

# FY 2021 CAPITAL IMPROVEMENT PROJECTS



# INTRODUCTION

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The Capital Improvements Projects of the City of Williamsburg are administered through two funds, the Capital Improvement Fund (funded by sales tax, grants, and bonds) for general government improvements, and the Utility Fund for water and sewer projects.

The City projects five-year capital improvement projects, with the first year funded and the remaining four years shown for planning purposes. At the end of the year the funding for any uncompleted project is encumbered as necessary and presumed to be finished in the next fiscal year.

Revenues of the Capital Improvement Fund are derived from the 1% Sales Tax that is collected and distributed monthly by the state. All taxable purchases in the Hampton Roads area of Virginia are charged at the rate of 6%, one percent of which is returned to localities by law. It has been the policy of

the City Council for over 25 years to use this revenue to fund general capital projects in the City.

To stabilize operations for comparison each year, interest earnings of the General Fund are accounted for in the Sales Tax Fund. In the past the operating budgets experienced drastic swings in these revenues caused by extreme changes in interest rates. Also the City's annual paving program is accounted for as a capital expenditure to minimize the skewing effect on operations over time.

Revenues of the Utility Fund are used to fund capital improvements, as well as operating costs, for the water and sewer systems.

Capital project detail sheets include a reference to one or more of the specific City Council's Goals, Initiatives and Outcomes for the 2019 and 2020 Biennium (GIOs).





SACALIS BUILDING  
433

Espresso Pastries Smoothies Breakfast Lunch

AROMAS  
Espresso Pastries Smoothies & Bakeshop

Fine Coffee & Treats AROMAS Caffe & Bakeshop

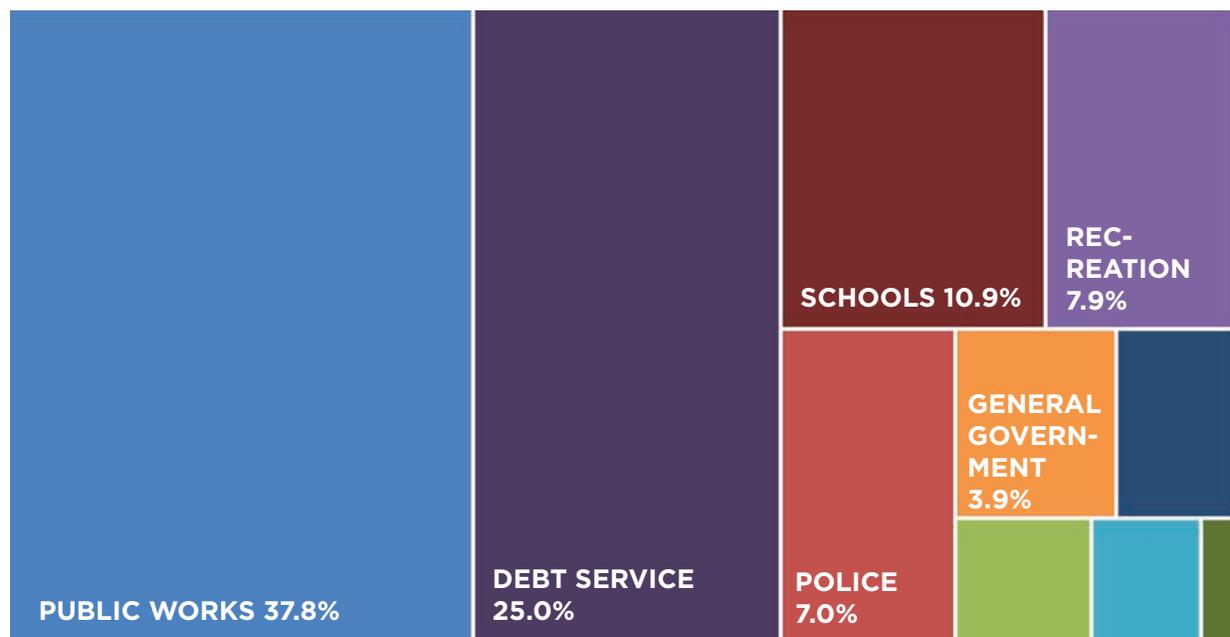
BIG TRAIL  
Bicycle Race Series



# GENERAL GOVERNMENT CAPITAL IMPROVEMENT PROJECTS FY 2020

<b>REVENUES</b>	Adopted FY 2021	Estimated FY 2020	Actual FY 2019
1% Sales Tax	\$(4,500,000)	\$(3,520,000)	\$(4,828,777)
Interest Earnings	(200,000)	(555,465)	(808,414)
Grants	(1,812,487)	(1,954,299)	(1,503,199)
Miscellaneous			(493,284)
Transfer - Courthouse Mtce	(40,000)		
Transfer to (from) reserves	<u>(2,447,828)</u>	<u>(7,031,798)</u>	<u>(1,870,462)</u>
<b>TOTAL REVENUES</b>	<u><u>\$ (9,000,315)</u></u>	<u><u>\$ (13,061,562)</u></u>	<u><u>\$ (9,504,136)</u></u>

<b>EXPENDITURES</b>	<b>Adopted FY 2021</b>	<b>Estimated FY 2020</b>	<b>Actual FY 2019</b>
Public Works	\$ 2,593,225	\$ 7,614,206	\$ 3,658,442
Police	481,000	420,956	274,984
Fire	150,000	364,541	-
Recreation	539,400	314,046	495,708
Community/Econ Dev	121,000	125,276	76,846
General Government	265,760	133,742	1,401,287
Contingency	200,000	-	208,886
Schools	745,069	700,000	1,797,681
Courthouse	40,000	-	-
Debt Service	1,713,869	1,560,265	1,590,302
Transfer to General Fund	<u>2,150,992</u>	<u>1,828,530</u>	-
<b>TOTAL EXPENDITURES</b>	<u><b>\$ 9,000,315</b></u>	<u><b>\$ 13,061,562</b></u>	<u><b>\$ 9,504,136</b></u>



**CONTINGENCY 2.9%**  
**FIRE 2.2%**  
**COMMUNITY / ECONOMIC DEVELOPMENT 1.8%**  
**COURTHOUSE 0.6%**

# GENERAL FUND CAPITAL IMPROVEMENT PROGRAM PROJECT INFORMATION DETAIL - FY 2021-2025

CAPITAL REVENUES	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM							
	Estimated Through FY 2020	Carryover from FY 2020	Adopted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
State 1% Sales Tax	\$ 3,520,000	\$ -	\$ 4,500,000	\$ 4,590,000	\$ 4,681,800	\$ 4,869,072	\$ 4,966,453	\$ 23,607,325
Interest Earnings	555,453	-	200,000	160,000	170,000	170,000	200,000	900,000
Courthouse Maintenance Fund - Transfer	-	-	40,000	-	-	-	-	40,000
VDOT - Excess Urban Allocation (Capitol Landing Road Redesign)	-	1,988,871	-	-	-	-	-	-
VDOT - Revenue Sharing (Capitol Landing Road Redesign)	-	1,340,796	-	-	-	-	-	-
VDOT - Revenue Sharing (Repaving Program)	-	-	475,000	475,000	-	-	-	950,000
VDOT - Smart Scale (Cap. Landing Rd. / Bypass Rd. Intersection)	-	-	-	700,000	1,444,760	-	-	2,144,760
VDOT - Grant (Monticello Avenue Multi-Use Path)	846,791	-	-	-	-	-	-	-
VDOT - Smart Scale (Ironbound Road P2)	-	-	-	-	310,100	1,612,600	-	1,922,700
VDOT - Smart Scale (Ironbound Road P3)	-	-	-	-	451,600	-	1,117,100	1,568,700
VDOT - Smart Scale (Lafayette Street Reconstruction)	-	-	-	-	-	300,000	600,000	900,000
VDOT - Smart Scale (Traffic Signals)	-	-	-	-	-	190,200	104,300	294,500
State of Good Repair Repaving - Repaving Program	999,870	-	1,000,000	-	-	-	-	1,000,000
Transportation Alternatives (Francis Street Sidewalk/Trail)	1,158	207,092	-	-	-	-	-	-
State Stormwater Local Assistance Fund - Capitol Landing Road	-	-	267,487	-	-	-	-	267,487
State Stormwater Local Assistance Fund - Walnut Hills	-	-	-	-	-	-	211,300	211,300
State Stormwater Local Assistance Fund - Route 143	-	-	-	175,000	-	-	-	175,000
William & Mary (Monticello Avenue Multi-Use Path)	30,242	94,758	-	-	-	-	-	-
VDOT - Federal Funding - (HSIP - Flashing Yellow Arrow)	-	-	-	97,940	145,060	-	-	243,000

**FIVE YEAR CAPITAL IMPROVEMENT PROGRAM**

**CAPITAL REVENUES  
CONT.**

	Estimated Through FY 2020	Carryover from FY 2020	Adpoted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
Brownfield Grant		600,000						
Comm. of VA - Aid to Localities Grant (Fire Equipment)	51,238	-	50,000	50,000	50,000	50,000	50,000	250,000
Comm. of VA - Four for Life Grant (EMS Training & Equipment)	25,000	-	20,000	20,000	20,000	20,000	20,000	100,000
Bond Proceeds (Police Station, Library, and Parking Garage)	-		-	4,338,190	8,047,500	13,590,000	-	25,975,690
Transfer from Utility Fund (Capitol Landing Road Redesign)	-	-	-	300,000	-	-	-	300,000
<b>TOTAL REVENUES</b>	<u>6,029,752</u>	<u>4,231,517</u>	<u>6,552,487</u>	<u>10,906,130</u>	<u>15,320,820</u>	<u>20,801,872</u>	<u>7,269,153</u>	<u>60,850,462</u>



**FIVE YEAR CAPITAL IMPROVEMENT PROGRAM**

<b>PUBLIC WORKS EXPENDITURES</b>	Estimated Through FY 2020	Carryover from FY 2020	Adopted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
<b><u>Street Construction</u></b>								
Repaving Program	\$ 1,474,870	\$ -	\$ 1,975,000	\$ 975,000	\$ 525,000	\$ 525,000	\$ 550,000	\$ 4,550,000
Historic Area Streets	50,000	100,000	300,000	300,000	300,000	300,000	300,000	1,500,000
Ironbound Road Improvements (Phase I, II, & III)	337,553	-	-	-	761,700	1,612,600	1,117,100	3,491,400
Capitol Landing Road & Bypass Road Intersection	-	-	-	700,000	1,444,760	-	-	2,144,760
Traffic Signals	35,000	-	-	97,940	145,060	190,000	104,300	537,300
Bridge Inspections	245,000	-	-	20,000	350,000	20,000	-	390,000
<b><u>Corridor Enhancement &amp; Underground Wiring</u></b>								
Capitol Landing Road Redesign		3,477,300	-	1,300,000	1,382,700	-	-	2,682,700
Monticello Avenue Redesign	3,908,852	-	-	-	-	-	-	-
<b><u>Pedestrian &amp; Bicycle Improvements</u></b>								
Sidewalk Construction - Francis Street Sidewalk/Trail	2,000	296,250	-	-	-	-	-	-
Monticello Avenue Multi-Use Trail	1,440,931	-	-	-	-	-	-	-
Strawberry Plains & John Tyler Multi-Use Trail	-	-	30,000	-	-	-	-	30,000
Lafayette Street Reconstruction	-	-	-	-	-	300,000	600,000	900,000
Newport Avenue Sidewalks	-	-	-	75,000	-	-	-	75,000
Sidewalk to the Oaks	-	-	-	105,875	105,875	105,875	105,875	423,500
<b><u>Stormwater Management</u></b>								
Stormwater Infrastructure Improvements	50,000	-	-	-	-	-	-	-
Capitol Landing Road Outfall Stream Restoration	-	411,750	123,225	-	-	-	-	123,225
Walnut Hills Outfall Stream Restoration	-	-	-	-	-	-	422,600	422,600
Route 143 Embankment & Outfall Erosion Repair	-	-	-	350,000	-	-	-	350,000
<b>TOTAL PUBLIC WORKS EXPENDITURES</b>	<b>\$ 7,544,206</b>	<b>\$ 4,285,300</b>	<b>\$ 2,428,225</b>	<b>\$ 3,923,815</b>	<b>\$ 5,015,095</b>	<b>\$ 3,053,475</b>	<b>\$ 3,199,875</b>	<b>\$ 17,620,485</b>

