

APPROVED MINUTES of the Special Meeting of the City Council of the City of Rye held in City Hall on August 15, 2005 at 8:00 P.M.

PRESENT:

STEVEN OTIS, Mayor
FRANKLIN J. CHU
ROBERT S. CYPHER
DUNCAN HENNES
ROSAMOND LARR
HOWARD G. SEITZ
Councilmen

ABSENT:

MATTHEW FAHEY

1. Pledge of Allegiance

Mayor Otis called the meeting to order and invited the Council to join in the Pledge of Allegiance.

2. Roll Call

Mayor Otis asked the City Clerk to call the roll; a quorum was present to conduct official city business.

3. Presentation of the 2006-2010 Capital Improvements Program

Mayor Otis welcomed everyone to the 2006-2010 Capital Improvements Program (CIP) presentation and complimented City Manager Paul Shew, Comptroller Michael Genito and senior staff for all the work involved. He said there were many projects needing to be done and it is the job of the Council to set priorities as they will not be able to do it all. He noted there were several areas not covered in the CIP, such as addressing the flooding issue (a study is being done). He also noted there is continuing interest in athletic fields across from Rye Country Day School; in the Durland Scout Center property; and a parking deck for the School Street Lot.

City Manager Paul Shew welcomed the Council, saying tonight's presentation was an introduction to the budget process for 2006, that it outlined some hard decisions to be made, but that no decision-making is expected this evening. He turned the podium over to City Comptroller, Michael Genito.

Mr. Genito said the CIP is a planning document, rather than a budget, that calls for modification and input as it provides a strategic, long-term overview. He said the first year plan suggests capital improvements for the 2006 budget that will change over time.

The 2006-2010 CIP Program identified \$31.9 million in capital improvement needs over five years (\$4.5 million from available funds [fund balance and/or new revenue]; \$25.7 million of debt; and \$1.7 million in grants and aid through the New York State Consolidated Local Streets and Highway Improvement Programs ["CHIPS"] and other grants. Of the \$31.9 million of proposed spending, \$9.5 million is for infrastructure projects, which are long-lived capital assets normally stationary in nature; \$21.5 million is for building and facility projects and \$950,000 is needed for Boat Basin projects to be funded by reserves of the Boat Basin Enterprise Fund.

Mr. Genito described several areas of long-term focus:

- **Streets:** In 2005 the City prepared a Pavement Management Study. The study (currently in draft form) developed a database of our streets and their condition, and estimates of what is needed to improve their condition. The condition can range from excellent (a 93-100 index with no action needed) to poor (0-40 requiring base rehabilitation). Theall Road, last reconstructed in 1974, with no curbing or proper drainage, falls into the "poor" category and will cost an estimated \$950,000 to fix. Overall, Rye has 32 miles of streets requiring structural improvement and the total backlog of needed work for the 52.4 miles of City streets is estimated at \$9 million (\$37,000 of routine maintenance; \$58,000 for preventive maintenance; \$8.6 million for structural improvement and \$300,000 for base rehabilitation). Given this backlog, \$800,000 per year will be required to maintain our streets in fair condition.
- **Bridges:** Three bridges (Central Avenue, Orchard Avenue and the Nature Center) all need renovation or reconstruction. All are expensive; some are historic. A 2006 bridge study is recommended.
- **Police/Court Facility:** A 1999 Public Safety and Court Facilities Study stated the Police need 21,000 square feet of space (vs. the current 6,760) to adequately meet current staffing and program needs and the Court space of 3,700 square feet falls short of the 5,500 square footage recommended to meet present needs. The City is seeing if there are other funds available through the Court System or through Homeland Security to help with alterations to the Court, but the City needs to address the needs of the Police facility. The City is looking at the cost of replacing the existing building, perhaps building something new on presently owned City land, but in the meantime improvements need to be made to the existing structure.

The 2006 proposed CIP identified \$5.3 million in capital projects (\$1.7 million to be funded from current income; \$3.4 million in debt and \$215,000 of State Aid. Infrastructure projects include \$400,000 for annual street resurfacing program, \$25,000 for sidewalks and curbs; \$950,000 for Theall Road, \$200,000 for the Peck/Midland Intersection; \$150,000 for the reconstruction of Purchase Street; \$275,000 for the reconstruction of Smith Street; \$450,000 to resurface the Boston Post Road from the Golf Club to the Mamaroneck line; \$30,000 for a bridge study; \$650,000 for the reconstruction of the Nature Center Bridge (although this could be postponed); \$50,000 for the Morehead footbridge; \$55,000 to resurface the School Street parking lot and \$25,000 for miscellaneous drainage improvements.

