways Committee June 2011 study, the project would encompass a conceptual study for the Fireman’s Memorial roundabout located at the intersection of Milton Road and Grace Church and Cross Streets, just south of Cross Street’s intersection with Boston Post Road.

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$25,000 |
| Construction | \$0 |
| Construction Inspect./Other | \$0 |
| Total | \$25,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|------|------|----------|------|-------|----------|
| General Revenues: | \$0 | \$0 | \$25,000 | \$0 | \$0 | \$25,000 |

Project Need/Issues:

The roundabout at the Fireman’s Memorial is unique, as it does not function like most roundabouts, with yields that vary by street. This project would fund a study, as proposed by the Shared Roadways Committee in the June 2011 report, to see how best the Memorial could be redesigned “as a proper traffic circle, with improved crosswalks, markings, signage, and signal timing.” Such changes would benefit pedestrians who walk in the area, as well as drivers who are unfamiliar with the roundabout’s current design.

Operating Cost Considerations:

No increases in operational costs are anticipated.



| | |
|---------------------|-----------------------------------------------------------------|
| Project Name: | Osborn School Traffic and Pedestrian Safety Improvements |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Low |
| Project Start Date: | 2016 |
| Project End Date: | 2016 |

Project Description:

The project would provide funding to design and implement additional traffic and pedestrian safety improvement at Osborn School. The school is located at one of the City’s busiest intersections. In August 2010 the City implemented a lane reduction program on BPR (i.e. “diet”), however some are seeking additional improvements. There is no perfect “fix”. Improvements are complicated and involve challenging trade-offs between driver and pedestrian demands for both convenience and safety. Project cost includes the potential installation of a traffic signal and pedestrian crossing at the Sonn Drive/BPR intersection. The project priority was changed from high to low.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$25,000 |
| Construction | \$175,000 |
| Construction Inspect./Other | \$0 |
| Total | \$200,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-----------------|------|------|-----------|------|-------|-----------|
| Grants and Aid: | \$0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |

Project Need/Issues:

The project would provide additional measures to improve traffic and pedestrian safety at Osborn School and specifically the Sonn/BPR intersection and potential improvements on Osborn Road to address off-site vehicle queuing. The School District is considered a potential source of funds or a grant.

Operating Cost Considerations:

There would be an increase in signal maintenance costs to the City. An additional crossing at Sonn Drive may also require the expense of an additional crossing guard.

| | |
|---------------------|------------------------------------------------------------------|
| Project Name: | Boston Post Road/Old Post Road Traffic Signal Replacement |
| Project Type: | Transportation |
| Department: | Engineering |
| Project Priority: | Moderate |
| Project Start Date: | 2018+ |
| Project End Date: | 2018+ |

Project Description:

The project would replace the existing traffic signal at the intersection of Boston Post Road and Old Post Road (i.e. in front of Osborn Home. The existing signal is nearing the end of its useful life and does not use LED technology, which is the current NYSDOT standard. The project would also provide for pedestrian enhancements including potentially crosswalks, pedestrian phases and other potential safety improvements.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$20,000 |
| Construction | \$180,000 |
| Construction Inspect./Other | \$0 |
| Total | \$200,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-----------------|------|------|------|----------|-----------|-----------|
| Grants and Aid: | \$0 | \$0 | \$0 | \$20,000 | \$180,000 | \$200,000 |

Project Need/Issues:

A pedestrian signalized crossing of Boston Post Road at this location has been identified as a priority given the volume of pedestrian activity and proximity to Osborn Elementary School and Rye HS/MS.

Operating Cost Considerations:

Continuation of existing traffic signal maintenance costs.

Recreation Projects

| | |
|---------------------|----------------------------------|
| Project Name: | Expand Maintenance Garage |
| Project Type: | Recreation |
| Department: | Recreation |
| Project Priority: | Moderate |
| Project Start Date: | 2018 |
| Project End Date: | 2018 |

Project Description:

The project involves the construction of a two bay addition with extra tall bay doors. Estimates are based on price per square foot of current construction costs.

Cost Estimates

| | |
|----------------------------------------|-----------------|
| 30' X 40' Block Building (\$100/sq ft) | \$125,000 |
| Electric fixtures/services | 3,500 |
| Design cost (7%) | 8,000 |
| Contingency (7%) | <u>\$ 8,500</u> |
| | \$145,000 |

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$8,000 |
| Construction | \$137,000 |
| Construction Inspect./Other | \$0 |
| Total | \$145,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|------------------|------|------|------|------|-----------|-----------|
| General Revenue: | \$0 | \$0 | \$0 | \$0 | \$145,000 | \$145,000 |

Project Need/Issues:

The department has motorized equipment that has a current replacement value of approximately \$500,000. A number of items can not be housed indoors due to lack of space and is subject to weather and potential vandalism.