PARKS, RECREATION & CULTURE EXPENDITURES	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM							
	Estimated Through FY 2020	Carryover from FY 2020	Adpoted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
<b>Facilities</b>								
Kiwanis Park	\$ 86,428	\$ -	\$ 236,000	\$ 180,000	\$ -	\$ -	\$ -	\$ 416,000
Quarterpath Park	102,618	60,000	150,000	-	450,000	-	-	600,000
Waller Mill Park	<u>85,000</u>	<u>--</u>	<u>141,400</u>	<u>-</u>	<u>300,000</u>	<u>-</u>	<u>-</u>	<u>441,400</u>
<b>TOTAL PARKS, RECREATION &amp; CULTURE EXPENDITURES</b>	<b><u>\$ 274,046</u></b>	<b><u>\$ 60,000</u></b>	<b><u>\$ 527,400</u></b>	<b><u>\$ 180,000</u></b>	<b><u>\$ 750,000</u></b>	<b><u>=</u></b>	<b><u>=</u></b>	<b><u>\$ 1,457,400</u></b>



**FIVE YEAR CAPITAL IMPROVEMENT PROGRAM**

**PUBLIC SAFETY EXPENDITURES**

	Estimated Through FY 2020	Carryover from FY 2020	Adopted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
<b>Facilities</b>								
Fire Station Renovation	\$ 1,721	\$ 8,226,860	\$ -	\$ 2,750,000	\$ -	\$ -	\$ -	\$ 2,750,000
Police Station Renovation	690	3,599,310	-	738,190	6,537,500	250,000	-	7,525,690
E-911 Regional Center Expansion	45,000	-	45,000	45,000	45,000	45,000	45,000	225,000
Regional RMS	-	-	90,000	-	-	-	-	90,000
<b>Equipment</b>								
Firefighting Equipment	34,862	129,398	50,000	50,000	50,000	50,000	50,000	250,000
EMS Equipment 4 for Life Grant	12,000	53,565	20,000	20,000	20,000	20,000	20,000	100,000
Mobile Data Terminals - Fire Department	-	-	-	44,000	44,000	44,000	10,000	142,000
Ballistic Vest - Fire Department	-	-	-	40,000	-	-	-	40,000
Law Enforcement Equipment - Body Worn/In Car Cameras/Tasers	51,315	-	65,000	99,900	99,900	99,900	99,900	464,600
Law Enforcement Equipment - Mobile Data Terminal	81,000	-	-	21,000	-	-	21,000	42,000
Law Enforcement Equipment - Portable Radio Upgrades	51,250	-	89,000	84,550	-	-	-	173,550
Law Enforcement Equipment - In Car Camera System	37,200	-	-	-	-	-	-	-
Law Enforcement - Range Repairs and Upgrades	-	-	-	75,000	-	-	75,000	150,000
Law Enforcement - Equipment	51,008	-	-	-	-	-	-	-
New Parking Garage	-	-	-	400,000	3,600,000	-	-	4,000,000
Parking Study Implementation	8,183	3,767	-	-	-	-	-	-
<b>TOTAL PUBLIC SAFETY EXPENDITURES</b>	<b>\$ 374,229</b>	<b>\$12,012,900</b>	<b>\$ 359,000</b>	<b>\$ 4,367,640</b>	<b>\$10,396,400</b>	<b>\$ 508,900</b>	<b>\$ 320,900</b>	<b>\$ 15,952,840</b>

**COMMUNITY  
& ECONOMIC  
DEVELOPMENT  
EXPENDITURES**

**FIVE YEAR CAPITAL IMPROVEMENT PROGRAM**

	Estimated Through FY 2020	Carryover from FY 2020	Adopted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
<b>Planning</b>								
Comprehensive Plan Update	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Economic Development</b>								
Economic Development Strategic Plan Update	32,323		-	-	-	-	-	-
Demolish DMV Building 942 Capitol Landing Road (on hold)	-	-	-	-	-	-	-	-
Demolish 1800 Richmond Road	-	\$230,000	-	-	-	-	-	-
Brownfield Hazardous	-	360,000	-	-	-	-	-	-
Brownfield Petroleum	-	240,000	-	-	-	-	-	-
<b>Redevelopment &amp; Housing</b>								
Exterior Lighting at Blayton	-	-	46,000	-	-	-	-	46,000
City Housing Renovation	57,953	-	35,000	-	-	-	-	35,000
<b>TOTAL COMMUNITY &amp; ECONOMIC DEVELOPMENT EXPENDITURES</b>	<b>\$ 95,276</b>	<b>\$ 830,000</b>	<b>\$ 81,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 81,000</b>



GENERAL GOVERNMENT EXPENDITURES	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM							
	Estimated Through FY 2020	Carryover from FY 2020	Adpoted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
<b>Facilities &amp; Land</b>								
Human Services Front Window Update and Replace Cubicles	\$	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Facility Painting	13,201	-	-	-	-	-	-	-
Prince George Parking Garage LED Lighting	-	-	-	75,000	-	-	-	75,000
Community Building & Municipal Building - HVAC controls	-	-	13,500	-	-	-	-	13,500
Lafayette Street Fence Replacement	-	-	-	20,000	-	-	-	20,000
<b>Technology</b>								
Broadband Assessment and Development	-	-	55,000	115,000	-	-	-	170,000
Website Replacement	-	-	62,000	-	-	-	-	62,000
Enterprise Resource Planning (ERP) System Replacement	35,751	100,000	-	-	-	-	-	-
CAMA System Replacement	-	12,000	-	-	-	-	-	-
Microsoft Office 365 Program Upgrade	29,790	-	31,500	31,500	31,500	31,500	31,500	157,500
A/V System Upgrades	-	-	-	78,000	-	-	-	78,000
PC Replacement Program	30,000	-	30,000	30,000	30,000	30,000	30,000	150,000
<b>Voter Registration and Elections</b>								
Voting Equipment	-	-	38,760	-	-	-	-	38,760
<b>Vehicles</b>								
Vehicle Replacement Plan	576,268		524,000	595,000	308,000	130,000	195,000	1,752,000
<b>TOTAL GENERAL GOVERNMENT EXPENDITURES</b>	<b>\$ 685,010</b>	<b>\$ 172,000</b>	<b>\$ 754,760</b>	<b>\$ 944,500</b>	<b>\$ 369,500</b>	<b>\$ 191,500</b>	<b>\$ 256,500</b>	<b>\$ 2,516,760</b>

AGENCIES & INTER-JURISDICTIONAL EXPENDITURES	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM							
	Estimated Through FY 2020	Carryover from FY 2020	Adpoted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
<b>Facilities</b>								
Williamsburg Regional Library Renovations	\$ -	\$ -	\$ -	\$ -	\$ 1,510,000	\$ 13,590,000	\$ 50,000	\$ 15,150,000
Williamsburg Regional Library Mechanical Systems	-	-	-	-	-	-	-	-
Courthouse Maintenance Projects	-	-	40,000	-	-	-	-	40,000
<b>TOTAL PUBLIC WORKS EXPENDITURES</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 40,000</b>	<b>\$ -</b>	<b>\$ 1,510,000</b>	<b>\$ 13,590,000</b>	<b>\$ 50,000</b>	<b>\$ 15,190,000</b>

CONTINGENCY & DEBT SERVICE EXPENDITURES	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM							
	Estimated Through FY 2020	Carryover from FY 2020	Adpoted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
<b>Contingency</b>								
Capital Project Contingency	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000
<b>Outstanding Bonded Debt</b>								
Principal Payments	870,225	-	862,300	1,905,162	1,981,419	2,063,895	2,144,638	8,957,414
Interest Payments	690,040	-	851,569	1,411,489	1,335,059	1,255,282	1,172,065	6,025,464
<b>TOTAL PUBLIC SAFETY EXPENDITURES</b>	<b><u>\$ 1,560,265</u></b>	<b><u>\$ -</u></b>	<b><u>\$ 1,913,869</u></b>	<b><u>\$ 3,516,651</u></b>	<b><u>\$ 3,516,478</u></b>	<b><u>\$ 3,519,177</u></b>	<b><u>\$ 3,516,703</u></b>	<b><u>\$ 15,982,878</u></b>

TOTAL CAPITAL EXPENDITURES	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM							
	Estimated Through FY 2020	Carryover from FY 2020	Adpoted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
	<u>\$ 10,533,032</u>	<u>\$ 17,360,200</u>	<u>\$ 6,104,254</u>	<u>\$ 12,932,606</u>	<u>\$ 21,557,473</u>	<u>\$ 20,863,052</u>	<u>\$ 7,343,978</u>	<u>\$ 68,801,363</u>

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM	CITY FIVE YEAR CAPITAL IMPROVEMENT PROGRAM							
	Estimated Through FY 2020	Carryover from FY 2020	Adpoted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
Beginning Fund Balance (General & Sales Tax Funds)	\$ 29,713,248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Add Revenues, Grants, and Bond Proceeds	-	10,261,269	6,552,487	10,906,130	15,320,820	20,801,872	7,269,153	
Carryforward Revenues	-	-	-	-	-	-	-	
Less CIP Projects & Debt Service Expended	-	(27,893,232)	(6,104,254)	(12,932,606)	(21,557,473)	(20,863,052)	(7,343,978)	
Estimated Operating Fund Surplus (Deficit) each year	-	-	448,233	(2,026,476)	(6,236,653)	(61,180)	(74,825)	
<b>ESTIMATED FUND BALANCE JUNE 30 - BEFORE SCHOOL CIP</b>		12,081,285	12,529,518	10,503,042	4,266,389	4,205,209	4,130,384	
Nonspendable		3,085,024	3,085,024	3,085,024	3,085,024	3,085,024	3,085,024	
Restricted - Bond		2,912,280	2,912,280	162,280	162,280	162,280	162,280	
Restricted - Grants		-	-	-	-	-	-	
Assigned		-	-	-	-	-	-	
Available for future projects		6,083,981	6,532,214	7,255,738	1,019,085	957,905	883,080	

# SCHOOL CAPITAL IMPROVEMENT PROGRAM CONTRIBUTION FY 2019-2023

	Estimated Thru FY 2020	Carryover from FY 2020	FIVE YEAR CAPITAL IMPROVEMENT PROGRAM					FIVE YEAR TOTAL
			Adpoted Budget FY 2021	FOR PLANNING PURPOSES				
				FY 2022	FY 2023	FY 2024	FY 2025	
Carryover Funds	700,000	1,107,623						
School Requested:			12,019,357	12,019,357	31,417,849	20,969,062	16,514,472	<b>92,940,097</b>
Final Revised CIP			-	7,935,000	7,518,000	37,624,000	14,551,000	
Contribution to Education Cost Stabilization			745,069					
City's Share of Revised CIP (9.6%)			-	761,760	721,728	3,611,904	1,396,896	<b>6,492,288</b>
Estimated Total Fund Balance at June 30		10,273,622	9,976,826	7,188,590	230,209	(3,442,875)	(4,914,596)	
NonSpendable		3,085,024	3,085,024	3,085,024	3,085,024	3,085,024	3,085,024	
Restricted - Bond		2,912,280	2,912,280	162,280	162,280	162,280	162,280	
Restricted - Grants								
Assigned								
Available for future projects		4,276,358	3,979,522	3,941,286	(3,017,095)	(6,690,179)	(8,161,900)	



# CAPITAL PROJECTS | PUBLIC WORKS

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## REPAVING PROGRAM | PUBLIC WORKS

### Goals, Initiatives, Outcomes - #1 Character of the City and #3 Transportation

Introduced 2020

The City applied for FY21 “State of Good Repair (SGR)” funds for repaving several major corridors at a cost of \$1,000,000. This funding is 100% federal dollars intended for primary roads only (with state route numbers). For other streets not qualifying for SGR funding, the City budgets in the CIP for repaving of those roads as needed. The City has also applied for VDOT Revenue Sharing funding in the amount of \$475,000 per year in FY21 and FY22. Revenue Sharing is a 50-50 state-aid program requiring a match of local funds. Streets are selected based on an annual street survey conducted by the department. Approximately \$500,000 is budgeted annually such that all streets are repaved on a rotating basis every 10-20 years dependent on traffic volumes and general condition.