\$1.1 million is proposed for 2006 in Building and Facility Projects (\$420,000 from current funds and \$671,000 in new debt). Projects include \$150,000 for a Financial Management System; \$45,000 for Police Air Conditioning; \$671,000 for a police addition; \$55,000 for new garage doors at DPW, \$40,000 to scrape and paint the Friends Meeting House (although more may be needed), \$40,000 for the multi-purpose area at Recreation Park; and \$40,000 to repair the Grainger Field House at Gagliardo Playing field.

The 2006 plan for the Boat Basin requires \$950,000, including dredging the marina (\$850,000); repairs to gangways and ramps (\$50,000) and dock replacements (\$50,000), all funded by the Boat Basin Fund reserves at no cost to the property taxpayer. There are no new major capital projects scheduled at the Golf Club.

Mr. Genito then turned the podium over to Gordon Daring, representing Vanasse Hangen Brustlin, Inc., creators of the Pavement Management Study referred to above. He described pavement management as the practice of planning for pavement repairs and maintenance with the goal of maximizing the value and life of a pavement network. The process used in developing the report included inventorying the pavement, identifying and quantifying pavement distress, assigning a condition index (described above), defining repair strategies and costs, and testing various budget scenarios. The benefits of such a system include creating a database of physical street conditions, listing historic street repair records, estimating costs, making recommendations to get the most "bang for the buck" and projecting future conditions under various budget scenarios. He described a deterioration curve which states a 40% drop in quality over the first 75% of the life of a road, indicating that the cost of renovation after that point soars from \$1 to \$10 per sq. yard the longer you wait to make maintenance repairs. He said the average condition of the roads in Rye is a 73 index, indicating a need of someplace between preventive maintenance and structural improvement for most of our roads. Stated in another way: 32 miles of road need structural improvements; 6.1 miles need preventive maintenance; .6 (Theall) needs total rebuilding; 8 miles need routine maintenance and 5.7 require no attention. In dollars: \$37,000 is required for routine maintenance; \$58,000 for preventive maintenance and \$8.6 million for structural improvements and \$300,000 for base rehabilitation for Theall Road. He presented funding projections showing the effect of doing nothing to spending \$800,000 per year. He recommended total roadway funding of at least \$500,000 per year, performing preventive maintenance in a timely manner to prevent more cost and work later, and making sure routine maintenance is performed annually. He emphasized the importance of inspecting the work of the contractors and maintaining the database now that it is established.

The majority of questions (mostly from Council members, but also from George Pratt, Arthur Stampleman and George Latimer) concerning the CIP centered around the condition of Rye's roads. How does Rye stack up compared to other New England Cities? *A 73 index is sort of average, but one really can see a difference when you get up to 80 (Sandwich and Plymouth, MA, for example). A city can identify a special improvement district (i.e. Central Business District) if it was determined a good idea to concentrate on upgrading the "look" of one area.* How is the curve affected by use and weather? *Heavy truck traffic (such as experienced on Theall Road) and bad weather speeds deterioration. Some people like pot holes because they deter speed.* The Mayor pointed out the dramatic increase in cost as maintenance is deferred. *If you spend funds on your better roads it does give you a better return for your dollar as inflation and increased deterioration escalate costs the longer you wait.* It was suggested

having two lists – one for residential roads and one for more heavily used roads. It was pointed out that the City has always had some funds for road improvement and this year's proposal, after the contribution from CHIPS is to spend \$100,000 more. In response to a question about liability, Mr. Daring said it is the responsibility of a municipality to provide safe roadways; that this is a consideration, but not an area included in the study. Another area not included is dealing with road cuts (the City's policy is one price for a cut, regardless of the condition of the road) although Mr. Daring recommends not tolerating bad work, making sure the cuts are square and well sealed. Peter Anfuso, DPW, said the hardest to oversee are the utility companies. There was no data on State, County or private roads, but Mr. Daring did state that all estimated costs were based on curb-to- curb conditions. In the past the City has kept a list, made recommendations and repaved based on the approval of the Council. This new system provides a better baseline and corroborates instinct and personal judgment.

City Manager Shew thanked everyone for coming and said the staff would be pleased to answer any questions.

4. Other Business

There was no other business to discuss.

5. Adjournment

There being no further business to discuss, Mayor Otis made a motion, seconded by Councilman Cypher and unanimously carried, to adjourn the meeting at 9:20 P.M.

Respectfully submitted,

Susan A. Morison
City Clerk