Operating Cost Considerations:

It is anticipated that any increase due to utilities will be met with an equal or greater savings due to benefits of secured, covered equipment and material.

| | |
|---------------------|---------------------------------------------------------|
| Project Name: | Gagliardo Park Restrooms & Park Improvements |
| Project Type: | Building/Facilities – Recreation |
| Department: | Recreation |
| Project Priority: | High |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

Gagliardo Park has seen some upgrade over the past years due to CDBG Grants which replaced the playground and picnic shelter. The restroom facility/storage is in need of a facelift, requiring handicap accessibility, as the park is not staffed. A slightly larger block building (12 X 20) would replace the current facility. Cost would be for a pre-fab building (CXT Concrete Buildings : \$62,000 on GSA Contract.)

The basketball and volleyball courts need to see similar upgrades, as the pavement is showing age with large cracks. The basketball backboards are old and need replacement. In addition to the volleyball court being divided for other uses, the basketball court would need to be patched and repave approximately 171' of walkway.

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$112,000 |
| Construction Inspect./Other | \$0 |
| Total | \$112,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|-----------|------|------|------|-------|-----------|
| General Revenues: | \$112,000 | \$0 | \$0 | \$0 | \$0 | \$112,000 |

Project Need/Issues:

Project is required to improve user safety and level of play. Project would also reduce maintenance costs and ease of facility maintenance. City is exploring less expensive alternatives.

Operating Cost Considerations:

More efficient systems would help keep costs down; easier maintenance



| | |
|---------------------|-----------------------------------------|
| Project Name: | Upper Picnic Shelter Replacement |
| Project Type: | Recreation |
| Department: | Recreation |
| Project Priority: | Moderate |
| Project Start Date: | 2018 |
| Project End Date: | 2018 |

Project Description:

This project calls for the replacement of the upper picnic shelter at Recreation Park, with the shelter and installation costing \$45,000 and its concrete pad costing \$25,000 (as per quote from Litchfield Landscape).

Estimated Project Costs:

| | |
|-----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$25,000 |
| Engineering/Design | \$0 |
| Construction | \$45,000 |
| Construction Inspect./Other | \$0 |
| Total | \$70,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-------------------|------|------|------|------|----------|----------|
| General Revenues: | \$0 | \$0 | \$0 | \$0 | \$70,000 | \$70,000 |

Project Need/Issues:

The Upper Picnic Shelter is showing signs of age and deterioration. Recent improvements allow this project to be deferred to 2017. Since picnics are the one of the main revenue source for the department, a new, larger and efficient design could increase the number of rentals annually. Improved drainage around the site would also benefit this facility. One of the main revenue sources is from Picnic rental fees. As the shelter deteriorates, it makes it more difficult to attract renters to the facility.

Operating Cost Considerations:

Initially, decrease cost in maintenance costs for upkeep and repairs



| | |
|---------------------|-------------------------------------|
| Project Name: | Recreation Park Improvements |
| Project Type: | Recreation |
| Department: | Recreation |
| Project Priority: | Low |
| Project Start Date: | 2018 |
| Project End Date: | 2018 |

Project Description:

Install turf and lights at Recreation Park.

Estimated Project Costs:

| | |
|----------------------------|--------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$100,000 |
| Construction | \$2,900,000 |
| Construction Inspection | \$0 |
| Total | \$3,000,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-----------------|------|------|------|------|-------------|-------------|
| Grants and Aid: | \$0 | \$0 | | \$0 | \$3,000,000 | \$3,000,000 |

Project Need/Issues:

A 2011 study prepared by Woodard and Curran Engineers identified the feasibility and cost of installing turf fields, drainage and lights at Recreation Park. The project would extend playing times and meet growing field demands of user groups. This project is considered a low priority and may be challenging to implement. The City and Rye Recreation Commission are considering alternative improvements at Disbrow Park to meet user group needs.

Operating Cost Considerations:

Turf Fields and lighting will require maintenance (including the cost of a turf field groomer), but would reduce maintenance costs associate with the existing natural turf.

| | |
|---------------------|-------------------------------------|
| Project Name: | Nursery Field Rehabilitation |
| Project Type: | Recreation |
| Department: | Recreation |
| Project Priority: | Moderate |
| Project Start Date: | 2015 |
| Project End Date: | 2015 |

Project Description:

The project proposes to improve drainage conditions at Nursery Field by stripping the existing topsoil and amending it with sand and compost. The field would be crowned and additional drainage measures would be installed.

Estimated Project Costs:

| | |
|----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$50,000 |
| Construction | \$0 |
| Construction Inspection | \$400,000 |
| Total | \$450,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-----------------|------|-----------|------|------|-------|-----------|
| Grants and Aid: | \$0 | \$450,000 | \$0 | \$0 | \$0 | \$450,000 |

Project Need/Issues:

A 2011 study prepared by Woodard and Curran Engineers identified the feasibility and cost of improving drainage conditions at Nursery Field. These improvements would increase field use, which is currently restricted after rain events.