**COST ESTIMATE:**

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 1,975,000</u>	<u>\$ 975,000</u>	<u>\$ 525,000</u>	<u>\$ 525,000</u>	<u>\$ 550,000</u>
Total Cost	<u>\$ 1,975,000</u>	<u>\$ 975,000</u>	<u>\$ 525,000</u>	<u>\$ 525,000</u>	<u>\$ 550,000</u>

**FUNDING SOURCES:**

SGR	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 0
Revenue Sharing	475,000	475,000			
Sales Tax	<u>500,000</u>	<u>500,000</u>	<u>525,000</u>	<u>525,000</u>	<u>550,000</u>
Total Funding	<u>\$ 1,975,000</u>	<u>\$ 975,000</u>	<u>\$ 525,000</u>	<u>\$ 525,000</u>	<u>\$ 550,000</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The completion of the work will not have a direct fiscal impact beyond the cost of completion. Repaving reduces long-term fiscal impacts as preventative maintenance reduces more considerable reactive maintenance expenses.

## HISTORIC STREET PAVING | PUBLIC WORKS

### Goals, Initiatives, Outcomes - #3 Transportation

#### Introduced 2020

In 2018, Colonial Williamsburg requested a modification of the Historic Area Streets agreement whereby the City would again maintain all the pavements within the Historic Area starting in July 2019. It has been many years since the pavements were last resurfaced, and wear from weather and heavy use combined with various repairs have culminated in a surface that does not fit with the surrounding area and atmosphere that visitors have come to expect.



This will be a multi-year project focusing at first on those streets in the Historic Area that are in most need of refurbishment. The new surface will be selected to best blend with the historic nature of the street by using brown stone but will also focus on long-term durability, accessibility, and affordability.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 300,000</u>				
Total Cost	<u>\$ 300,000</u>				

#### FUNDING SOURCES:

Carryover Funding	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0
Sales Tax	<u>300,000</u>	<u>300,000</u>	<u>300,000</u>	<u>300,000</u>	<u>300,000</u>
Total Funding	<u>\$ 400,000</u>	<u>\$ 300,000</u>	<u>\$ 300,000</u>	<u>\$ 300,000</u>	<u>\$ 300,000</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** There is no direct fiscal impact beyond the initial capital outlay. Resurfacing reduces long-term fiscal impacts because preventative maintenance reduces larger reactive maintenance and repair expenses.

**IRONBOUND ROAD IMPROVEMENTS (PHASES II & III) | PUBLIC WORKS**

**Goals, Initiatives, Outcomes - #3 Transportation**

**Introduced 2017**

Ironbound Road Improvements is divided into 3 phases. Phase I includes the redesign of the Longhill Road intersection and the relocation of Longhill Road. This project was completed in FY19.

Phases II & III of the Ironbound Road project will be completed concurrently due to available funding. The combined project includes the redesign and widening from Middle Street to Depue Drive. The planned improvement includes a roadway with three (3) lanes, pedestrian/ bicycle improvements, streetlights, underground wiring, and creating dual left turn lanes at the Richmond Road intersection. The project also includes coordination of the traffic signals at Richmond Road, Longhill Road, and Treyburn Drive. This project will be completely funded through the VDOT federal-aid Smart Scale program for a total cost of \$5,235,100 in FY23- FY26.

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 761,700</u>	<u>\$ 1,612,600</u>	<u>\$ 1,117,100</u>
Total Cost	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 761,700</u>	<u>\$ 1,612,600</u>	<u>\$ 1,117,100</u>

**FUNDING SOURCES:**

Smart Scale (Phase II)	\$ 0	\$ 0	\$ 310,100	\$ 1,612,600	\$ 1,117,100
Smart Scale (Phase III)	<u>0</u>	<u>0</u>	<u>451,600</u>	<u>0</u>	<u>0</u>
Total Funding	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 761,700</u>	<u>\$ 1,162,600</u>	<u>\$ 1,117,100</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The fiscal impact from these projects will be negligible. Despite adding pavement and additional lanes, increased maintenance and revenue will be minimal.

**CAPITOL LANDING ROAD & BYPASS ROAD INTERSECTION | PUBLIC WORKS**

**Goals, Initiatives, Outcomes - #3 Transportation**

**Introduced 2018**

Capital Landing Road is being reconstructed as part of an effort to encourage redevelopment along this gateway corridor. The project includes two (2) anchor intersections. The Capitol Landing and Bypass Roads intersection is the southern terminus of the redevelopment project. The redesign includes a standard, signalized, 90-degree “T” intersection, which will create a focal point and a new development pad along the southwestern edge of the intersection. The City was awarded Smart Scale funds from VDOT, which will provide 100% of the required funding for this project in FY22-23: \$700,000 FY22; \$1,444,760 FY23.

**COST ESTIMATE:**

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 0	\$700,000	\$1,444,760	\$ 0	\$ 0
Total Cost	\$ 0	\$700,000	\$1,444,760	\$ 0	\$ 0

**FUNDING SOURCES:**

Smart Scale	\$ 0	\$700,000	\$1,444,760	\$ 0	\$ 0
Total Funding	\$ 0	\$700,000	\$1,444,760	\$ 0	\$ 0

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost			\$ 562	\$ 562	\$ 562
Operating (Savings) Cost					
Debt Service					
Net Impact	\$ 0	\$ 0	\$ 562	\$ 562	\$ 562



**Fiscal Impact Summary:** The ongoing fiscal impact from this project is solely due to the operation of a new traffic signal once constructed. Despite adding pavement and additional lanes, increased maintenance will be de minimis. The potential for additional revenue exists if a new development pad results post construction.

## TRAFFIC SIGNALS | PUBLIC WORKS

### Goals, Initiatives, Outcomes - #3 Transportation

#### Introduced 2020

In FY19, the City was granted federal Highway Safety Improvement Program (HSIP) funds to install “flashing yellow arrow” (FYA) indications for 12 of the 17 traffic signals in the City. The remaining five signals are unsuitable for the FYA signals. The flashing yellow arrows provide for a more intuitive left turning motion than the currently used “yield on green ball” indicators, and many studies have shown that a safer roadway system results from their use. The cost for the FYA project is \$243,000 will be 100% federal HSIP dollars awarded in FY22 and FY23. The City also applied for and was awarded Smart Scale funding in FY24 and FY25 for Pedestrian Improvements and Signal Optimization for two corridors: Richmond Road and Lafayette Street. This funding is 100% federal dollars and will install or upgrade pedestrian signals on a limited basis and provide for synchronization of the traffic signals for improved progression during peak and off-peak hours.



#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 0	\$ 97,940	\$ 145,060	\$ 190,200	\$ 104,300
Total Cost	\$ 0	\$ 97,940	\$ 145,060	\$ 190,200	\$ 104,300

#### FUNDING SOURCES:

HSIP	\$ 0	\$ 97,940	\$ 145,060	\$ 0	\$ 0
Smart Scale (Phase III)	0			\$ 190,200	\$ 104,300
Total Funding	\$ 0	\$ 97,940	\$ 145,060	\$ 190,200	\$ 104,300

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

**Fiscal Impact Summary:** There is no direct fiscal impact beyond the initial capital outlay since no new signals are proposed. Improvements in traffic operations result in reduced travel time delays and energy savings for the users of the transportation network.

## BRIDGE INSPECTION & MAINTENANCE | PUBLIC WORKS

### Goals, Initiatives, Outcomes - #3 Transportation

#### Introduced 2020

This project includes federally required biennial inspections in even numbered fiscal years (\$20,000 each) and resultant maintenance for five (5) bridges and one large box culvert. They are located along Page Street, Capitol Landing Road, Merrimac Trail, Bypass Road, Quarterpath Road, and South Henry Street. In addition to the biennial inspections, replacement of the Page Street bridge bearings are scheduled for FY23 at a cost of \$350,000.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 0</u>	<u>\$20,000</u>	<u>\$ 350,000</u>	<u>\$ 20,000</u>	<u>\$ 0</u>
Total Cost	<u>\$ 0</u>	<u>\$20,000</u>	<u>\$ 350,000</u>	<u>\$ 20,000</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Sales Tax	<u>\$ 0</u>	<u>\$20,000</u>	<u>\$ 350,000</u>	<u>\$ 20,000</u>	<u>\$ 0</u>
Total Funding	<u>\$ 0</u>	<u>\$20,000</u>	<u>\$ 350,000</u>	<u>\$ 20,000</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The completion of the work will not have a direct fiscal impact beyond the cost of completion due to improved reliability and reduced maintenance costs.

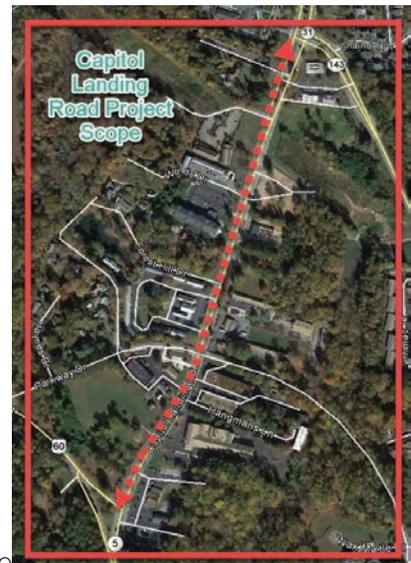


## CAPITOL LANDING ROAD REDESIGN | PUBLIC WORKS

### Goals, Initiatives, Outcomes - #3 Transportation

#### Introduced 2020

Using the “complete streets” design standard, Capitol Landing Road between Merrimac Trail and Bypass Road will be redesigned to include accommodations for vehicles, mass transit, bicycles, and pedestrians. This project includes paving, restriping to reduce lanes, bike lanes, sidewalks, street lights, and underground wiring with a total budget of \$6,160,000. \$1,988,874 is from excess funds from previous VDOT federal-aid projects and up to \$1,340,793 is the state-aid portion from the VDOT Revenue Sharing program. \$300,000 will be transferred from the utility fund in FY22 to pay for water main upgrades. The remainder is budgeted from FY19 and FY20 carry over monies to cover the required matches and because the city is responsible for 100% of the cost of underground wiring. The project is currently under contract for the design phase with construction anticipated to commence in FY22-FY23.



#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Carryover Approp.	\$ 3,477,300	\$ 0	\$ 0	\$ 0	\$ 0
Sales Tax	<u>0</u>	<u>1,300,000</u>	<u>1,382,700</u>	<u>0</u>	<u>0</u>
Total Cost	<u>\$ 3,477,300</u>	<u>\$ 1,300,000</u>	<u>\$ 1,382,700</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Carryover Funding - Grant	\$ 3,329,667	\$ 0	\$ 0	\$ 0	\$ 0
Carryover Sales Tax	147,633	0	0	0	0
Sales Tax	0	1,000,000	1,382,700	0	0
Utility Fund Transfer	<u>0</u>	<u>300</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Funding	<u>\$ 3,477,300</u>	<u>\$ 1,300,000</u>	<u>\$ 1,382,700</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The fiscal impact from this project will be positive. Despite adding wider sidewalks and additional features, increased maintenance will be minimal. The additional revenue created by new business development and expansion of existing businesses will be strong..

## STRAWBERRY PLAINS MULTI-USE TRAIL | PUBLIC WORKS

### Goals, Initiatives, Outcomes - #3 Transportation

Introduced 2019

The Planning Commission has encouraged the construction of a 1.5 mile± multi-use path connecting John Tyler Lane and the Strawberry Plains residential area. Additionally, the GIO's call for the consideration of a multi-use trail along Strawberry Plains Road that would connect to the proposed Monticello Avenue multi-use trail. A rough estimate for the trail would be in the \$2 million+ range. The planned expense of \$30,000 in FY22 will fund a study of the proposed project to help identify the best route, provide construction estimates, and determine a funding strategy.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 30,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 30,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

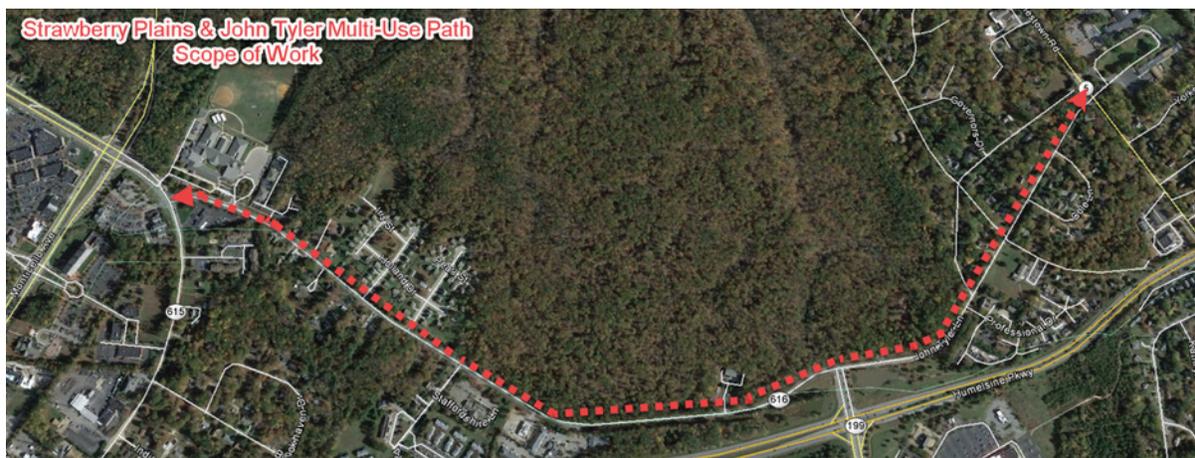
#### FUNDING SOURCES:

Sales Tax	<u>\$ 30,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 30,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** Beyond the costs of the study, this project's long-term fiscal impact is unknown at this time. The study will determine fiscal risk.



## LAFAYETTE STREET RECONSTRUCTION | PUBLIC WORKS

### Goals, Initiatives, Outcomes - #3 Transportation

#### Introduced 2020

This project will widen the roadway between south of Wythe Avenue to north of Bacon Avenue to provide wider travel lanes (from 9 ft to 11 ft) and meet standards for a minor arterial roadway. It will also maintain on-street parking on the east side of street; widen the sidewalk on the west side from the north project limit to Wythe Avenue, and add a shared-use path for bicycle accommodation on the east side for the entire length to connect to the Municipal Center entrance. The project will also include underground wiring for the corridor and the installation of new streetlights. The Arts District sidewalk project from prior year capital improvements is combined with this project for a total project budget of \$6,145,000 through FY26.



The City applied for and was awarded \$4,329,000 in federal-aid funding through the VDOT Smart Scale program beginning in FY24. The remaining funds will be from local funds to pay for underground wiring and utility betterments. Costs in FY24-FY25 are to begin design and utility relocations.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 600,000
Total Cost	\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 600,000

#### FUNDING SOURCES:

Smart Scale	\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 600,000
Total Funding	\$ 0	\$ 0	\$ 0	\$ 300,000	\$ 600,000

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

**Fiscal Impact Summary:** The fiscal impact from this project will be negligible. Despite adding pavement, sidewalks, and streetlights, increased maintenance and revenue will be minimal.

## NEWPORT AVENUE SIDEWALKS | PUBLIC WORKS

### Goals, Initiatives, Outcomes - #3 Transportation

#### Introduced 2020

This project will install a sidewalk along one side of Newport Avenue between Griffin Avenue and South Boundary Street. The sidewalk will not only provide for a neighborhood requested pedestrian improvement but will also provide a deterrent to cut-thru vehicular traffic by narrowing the street and slowing speeds. \$75,000 is programmed for FY22 to saw cut the existing pavement, install new curb and gutter & entrances, and construct the new sidewalk.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Sales Tax	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The fiscal impact from this project will be negligible. Despite adding sidewalks, increased maintenance and revenue will be minimal.

**SIDEWALK TO THE OAKS | PUBLIC WORKS**  
**Goals, Initiatives, Outcomes - #3 Transportation**  
**Introduced 2020**

The oaks sidewalk extension runs about 2,200 feet, from College Landing Parks along South Henry Street to the entrance to the Oaks subdivision. The sidewalk will provide pedestrian access from the Oaks subdivision into the downtown area of the City.

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 0</u>	<u>\$ 105,675</u>	<u>\$ 105,675</u>	<u>\$ 105,675</u>	<u>\$ 105,675</u>
Total Cost	<u>\$ 0</u>	<u>\$ 105,675</u>	<u>\$ 105,675</u>	<u>\$ 105,675</u>	<u>\$ 105,675</u>

**FUNDING SOURCES:**

Sales Tax	<u>\$ 50,000</u>	<u>\$ 93,375</u>	<u>\$ 93,375</u>	<u>\$ 93,375</u>	<u>\$ 93,375</u>
Total Funding	<u>\$ 50,000</u>	<u>\$ 93,375</u>	<u>\$ 93,375</u>	<u>\$ 93,375</u>	<u>\$ 93,375</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** Fiscal Impact of the project are still being analyzed and are expected to be available with the FY22 budget update.

**CAPITOL LANDING ROAD OUTFALL STREAM RESTORATION | PUBLIC WORKS**

**Goals, Initiatives, Outcomes - #7 Environmental Sustainability**

**Introduced 2020**

The City applied for a grant for FY21 from the Virginia Stormwater Local Assistance Fund (SLAF) administered by DEQ for stream bank stabilization and restoration of an existing roadway drainage outfall north of the Brandywyne development. The existing downstream channel has eroded and will be restored using guidance for water quality improvements for nutrient and sediment reduction to be included in the City’s Chesapeake Bay TMDL Action Plan.



Should the SLAF funding not be granted, the City has also applied to VDOT for FY21 Revenue Sharing funds. The total cost of \$534,975 is a 50% State, 50% city distribution under either funding scenario

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
Carryover Appropriations	\$ 411,750	\$ 0	\$ 0	\$ 0	\$ 0
FY21 Appropriations	<u>123,255</u>				
Total Cost	<u>\$ 534,975</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

SLAF or Revenue Sharing	\$ 267,487	\$ 0	\$ 0	\$ 0	\$ 0
Sales Tax	<u>267,488</u>				
Total Funding	<u>\$ 534,975</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** Beyond the costs of construction, this project will not have a fiscal impact. The additional maintenance costs will likely be negligible.

**WALNUT HILLS OUTFALL STREAM RESTORATION | PUBLIC WORKS**

**Goals, Initiatives, Outcomes - #7 Environmental Sustainability**

**Introduced 2020**

The City intends to apply for a grant for FY25 from the Virginia Stormwater Local Assistance Fund (SLAF) administered by DEQ for stream bank stabilization and restoration of an existing channel in the Berkeley Hills and Walnut Hills subdivisions adjacent to Walnut Hills Baptist Church. The existing channel will be restored using guidance for water quality improvements for nutrient and sediment reduction to be included in the City’s Chesapeake Bay TMDL Action Plan.



The total cost of \$422,600 is a 50% State, 50% City distribution

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 422,600</u>
Total Cost	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 422,600</u>

**FUNDING SOURCES:**

SLAF	\$ 0	\$ 0	\$ 0	\$ 0	\$ 211,300
Sales Tax	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>211,300</u>
Total Funding	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 422,600</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** Beyond the costs of construction, this project will not have a fiscal impact. The additional maintenance costs will likely be negligible.

**ROUTE 143 EMBANKMENT & OUTFALL EROSION REPAIR | PUBLIC WORKS**

**Goals, Initiatives, Outcomes - #7 Environmental Sustainability**

**Introduced 2021**

The roadway embankment at the corporate limit with York County on Merrimac Trail is eroding from a storm drainage inlet outfall. The project will extend and repair the storm sewer and discharge it lower on the slope to the existing stream channel while dissipating the energy. The embankment will then be regraded to a uniform slope and permanently stabilized with vegetative cover. An estimated \$350,000 is included in FY22 for this repair.



**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 0</u>	<u>\$ 350,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 0</u>	<u>\$ 350,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

SLAF	\$ 0	\$ 175,000	\$ 0	\$ 0	\$ 0
Sales Tax	<u>0</u>	<u>\$ 175,000</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Funding	<u>\$ 0</u>	<u>\$ 350,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** Beyond the costs of construction, this project will not have a fiscal impact. The additional maintenance costs will likely be negligible.

# CAPITAL PROJECTS

## PARKS, RECREATION, & CULTURE

**KIWANIS PARK IMPROVEMENTS | PARKS, RECREATION, & CULTURE**

**Goals, Initiatives, Outcomes - #6 Recreation & Culture**

Introduced 2020

Conversion of softball fields from a sand base system to a soil base system to improve safety and drainage (\$75,000). Additionally, the infield irrigation system on fields #2 and #3 will be upgraded from a manual system to an automatic system (\$25,000), and shade structures will be added to bleacher seating (\$120,000). Also in FY21, the bathroom doors will be upgraded to remote access control (\$16,000). In FY22 replace the basketball court and add an additional court with amenities with an accessible path (\$180,000).



**COST ESTIMATE:**

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 236,000	\$ 180,000	\$ 0	\$ 0	\$ 0
Total Cost	\$ 236,000	\$ 180,000	\$ 0	\$ 0	\$ 0

**FUNDING SOURCES:**

Sales Tax	\$ 236,000	\$ 180,000	\$ 0	\$ 0	\$ 0
Total Funding	\$ 236,000	\$ 180,000	\$ 0	\$ 0	\$ 0

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost	(\$ 1,165)	(\$ 1,165)	(\$ 1,165)	(\$ 1,165)	(\$ 1,165)
Debt Service					
Net Impact	(\$ 1,165)	(\$ 1,165)	(\$ 1,165)	(\$ 1,165)	(\$ 1,165)

**Fiscal Impact Summary:** There will be a minimal fiscal impact due to the increased maintenance and operation of the bathrooms (annual cost of remote system \$1,440). Discontinuing the use of portable toilets at Kiwanis Park will be a savings of \$2,565 annually.

**QUARTERPATH REC CENTER & PARK IMPROVEMENTS | PARKS, RECREATION, & CULTURE**

**Goals, Initiatives, Outcomes - #6 Recreation & Culture**

**Introduced 2020**

**If NO expansion:** FY21 (\$120,000) installation of accessible pathways and shelter amenity replacement and add outdoor computer controlled lights at the sand volleyball courts (\$30,000) Additional improvements include FY22 repaving the parking lot (TBD) and FY23 replacement of the playground and shelter (\$450,000).



**IF Expansion:** The above projects will no longer need to be considered.

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 150,000</u>	TBD	<u>\$ 450,000</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 150,000</u>	<u>TBD</u>	<u>\$ 450,000</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

Sales Tax	<u>\$ 150,000</u>		<u>\$ 450,000</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 150,000</u>		<u>\$ 450,000</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** There will be a minimal fiscal impact due to the operation of additional outdoor lighting at the sand volleyball courts.

**WALLER MILL PARK IMPROVEMENTS | PARKS, RECREATION, & CULTURE**

**Goals, Initiatives, Outcomes - #6 Recreation & Culture**

**Introduced 2020**

Renovate shelter #3 for accessibility and amenity upgrade and playground replacement. Also, replace the outdoor rotting columns of the park office building. Additionally, in FY21 installation of an outdoor lightning tracking alert system that will also be utilized at Kiwanis Park and Quarterpath Park (\$13,400). Additional park improvements include FY22 demolition and replacement of old bathroom building to include storage and improved accessible pathway (\$TBD), and in FY23, replace and relocate main playground.

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 141,400</u>	<u>TBD</u>	<u>\$ 300,000</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 141,400</u>	<u>TBD</u>	<u>\$ 300,000</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

Sales Tax	<u>\$ 141,400</u>		<u>\$ 300,000</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 141,400</u>		<u>\$ 300,000</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200	\$ 4,200
Debt Service					
Net Impact	<u>\$ 4,200</u>				

**Fiscal Impact Summary:** There will be a minimal fiscal impact due to the cost of the lightning tracking station operation (\$4,200 annual), and the added cost of bathroom maintenance and utility/operation.