Operating Cost Considerations:

Operating costs would remain unchanged from current conditions.

| | |
|---------------------|----------------------------------|
| Project Name: | Disbrow Park Improvements |
| Project Type: | Recreation |
| Department: | Recreation |
| Project Priority: | Moderate |
| Project Start Date: | 2016 |
| Project End Date: | 2016 |

Project Description:

The project proposes correcting drainage issues by installing a synthetic turf field in the existing footprint of the athletic facilities.

Estimated Project Costs:

| | |
|----------------------------|--------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$1,600,000 |
| Construction Inspection | \$0 |
| Total | \$1,600,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-----------------|------|------|------|-------------|-------|-------------|
| Grants and Aid: | \$0 | \$0 | \$0 | \$1,600,000 | \$0 | \$1,600,000 |

Project Need/Issues:

A 2011 study prepared by Woodard and Curran Engineers identified the ability to solve drainage issues at Disbrow Park by installing a synthetic turf field. The field would include one baseball field, one softball field, and one soccer field (overlapping the baseball and softball fields.)

Operating Cost Considerations:

Operating costs would remain unchanged from current conditions.

| | |
|---------------------|----------------------------|
| Project Name: | Damiano Center HVAC |
| Project Type: | Recreation |
| Department: | Recreation |
| Project Priority: | Urgent |
| Project Start Date: | 2014 |
| Project End Date: | 2014 |

Project Description:

The project proposes to replace the existing HVAC system at Damiano Center.

Estimated Project Costs:

| | |
|----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$28,200 |
| Construction Inspection | \$0 |
| Total | \$28,200 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|----------------------------|-------------|-------------|-------------|-------------|--------------|--------------|
| General Revenues: | \$28,200 | \$0 | \$0 | \$0 | \$0 | \$28,200 |

Project Need/Issues:

The existing system is failing and requires replacement.

Operating Cost Considerations:

Operating costs would reduce with more energy efficient system that require less maintenance.

| | |
|---------------------|--------------------------------------------------------|
| Project Name: | Disbrow Park Landscape and Signage Improvements |
| Project Type: | Recreation |
| Department: | Recreation |
| Project Priority: | Low |
| Project Start Date: | 2017 |
| Project End Date: | 2017 |

Project Description:

The project involves providing additional landscaping at City recreation facilities. The area of Recreation Park where the parking lot was expanded needs to be screened and beautified with numerous plantings to create a visual barrier and offer a more attractive surrounding when using the lower end of the park. Trees were removed for the parking lot and should be replaced. Other fields need additional screening to provide neighbors with increased buffer areas. Additional signage is necessary as well.

Estimated Project Costs:

| | |
|----------------------------|-----------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$19,500 |
| Construction Inspection | \$0 |
| Total | \$19,500 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

| Sources of Funding: | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|---------------------|------|------|------|----------|-------|----------|
| General Revenues: | \$0 | \$0 | \$0 | \$19,500 | \$0 | \$19,500 |

Project Need/Issues:

Project would provide aesthetic enhancements to park facilities and improved screening.

Operating Cost Considerations:

Additional landscape maintenance would be required by park staff after initial planting. The City will pursue a low maintenance planting program.



| | |
|---------------------|----------------------------------|
| Project Name: | Tennis Court Improvements |
| Project Type: | Recreation |
| Department: | Recreation |
| Project Priority: | Moderate |
| Project Start Date: | 2015 |
| Project End Date: | 2018 |

Project Description:

Replacement of lighting units at recreation park tennis courts and multi-purpose area (2017) and resurfacing/reconstruction of four tennis courts (2015 and 2018).

Estimated Project Costs:

| | |
|-----------------------------|------------------|
| Legal/Survey/Due Diligence | \$0 |
| Site Acquisition | \$0 |
| Engineering/Design | \$0 |
| Construction | \$600,000 |
| Construction Inspect./Other | \$0 |
| Total | \$600,000 |

Project Priority Considerations:

- Deteriorated Facility
- Public Safety/Legal Mandate
- Systematic Replacement/Operational Efficiency
- Resource Conservation/Environmental Quality
- New/Expanded Facility or Program
- Consistency with Formal Plans or Policy
- Funding Availability

Sources of Funding:

| | 2014 | 2015 | 2016 | 2017 | 2018+ | Total |
|-------|------|-----------|------|-----------|-----------|-----------|
| Debt: | \$0 | \$120,000 | \$0 | \$180,000 | \$120,000 | \$600,000 |

Project Need/Issues:

Replacement for efficiency and cost saving measures. Existing tennis lighting is over 25 years old. Existing tennis courts require a complete resurfacing including removal of the existing surface. Estimated cost per court is \$60,000.

Operating Cost Considerations:

Systems that allow for multiple light and energy levels can provide considerable energy savings. These systems allow activities with different lighting needs to share a facility, without wasting energy by providing excessive lighting for activities that don't require it. There will also be a reduction in repainting costs associated with the existing courts.