# CAPITAL PROJECTS | PUBLIC SAFETY

## FIRE STATION RENOVATION AND CONSTRUCTION OF FIRE STATION 2 | PUBLIC SAFETY

### Goals, Initiatives, Outcomes - #4 Public Safety

#### Introduced 2017

The Fire Station, constructed in 1978, has planned maintenance costs that are prohibitive given the life of the structure and the capability of the existing station to meet the needs of the department. In March 2019, City Council approved the construction of a new fire station on Capitol Landing Road. Carryover funds from FY19 and FY20 of \$8,228,581 are available to help fund this project, in addition to remaining bond funds of \$2,750,000, for a total of \$10,978,581. This CIP funding may support the renovation of Station 1 (440 N. Boundary Street) and the construction of Station 2 currently planned at 912 Capitol Landing Road. Currently, project scope and programming is scheduled for the second half of FY20 with the award of a PPEA design-build.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 0	\$ 2,750,000	\$ 0	\$ 0	\$ 0
Total Cost	\$ 0	\$ 2,750,000	\$ 0	\$ 0	\$ 0

#### FUNDING SOURCES:

Carryover Funds - ST	\$ 728,581	\$ 0	\$ 0	\$ 0	\$ 0
Carryover Funds - Bond	7,500,000	0	0	0	0
Bonds	0	2,750,000	0	0	0
Total Funding	\$ 8,228,581	\$ 2,750,000	\$ 0	\$ 0	\$ 0

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0



## POLICE STATION RENOVATION | PUBLIC SAFETY

### Introduced 2018

The Williamsburg Police Department was constructed in 1977 and the building now needs significant renovations. These renovations include fixing a failing roof, repairing structural decay, and the construction of needed safety improvements. A study of need and current facility capability was conducted and recommendations for improvement were approved. Construction is planned for FY21 at an estimated cost of \$3,600,000. This project involves ongoing discussions with City leadership.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 0	\$ 738,190	\$ 6,537,500	\$ 250,000	\$ 0
Total Cost	\$ 0	\$ 738,190	\$ 6,537,500	\$ 250,000	\$ 0

#### FUNDING SOURCES:

Carryover Funds	\$ 349,310	\$ 0	\$ 0	\$ 0	\$ 0
Bond Funds	\$ 3,250,000	\$ 0	\$ 0	\$ 0	\$ 0
Other	\$ 0	\$ 738,190	\$ 6,537,500	\$ 250,000	\$ 0
Total Funding	\$ 3,599,310	\$ 738,190	\$ 6,537,500	\$ 250,000	\$ 0

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

**Fiscal Impact Summary:** The completion of the work will have an impact on the operating budget due to the improved efficiencies. At this time the direct impact cannot be specified until the design phase is completed.



**LAW ENFORCEMENT, E-911 REGIONAL CENTER EXPANSION | PUBLIC SAFETY**

**Goals, Initiatives, Outcomes - #4 Public Safety**

**Introduced 2009**

The City Council approved the consolidation of the public safety answering point (PSAP) with York County in February of 2009. This decision required an expansion of the dispatch center in York County. The City’s share of renovation costs an annual debt service of \$45,000 in each FY of the CIP. The City’s estimated savings due to the consolidation equal about \$200,000 in staffing cost annually.

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 45,000</u>				
Total Cost	<u>\$ 45,000</u>				

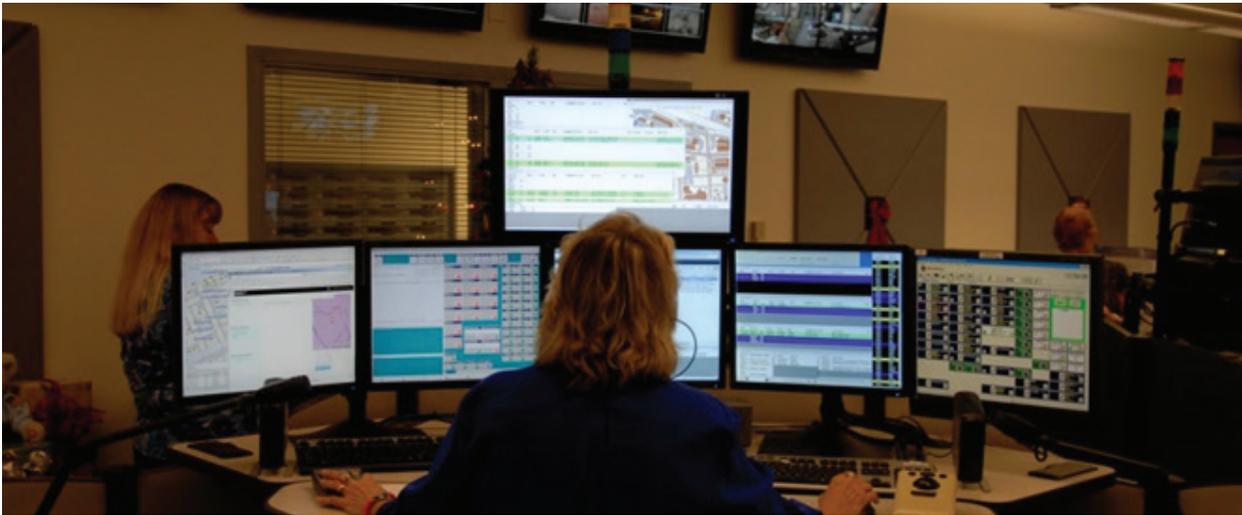
**FUNDING SOURCES:**

Sales Tax	<u>\$ 45,000</u>				
Total Funding	<u>\$ 45,000</u>				

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost	(\$ 200,000)	(\$ 200,000)	(\$ 200,000)	(\$ 200,000)	(\$ 200,000)
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>(\$ 155,000)</u>				

**Fiscal Impact Summary:** Staffing costs to operate an independent Dispatch Center would be about \$200,000 annually. Consoladating with the center with YorkCounty saves the City \$155,000 per year.



## REGIONAL RECORDS MANAGEMENT SYSTEM | PUBLIC SAFETY

### Introduced 2021

The current Records Management System utilized by the Williamsburg Police Department has been sold to a company that will no longer support the public service portion of the software. Entering into a regional Records Management System with York County utilizing the Motorola Records Management System will allow for seamless transfer of information from the current CAD and records management system, the ability to share criminal justice information with the York County Sheriff's Department and a reduction in costs for the Williamsburg Police Department.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$90,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$90,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Sales Tax	<u>\$90,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$90,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost	<u>\$ 0</u>	<u>\$ 17,000</u>	<u>\$ 37,000</u>	<u>\$ 37,000</u>	<u>\$ 37,000</u>
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>	<u>\$ 17,000</u>	<u>\$ 37,000</u>	<u>\$ 37,000</u>	<u>\$ 37,000</u>

**Fiscal Impact Summary:** Williamsburg's share of the project cost is \$90,000, with an annual systems administration personnel cost of \$17,000 beginning in FY22 and an annual maintenance cost of \$20,000 beginning in FY23.

## AID TO LOCALITY (ATL) FUNDING | PUBLIC SAFETY

This project consists of Aid-to-Localities funding and includes future funding estimated at \$50,000 in each year for the next four years. State code mandates specific use of these funds, with annual reporting to the Virginia Department of Fire Programs. While it is difficult to forecast specific fire equipment needs, some examples of the type of equipment purchased with this funding includes personal protective equipment, hose, firefighting tools, and fire suppression foam.



During FY21, this project will include the purchase, replacement and maintenance of Personal Protective Equipment (PPE). This allows the department to maintain two complete sets of PPE for all firefighters, reducing impacts associated with wearing contaminated PPE.

### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
State Grant	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Total Cost	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

### FUNDING SOURCES:

Carryover Funding	\$ 160,829	\$ 0	\$ 0	\$ 0	\$ 0
Aid to Locality (ATL) Grant	50,000	50,000	50,000	50,000	50,000
Total Funding	\$ 210,829	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000

### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

**Fiscal Impact Summary:** The availability of grant funds for fire equipment reduces expenditures in the Fire Department operating budget each year, as these are essential to operations.

#### 4 FOR LIFE GRANT | PUBLIC SAFETY

Use of this funding is limited to providing EMS training and purchasing EMS equipment, and is reported annually To the Virginia Office of Emergency Medical Services. This funding is primarily used to support EMT-Paramedic training, Advanced Cardiac Life Support training and to replace EMS equipment and supplies used on a daily basis. This project will include \$20,000 in FY21 funding.

The majority of the funding in FY21 will be utilized to enhance training opportunities for Advanced Life Support providers and equipment. The anticipated expense in each future FY accommodates annual paramedic training and daily EMS supplies.



#### COST ESTIMATE:

	FY 2021	FY 2022
State Grant	<u>\$ 20,000</u>	<u>\$ 20,000</u>
Total Cost	<u>\$ 20,000</u>	<u>\$ 20,000</u>

#### FUNDING SOURCES:

Carryover Funds	\$ 65,565	\$ 0	\$ 0	\$ 0	\$ 0
State Grant	<u>20,000</u>	<u>20,000</u>	<u>20,000</u>	<u>20,000</u>	<u>20,000</u>
Total Funding	<u>\$ 85,565</u>	<u>\$ 20,000</u>	<u>\$ 20,000</u>	<u>\$ 20,000</u>	<u>\$ 20,000</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The availability of grant funds for EMS equipment and training reduces expenditures in the Fire Department operating budget each year, as these are essential to operations.

## MOBILE DATA TERMINALS (MDT) | PUBLIC SAFETY

### Goals, Initiatives, Outcomes - #4 Public Safety

Introduced 2019

The Mobile Data Terminals project is designed to place a ruggedized computer in fire/EMS vehicles to improve response capabilities for the Fire Department. The mobile data terminals, or commonly called MDTs, will allow information exchange in real-time from the dispatcher to the personnel operating in the field. This allows for more accurate information to be provided to responding units from the 911 Center. The MDTs will also allow for access to mapping systems, utilization of stored files for building plans, and Pre-Incident Surveys by responding units. Currently, the majority of all information exchanged over the radio and other additional files are difficult to retrieve due to outdated equipment, which limits the amount of information that is available to responding units. In addition to the cost of the MDTs, there will be a \$40.00/per month/per air card for the wireless connection for each MDT. A five-year replacement plan will also need to be developed and managed to ensure the proper replacement cycle of MDTs.



#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 0</u>	<u>\$ 44,000</u>	<u>\$ 44,000</u>	<u>\$ 44,000</u>	<u>\$ 10,000</u>
Total Cost	<u>\$ 0</u>	<u>\$ 44,000</u>	<u>\$ 44,000</u>	<u>\$ 44,000</u>	<u>\$ 10,000</u>

#### FUNDING SOURCES:

Operating Revenue	<u>\$ 0</u>	<u>\$ 44,000</u>	<u>\$ 44,000</u>	<u>\$ 44,000</u>	<u>\$ 10,000</u>
Total Funding	<u>\$ 0</u>	<u>\$ 44,000</u>	<u>\$ 44,000</u>	<u>\$ 44,000</u>	<u>\$ 10,000</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** Access to real-time data will enhance decision-making resulting in improved scene safety, management of incidents, while contributing to the goal of a safer community.

## BALLISTIC VESTS | PUBLIC SAFETY

### Goals, Initiatives, Outcomes - #4 Public Safety

#### Introduced 2020

The deployment of ballistic vests for the protection of public safety personnel in environments that have the potential to be unsafe or hostile have been emerging as best practices for fire and EMS departments. This equipment is necessary to ensure the safety of personnel when responding to an active threat incident where placing themselves in a dangerous environment is imperative to the survivability victims. In addition, this equipment would help bring the department in compliance with NFPA 3000, Standards for Active Shooter/Hostile Events. To ensure our personnel has access to appropriate personal protective equipment such as ballistic vests and governing policies, guidelines, and training that incorporate their use in our daily operations has become a critical component to the safety and well-being of public safety personnel as they perform their daily role responsibilities and service to the public. In addition to the initial procurement of ballistic vests, a reliable replacement plan every ten years must be developed and managed to ensure the manufacturer’s recommendation of proper replacement.



#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
State Grant	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0
Total Cost	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0

#### FUNDING SOURCES:

Sales Tax	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0
Total Funding	\$ 40,000	\$ 0	\$ 0	\$ 0	\$ 0

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

**Fiscal Impact Summary:** While difficult to articulate a fiscal impact, the provision of ballistic vests for personnel is a critical safety net to ensure the most appropriate protective equipment is available when personnel are operating at dangerous or potential dangerous or hostile environments.

**LAW ENFORCEMENT EQUIPMENT BODY CAMERAS/IN CAR CAMERA SYSTEM, TASERS  
PUBLIC SAFETY**

**Goals, Initiatives, Outcomes - #4 Public Safety**

**Introduced 2020**

The Williamsburg Police Department currently utilizes the Axon Body Camera and Taser system. These two systems are under one contract that has approximately one fiscal year left on the contract. The new contract will incorporate the Axon In-Car Camera system into the Axon Body-Camera, Taser CIP contract process, thereby having all equipment under one contract with one annual cost, maintenance, and upgrade package.



**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 65,000</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>
Total Cost	<u>\$ 65,000</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>

**FUNDING SOURCES:**

Operating Revenue	<u>\$ 65,000</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>
Total Funding	<u>\$ 65,000</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>	<u>\$ 99,900</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost	\$ 22,000	\$ 22,400	\$ 22,889	\$ 23,347	\$ 23,814
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 22,000</u>	<u>\$ 22,400</u>	<u>\$ 22,889</u>	<u>\$ 23,347</u>	<u>\$ 23,814</u>

**Fiscal Impact Summary:** The use of non-lethal devices and response cameras may reduce legal liability for the department. The Commonwealth Attorney's office needs additional staff to file, store, and review data recorded by the cameras. The City will incur its share of the cost to support two additional paralegals in the Commonwealth Attorney's office. The City's share of cost for FY 21 will \$22,000. A two percent increase in salary cost is assumed for each successive year.

**LAW ENFORCEMENT EQUIPMENT, MOBILE DATA TERMINAL REPLACEMENT  
PUBLIC SAFETY**

**Goals, Initiatives, Outcomes - #4 Public Safety**

**Introduced 2021**

The mobile data terminals of the Williamsburg Police Department have recently been replaced as they were at the end of their lifecycle and failing. To ensure continued continuity of the MDT program, the MDT's are on a current recycling cycle of six (6) years. The costs of each unit is \$7,000 and includes the hardware, software and installation. Maintenance costs are \$25 per month per unit, beginning after the one-year warranty expires.



**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 0</u>	<u>\$ 21,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 21,000</u>
Total Cost	<u>\$ 0</u>	<u>\$ 21,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 21,000</u>

**FUNDING SOURCES:**

Sales Tax	<u>\$ 0</u>	<u>\$ 21,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 21,000</u>
Total Funding	<u>\$ 0</u>	<u>\$ 21,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 21,000</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost			\$ 900	\$ 900	\$ 900
Debt Service					
Net Impact	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 900</u>	<u>\$ 900</u>	<u>\$ 900</u>

**Fiscal Impact Summary:** The annual maintenance costs associated with this project are \$25 per month per unit, beginning after the one-year warranty expires.

**LAW ENFORCEMENT EQUIPMENT, PORTABLE RADIO UPGRADES | PUBLIC SAFETY**

**Goals, Initiatives, Outcomes - #4 Public Safety**

**Introduced 2020**

The Williamsburg Police Department’s purchased the 800 MHz radios that are currently in use through Homeland Security Grants in 2005. They have reached the end of their life with parts not being available. New radios would provide officers with state of the art radios to be utilized in conjunction with the 800 MHz radio system. It is recommended to replace all portable radios utilizing a replacement program beginning in the FY21 Capital Improvement Program with twenty-five (20) radios being replaced in FY 21 and twenty-five (19) radios being replaced in FY22.



**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 89,000</u>	<u>\$ 84,550</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 89,000</u>	<u>\$ 84,550</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

Sales Tax	<u>\$ 89,000</u>	<u>\$ 84,550</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 89,000</u>	<u>\$ 84,550</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

**Fiscal Impact Summary:** The annual contract costs associated with this project should not be any higher than the current contract costs.

## EQUIPMENT, RANGE REPAIRS AND UPGRADES | PUBLIC SAFETY

### Goals, Initiatives, Outcomes - #4 Public Safety

Introduced 2021

The Williamsburg Police Department's firing range is in need of refurbishment to adequately address concerns of safety, liability, and efficiency. These concerns are due to 18+ years of projectile build-up and the use of common, mixed-grade impact berm media (clay, dirt, gravel and sand) which has resulted in a situation where ricochet is a higher possibility and growing with each visit. Included in the estimates are upgrades to the range that will allow for the firing of lead ammunition during future range usage.



#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 0	\$ 75,000	\$ 0	\$ 0	\$ 75,000
Total Cost	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 75,000</u>

#### FUNDING SOURCES:

Sales Tax	\$ 0	\$ 75,000	\$ 0	\$ 0	\$ 75,000
Total Funding	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 75,000</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** There are no annual contract costs associated with this repair and upgrade program and maintenance costs, if any, should be minimum as the project is projected to be completed every five years, eliminating any annual costs.

## NEW PARKING GARAGE | PUBLIC SAFETY

### Introduced 2021

New Downtown Parking Garage. This garage will support new apartments and first-class office space. Planning is currently underway, but not yet fully developed.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 0</u>	<u>\$ 400,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 0</u>	<u>\$ 400,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Sales Tax	<u>\$ 0</u>	<u>\$ 400,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 0</u>	<u>\$ 400,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The fiscal impact analysis is currently underway. The proposed project is still under development.

# CAPITAL PROJECTS | COMMUNITY & ECONOMIC DEVELOPMENT

## EXTERIOR LIGHTING | COMMUNITY & ECONOMIC DEVELOPMENT

Introduced 2020

Remove and replace existing Parking Lot Lights with new LED lights at all (4) sites. Remove and replace existing Egress/Entry Door lights with new LED fixtures at the (3) family sites. Install LED Flood light at Mimosa Woods basketball court. These improvements are necessary to improve safety and security.

### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 46,000	\$ 0	\$ 0	\$ 0	\$ 0
Total Cost	<u>\$ 46,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

### FUNDING SOURCES:

Sales Tax	\$ 46,000	\$ 0	\$ 0	\$ 0	\$ 0
Total Funding	<u>\$ 46,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The savings from this project will have a minimal impact on the operating budget but will provide better lighting for residents.

**WORKFORCE HOUSING RENOVATION | COMMUNITY & ECONOMIC DEVELOPMENT**

**Introduced 2020**

There are six (6) housing units that are utilized for employees in an effort to supply Work Force Housing. The housing is primarily offered to employees who can readily respond to emergencies so that the City derives a valuable benefit of having employees in close proximity to work. The amount of \$35,000 is needed in FY21 to complete the renovation work that was found during recent inspections of these units..

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 35,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 35,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

Sales Tax	<u>\$ 35,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 35,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** To maintain the Workforce Housing units, ensuring the presence of affordable housing in the City of Williamsburg. This project will not impact the operating budget.

# CAPITAL PROJECTS

## GENERAL GOVERNMENT

**PRINCE GEORGE PARKING GARAGE LED LIGHTING | GENERAL GOVERNMENT**

**Goals, Initiatives, Outcomes - #4 Public Safety**

Introduced 2020

This project will replace existing lighting in the Prince George Parking Garage (PGPG). The existing fixtures are metal halide, and sodium vapor and the proposal is to use LED fixtures which provide better lighting at a reduced cost. The return on investment (ROI) is a 5-year turnaround.

**COST ESTIMATE:**

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

Sales Tax	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost	\$ 0	(\$ 15,000)	(\$ 15,000)	(\$ 15,000)	(\$ 15,000)
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>	<u>(\$ 15,000)</u>	<u>(\$ 15,000)</u>	<u>(\$ 15,000)</u>	<u>(\$ 15,000)</u>

**Fiscal Impact Summary:** The LED fixtures will pay for themselves over a 5-year period, and the fixtures will last longer.

**COMMUNITY BUILDING & MUNICIPAL BUILDING HVAC CONTROLS UPGRADE  
GENERAL GOVERNMENT**

**Goals, Initiatives, Outcomes - #7 Environmental Sustainability**

**Introduced 2020**

The HVAC controls in both the Community Building and the Municipal Building need to be upgraded as the systems are obsolete. The new software will be web-based, which will match the Stryker Center software, and the buildings can be easily monitored/controlled remotely.

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 13,500</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 13,500</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

Sales Tax	<u>\$ 13,500</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 13,500</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** There is no direct fiscal impact beyond the initial capital outlay. Replacing obsolete equipment reduces long-term fiscal impacts because preventative maintenance reduces larger reactive maintenance and repair expenses.

## LAFAYETTE STREET FENCE REPLACEMENT | GENERAL GOVERNMENT

### Goals, Initiatives, Outcomes - #1 Community Character

#### Introduced 2020

The existing wooden privacy fence along Lafayette Street from Armistead Avenue to Harriet Tubman Drive is in need of replacing. The fence serves as a safety measure and provides some privacy from vehicular traffic for the houses in Crispus Attucks, which back up to Lafayette Street. The fence is approximately 20 years old.

\$20,000 is budgeted in FY21 to replace the fence with a similar wooden fence.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 0</u>	<u>\$ 20,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 0</u>	<u>\$ 20,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Sales Tax	<u>\$ 0</u>	<u>\$ 20,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 0</u>	<u>\$ 20,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** There is minimal fiscal impact other than maintenance costs initially will be reduced with a new fence.

## BROADBAND ASSESSMENT AND DEVELOPMENT | GENERAL GOVERNMENT

### Introduced 2020

City Council's GIOs call for staff to research and develop a broadband policy for the City. A staff team was convened and the project goals laid out. Based on the goals of the project, staff felt it would be more appropriate to enlist a consultant to perform an assessment and survey of capabilities as well as design and build a broadband plan for the City moving forward. With the broadband work being done on the Southside, in addition to the transoceanic fibers coming to Virginia Beach, it became even more apparent that this work would require the help of a consulting company with a deep understanding of these projects. This project would hire a consulting company to, over a 2-year period, perform an assessment and survey of current capabilities and then design a broadband plan that the City could work to implement in future years.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 55,000</u>	<u>\$ 115,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 55,000</u>	<u>\$ 115,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Sales Tax	<u>\$ 55,000</u>	<u>\$ 115,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 55,000</u>	<u>\$ 115,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** None

## WEBSITE REPLACEMENT | GENERAL GOVERNMENT

### Introduced 2020

The City website is a prominent communication tool used throughout the City of Williamsburg and the world. The existing website has been in place and served us well since 2016. The heart of the website, the Content Management System (CMS) is not user friendly or as intuitive as we would like it to be for the end users adding or updating content. This project will replace the existing website and CMS with an updated design and system to allow for increased efficiency and improved communications.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 62,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 62,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Sales Tax	<u>\$ 62,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 62,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000
Debt Service					
Net Impact	<u>\$ 8,000</u>				

**Fiscal Impact Summary:** Yearly maintenance and hosting costs will be approximately \$8,000 and will be handled in the software maintenance line of the IT Operating Budget

**MICROSOFT OFFICE 2019 PROGRAM UPGRADE | GENERAL GOVERNMENT**

**Introduced 2019**

Currently, the City has 3 different versions of the Microsoft Office Application Suite installed, Office 2010, Office 2013 and Office 2016. Office 2010 is now out of general support for both software updates and security updates. Additionally, in October of 2020 Microsoft will no longer allow Outlook email clients to connect to Office 365 email servers, which is the primary email system for the City. This project will upgrade the installed programs to the same version across all City computers, currently Microsoft Office 2019.

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 31,500</u>				
Total Cost	<u>\$ 31,500</u>				

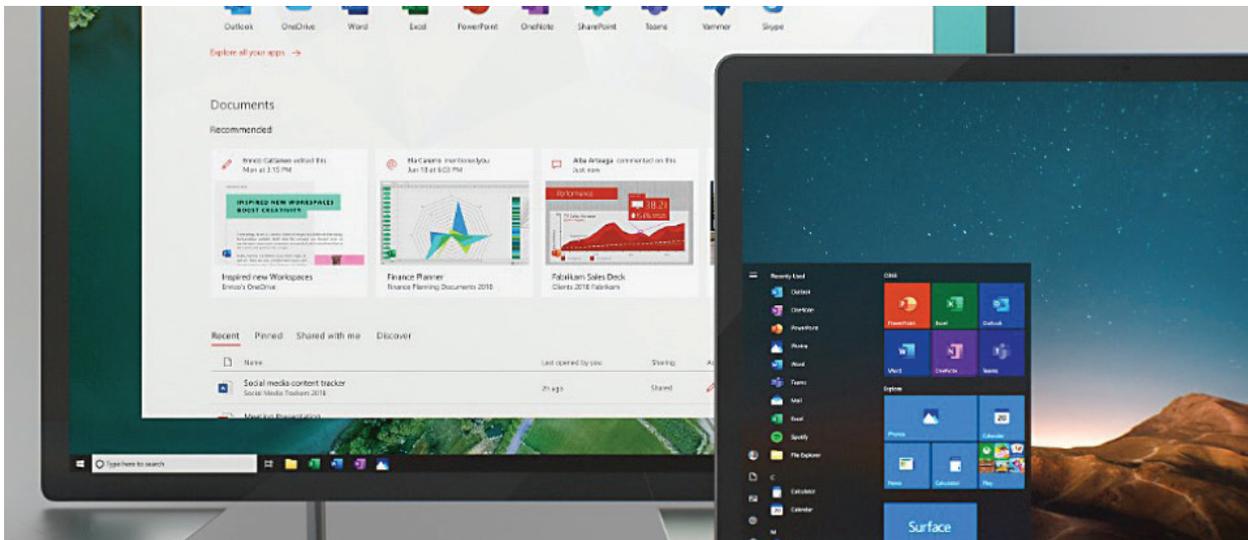
**FUNDING SOURCES:**

	<u>\$ 0</u>				
Sales Tax	<u>\$ 0</u>				

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** There will be no impact to the operating budget.



## A/V SYSTEM UPGRADES | GENERAL GOVERNMENT

### Introduced 2020

The Community Building and 3rd Floor Conference rooms are used by citizens and City employees on a routine basis. The audio-visual systems in these two key locations are very old, lacking many newer technology features and require upgrade. This project would replace the audio-visual systems in both locations with up to date features, including new wide-screen projection capability, greatly improved sound as well as the ability to have multiple microphones without requiring the end-user to manipulate any equipment.

#### **COST ESTIMATE:**

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 0</u>	<u>\$ 78,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 0</u>	<u>\$ 78,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### **FUNDING SOURCES:**

Sales Tax	<u>\$ 0</u>	<u>\$ 78,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 0</u>	<u>\$ 78,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### **OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The replacement of these outdated systems will not have a direct fiscal impact beyond the cost of completion. Efficiency is gained by staying current with new technology.

## PC REPLACEMENT PROGRAM | GENERAL GOVERNMENT

### Introduced 2020

Annually the City follows a PC replacement schedule, replacing those computers that have reached end of life (4 years) or fail during the FY. The department requests \$30,000 for this expense in each FY.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 30,000</u>				
Total Cost	<u>\$ 30,000</u>				

#### FUNDING SOURCES:

Sales Tax	<u>\$ 30,000</u>				
Total Funding	<u>\$ 30,000</u>				

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The replacement of computers will not have a direct fiscal impact beyond the cost of completion. Efficiency is gained by staying current with new technology and software.

## ADDITIONAL VOTING PRECINCT | GENERAL GOVERNMENT

### Introduced 2021

Due to Virginia Election code 24.2-307 we are required to create a new precinct when current precincts have over 4,000 voters vote. Currently both precincts have over 5,000 registered voters in each precinct.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 38,760</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 38,760</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Sales Tax	<u>\$ 38,760</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 38,760</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Staffing (Savings) Cost	3,600	3,600	3,600	3,600	3,600
Facility (Savings) Cost	300	300	300	300	300
Program (Savings) Cost	9220	3,450	3450	3450	3450
Operating (Savings) Cost	195	0	0	0	0
Debt Service					
Net Impact	<u>\$ 13,315</u>	<u>\$ 7,350</u>	<u>\$ 7,350</u>	<u>\$ 7,350</u>	<u>\$ 7,350</u>

**Fiscal Impact Summary:** Due to Virginia Election Law, we need to establish a 3<sup>rd</sup> precinct within the City of Williamsburg. The \$38,760 would go towards the purchasing of the new voting equipment to be used at that polling place. The additional cost that would be incurred is \$3,600 for additional officers of election to staff the additional polling place per year. The rental fee is \$300 per year if the polling place is not a City owned building. Additional supplies and signage will make up \$465 as a one-time cost. Our Electronic Pollbook has an annual licensing fee of \$450.00. By law our office is require to mail out new voter information cards to all voters affected by a precinct change at a one-time cost of \$5,500.

## VEHICLE REPLACEMENT PLAN | GENERAL GOVERNMENT

### Introduced 2021

The City replaces vehicles following industry standards for public safety departments and after extensive use for general fleet. When general fleet vehicles are replaced, they are cycled down in the organization or sold as surplus. Following a replacement schedule in FY21, several general fleet and public safety vehicles will be replaced.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 524,000	\$ 595,000	\$ 308,000	\$ 130,000	\$ 195,000
Total Cost	<u>\$ 524,000</u>	<u>\$ 595,000</u>	<u>\$ 308,000</u>	<u>\$ 130,000</u>	<u>\$ 195,000</u>

#### FUNDING SOURCES:

Sales Tax	\$ 524,000	\$ 595,000	\$ 308,000	\$ 130,000	\$ 195,000
Total Funding	<u>\$ 524,000</u>	<u>\$ 595,000</u>	<u>\$ 308,000</u>	<u>\$ 130,000</u>	<u>\$ 195,000</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				



# CAPITAL PROJECTS

## AGENCIES & INTERJURISDICTIONAL

### WILLIAMSBURG LIBRARY RENOVATION | AGENCIES & INTERJURISDICTIONAL

#### Goals, Initiatives, Outcomes - #6 Recreation & Culture

The Williamsburg Library facility was constructed in 1974 with two subsequent additions in 1982 and 1988. The facility hosts 600,000 annual visits, over 2,500 meetings and programs, and 65% of the 1.2 million yearly check-out system transactions. The Williamsburg Regional Library system meets almost all major AAA standards except for facilities, where it ranks a single A. The actual library space, minus the theater and basement are 25,000 square feet, which translates to .34 SF per capita. The standard is 1 square foot per capita. At 300% beyond recommended capacity, the library lacks any additional space to offer new technology, a teen area, seating, collaborative workspaces, maker spaces, media labs, or space for other contemporary library services. The WRL Board of Trustees has engaged a library architect to conduct an assessment of the building and provide cost estimates for a total renovation or a replacement facility. The library is interested in exploring options with the City regarding possible sites, parking expansion, or a possible combined new facility with James City County. This project budgets an estimate of cost beginning with design in FY23 and construction in FY24, with the intent to engage in discussions with James City County, York County, and the City of Williamsburg concerning the possibility of a joint facility.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 0	\$ 0	\$ 1,510,000	\$ 13,590,000	\$ 50,000
Total Cost	\$ 0	\$ 0	\$ 1,510,000	\$ 13,590,000	\$ 50,000

#### FUNDING SOURCES:

TBD	\$ 0	\$ 0	\$ 1,510,000	\$ 13,590,000	\$ 50,000
Total Funding	\$ 0	\$ 0	\$ 1,510,000	\$ 13,590,000	\$ 50,000

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

**Fiscal Impact Summary:** The completion of the renovations will reduce ongoing maintenance costs. The use of more efficient equipment and design may minimally reduce operating costs.



**WILLIAMSBURG/JCC COURTHOUSE MAINTENANCE PROJECTS (CONTINGENCY)  
AGENCIES & INTERJURISDICTIONAL**

The City of Williamsburg and James City County jointly own and operate the Williamsburg/James City county Courthouse as authorized by §17.1-281 of the Code of Virginia. Each locality has previously authorized the assessment of a courthouse maintenance fee of \$2 for each civil and criminal action and/or traffic case in the District or Circuit Courts for the City of Williamsburg and James City County. The Clerk of the Circuit Court collects and remits fees monthly to the City's Department of Finance, acting as agent for the Courthouse Maintenance Fund. Funds are invested in the Commonwealth of Virginia's Local Government Investment Pool. Disbursements are approved by resolution of both the Williamsburg City Council and the James City County Board of Supervisors for capital projects deemed necessary to maintain the Courthouse.



**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 40,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 40,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

Maintenance Fund	<u>\$ 40,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 40,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** Fiscal impact will be analyzed when specific projects are determined.

**WILLIAMSBURG/JCC SCHOOLS CAPITAL CONTRIBUTION  
AGENCIES & INTERJURISDICTIONAL**

This project represents City contribution to various capital expenditures for the joint Williamsburg-James City County school system. Anticipated funding amounts are \$745,069 FY21 for a contribution to an Educational Cost Stabilization Reserve, \$761,760 FY22, \$721,728 FY23, \$3,611,904 FY24, and \$1,396,896 in FY25. These estimates are based on the school system CIP. The City’s share of these expenses is 9.6% of the FY21 total, as stipulated in the current funding agreement between JCC and the City. Remaining funds for any projects not completed at fiscal year-end are carried forward to the following year.

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 745,069</u>	<u>\$ 761,760</u>	<u>\$ 721,728</u>	<u>\$ 3,611,904</u>	<u>\$ 1,396,896</u>
Total Cost	<u>\$ 745,069</u>	<u>\$ 761,760</u>	<u>\$ 721,728</u>	<u>\$ 3,611,904</u>	<u>\$ 1,396,896</u>

**FUNDING SOURCES:**

Sales Tax	<u>\$ 745,069</u>	<u>\$ 761,760</u>	<u>\$ 721,728</u>	<u>\$ 3,611,904</u>	<u>\$ 1,396,896</u>
Total Funding	<u>\$ 745,069</u>	<u>\$ 761,760</u>	<u>\$ 721,728</u>	<u>\$ 3,611,904</u>	<u>\$ 1,396,896</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

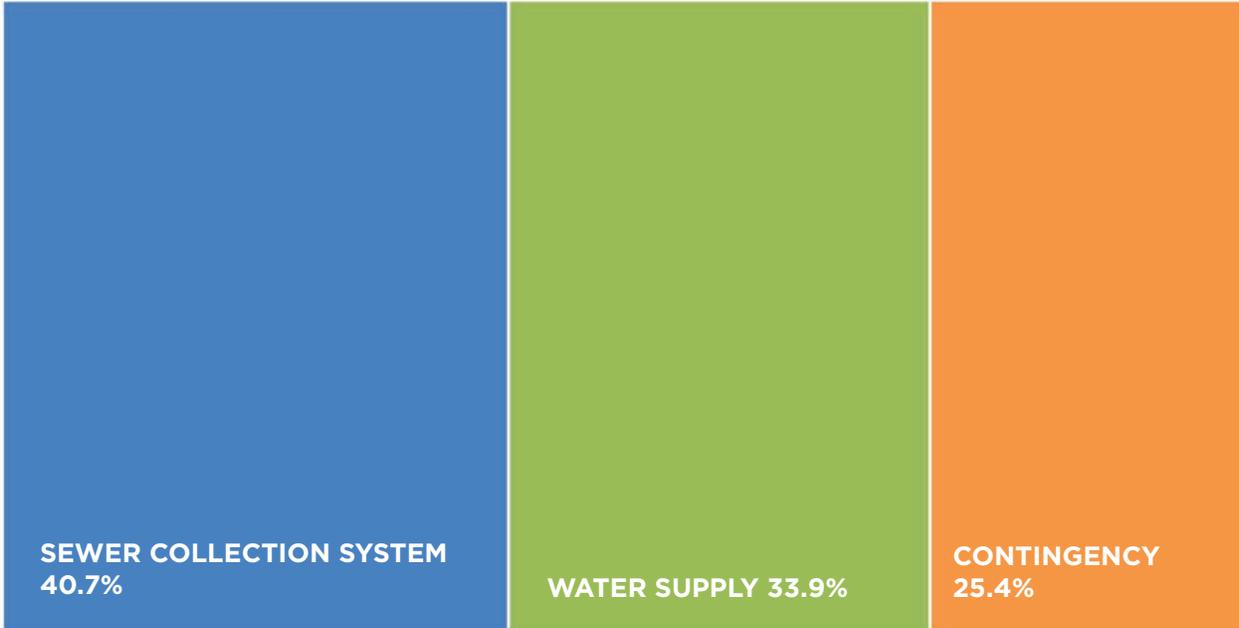
**Fiscal Impact Summary:** The completion of work will not have a direct fiscal impact beyond the cost of completion due to improved reliability and efficiency of any new improvements, including appliances.



# UTLITLITES | CAPITAL IMPROVEMENT PROJECTS FY 2021

<b>REVENUES</b>	Adopted FY 2021	Estimated FY 2020	Actual FY 2019
Transfer from Reserves	\$ (295,000)	\$ (730,000)	\$ (390,000)
<b>TOTAL REVENUES</b>	<u>\$ (295,000)</u>	<u>\$ (730,000)</u>	\$ (390,000)

<b>EXPENDITURES</b>	Adopted FY 2021	Estimated FY 2020	Actual FY 2019
Water Supply	\$ 100,000	\$ 525,000	\$ 190,000
Water Distribution/Storage	-		75,000
Plant Wastewater Lagoons	-	-	-
Sewer Collection System	120,000		20,000
Contingency	75,000	75,000	75,000
Vehicles/Equipment	-	130,000	30,000
<b>TOTAL EXPENDITURES</b>	<u>\$ 295,000</u>	<u>\$ 730,000</u>	<u>\$ 390,000</u>





# UTILITY FUND CAPITAL IMPROVEMENT PROGRAM PROJECT INFORMATION DETAIL - FY 2021-2025

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM								
CAPITAL REVENUES	Estimated Through FY 2020	Carryover from FY 2020	Adpoted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
Transfer from Retained Earnings (Reserves)								
<b>TOTAL REVENUES</b>	<b><u>\$ 318,890</u></b>	<b><u>\$ -</u></b>	<b><u>\$ 295,000</u></b>	<b><u>\$ 955,000</u></b>	<b><u>\$ 1,260,000</u></b>	<b><u>\$ 375,000</u></b>	<b><u>\$ 150,000</u></b>	<b><u>\$ 3,035,000</u></b>

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM								
CAPITAL EXPENDITURES	Estimated Through FY 2020	Carryover from FY 2020	Adpoted Budget FY 2021	FOR PLANNING PURPOSES				FIVE YEAR TOTAL
				FY 2022	FY 2023	FY 2024	FY 2025	
<b><u>Water Supply</u></b>								
Watershed Protection/Water Quality	\$ 75,000	\$ -	-	75,000	-	-	-	75,000
Waller Mill Dam Improvements	139,950	-	50,000	465,000	950,000	-	-	1,465,000
Water Treatment Improvements	33,994	-	50,000	-	-	-	-	50,000
<b><u>Water Distribution/Storage</u></b>								
Water System Improvements	\$ 550,000	-	-	300,000	-	-	-	300,000
<b><u>Plant Wastewater Lagoons</u></b>								
Lagoon Sludge Removal	-	-	-	-	120,000	-	-	120,000
<b><u>Sewer Collection/Transmission System</u></b>								
Sewer System Rehab - SSO Program	24,404	-	75,000	-	75,000	-	75,000	225,000
Sewer Pump Station Reliability	64,301	-	45,000	-	40,000	-	-	85,000
<b><u>Water/Sewer System Contingency</u></b>								
Water/Sewer System - Contingency	125,010	-	75,000	75,000	75,000	75,000	75,000	375,000
<b><u>Vehicles/Equipment</u></b>								
Vehicles	397,112	-	-	40,000	-	300,000	-	340,000
<b>TOTAL UTILITY FUND CAPITAL IMPROVEMENT EXPENDITURES</b>	<b><u>\$ 1,409,771</u></b>	<b><u>\$ -</u></b>	<b><u>\$ 295,000</u></b>	<b><u>\$ 955,000</u></b>	<b><u>\$ 1,260,000</u></b>	<b><u>\$ 375,000</u></b>	<b><u>\$ 150,000</u></b>	<b><u>\$ 3,035,000</u></b>

# CAPITAL PROJECTS | UTILITY FUND

## WATERSHED PROTECTION/ WATER QUALITY | UTILITY FUND

### Goals, Initiatives, Outcomes - #7 Environmental Sustainability

#### Introduced 2020

The City has been aggressive in purchasing watershed property for several decades to protect our drinking water source. The City now owns or has conservation easements on 60% of the watershed. Funding is set aside in FY22 to provide additional land acquisition should property become available. Funding is also for other initiatives such as forestry management and security improvements to the Plant and watershed (signage, access control).

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$0	\$75,000	\$0	\$0	\$0
Total Cost	\$0	\$75,000	\$0	\$0	\$0

#### FUNDING SOURCES:

Utility Fund	\$0	\$75,000	\$0	\$0	\$0
Total Funding	\$0	\$75,000	\$0	\$0	\$0

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	\$0	\$0	\$0	\$0	\$0

**Fiscal Impact Summary:** While protecting the watershed around Waller Mill Reservoir will ensure a high quality water source, purchase or control of more property will result in a larger area to be managed, but this minimal impact is eliminated with the increased water quality benefit to water treatment.



## WALLER MILL DAM IMPROVEMENTS | UTILITY FUND

### Goals, Initiatives, Outcomes - #7 Environmental Sustainability

Introduced 2019

The City has an operation and maintenance permit for Waller Mill Dam from the Department of Conservation and Recreation (DCR). Due to new regulations, the dam went from a low hazard to a high hazard classification. This new designation may require a substantial amount of work be completed at the dam. Using new rainfall criteria required by the State, our engineering firm did a study of the dam's capability to handle a worst-case rainfall event. Results of the study indicated that the earthen dam would overtop. This means that the city may be required to armor the dam with structural material.

The City has a permit from the State conditioned upon improvements being made to the dam. Money is budgeted in FY21 for engineering work to review the latest State requirements and to determine options to protect the dam. Estimated budget figures are shown in FY22 and FY23 for construction of anticipated improvements.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	\$ 50,000	\$ 465,000	\$ 950,000	\$ 0	\$ 0
Total Cost	\$ 50,000	\$ 465,000	\$ 950,000	\$ 0	\$ 0

#### FUNDING SOURCES:

Utility Fund	\$ 50,000	\$ 465,000	\$ 950,000	\$ 0	\$ 0
Total Funding	\$ 50,000	\$ 465,000	\$ 950,000	\$ 0	\$ 0

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

**Fiscal Impact Summary:** The impact is dependent on which type of solution is chosen, but any additional operating costs would be minimal.

## WATER TREATMENT IMPROVEMENTS | UTILITY FUND

### Goals, Initiatives, Outcomes - #7 Environmental Sustainability

#### Introduced 2020

Water treatment improvements include all facets of the Water Treatment Plant including raw water/finished water pumping, chemical applications, lab facilities, buildings/ structures, electrical improvements, piping projects, instrumentation and IT.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 50,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 50,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Utility Fund	<u>\$ 50,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 50,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The completion of the work will not have a direct fiscal impact beyond the cost of completion due to improved reliability and efficiency of any new improvements including equipment.

**WATER SYSTEM IMPROVEMENTS | UTILITY FUND**

**Goals, Initiatives, Outcomes - #7 Environmental Sustainability**

**Introduced 2020**

The water distribution and collection systems require maintenance and upgrade as they age. This project addresses those needs as they are anticipated in any fiscal year. Examples of water system improvements include:

- Upgrade line size on developer installed systems (e.g. contribution to 16” extension to Fairfield Timeshares on Mooretown Road).
- Small line replacement program to improve water pressure in specific areas.
- Upgrades/replacements of pipelines in conjunction with road construction projects (e.g. Richmond Road and Braxton Court).
- Water line extensions to provide system looping to increase fire flow and service reliability (e.g. Quarterpath Road to Pocahontas Street).

\$300,000 is earmarked in FY22 for water line improvements on Capitol Landing Road (CLR) in conjunction with the CLR Redesign project.

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 0</u>	<u>\$ 300,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 0</u>	<u>\$ 300,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

Utility Fund	<u>\$ 0</u>	<u>\$ 300,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 0</u>	<u>\$ 300,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** Scheduled replacement of water system infrastructure should reduce operating costs. Water extensions add piping to the water system with minimal increases in operating and maintaining infrastructure.

**LAGOON SLUDGE REMOVAL | UTILITY FUND**

**Goals, Initiatives, Outcomes - #7 Environmental Sustainability**

**Introduced 2020**

The Water Plant must backwash the filter tanks and the sedimentation basins which produces wastewater that is directed to two (2) on-site lagoons. The waste is mostly liquid with residuals of the chemicals added to treat the water such as carbon, alum, and fluoride.

The wastewater flows by pipe to the wastewater lagoons. The solids/sludge settle to the bottom and eventually, over time, fill up the lagoons and the sludge needs to be removed. The lagoons will need to be cleaned by year 2022 - \$110,000 is budgeted in FY2022 for that project.

**COST ESTIMATE:**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 120,000</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 120,000</u>	<u>\$ 0</u>	<u>\$ 0</u>

**FUNDING SOURCES:**

Utility Fund	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 120,000</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 120,000</u>	<u>\$ 0</u>	<u>\$ 0</u>

**OPERATING IMPACTS:**

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The completion of the work will not have a direct fiscal impact beyond the cost of completion.



## SEWER SYSTEM REHAB - SSO PROGRAM | UTILITY FUND

### Goals, Initiatives, Outcomes - #7 Environmental Sustainability

#### Introduced 2020

The original consent decree issued to all HRPDC localities by the State Department of Environmental Services (DEQ) was revised substantially. HRSD is managing the more extensive Sanitary Sewer Overflow (SSO) problems including those associated with the Regional Wet Weather Management Plan (RWWMP). The localities are responsible for their respective collection systems and resolve structural deficiencies and issues associated with management, operations, and maintenance (MOM) of the sanitary sewer system. As such, the City is budgeting money for repairs and sewer lining.

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 75,000</u>
Total Cost	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 75,000</u>

#### FUNDING SOURCES:

Utility Fund	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 75,000</u>
Total Funding	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 75,000</u>	<u>\$ 0</u>	<u>\$ 75,000</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** These capital expenditures will be a factor in increasing utility rates. However, upgrading the sewer system will help reduce operation and maintenance costs.

## SEWER PUMP STATION RELIABILITY | UTILITY FUND

### Goals, Initiatives, Outcomes - #7 Environmental Sustainability

#### Introduced 2020

There are 15 sewage pumping stations in the City. Because the City drains into shellfish waters, the stations are classified as Reliability Class I stations which provides for the strictest standards of reliability. For example, the stations are required to have emergency backup power or other means of operating the pumps in case of power failure. As part of the Sanitary Sewer Overflow (SSO) Consent Decree, pump stations were identified as critical infrastructure to operate/maintain to avoid sewer overflows. These designations require heightened maintenance and failure avoidance.



#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$45,000</u>	<u>\$ 0</u>	<u>\$ 40,000</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Cost	<u>\$ 45,000</u>	<u>\$ 0</u>	<u>\$ 40,000</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### FUNDING SOURCES:

Utility Fund	<u>\$45,000</u>	<u>\$ 0</u>	<u>\$ 40,000</u>	<u>\$ 0</u>	<u>\$ 0</u>
Total Funding	<u>\$ 45,000</u>	<u>\$ 0</u>	<u>\$ 40,000</u>	<u>\$ 0</u>	<u>\$ 0</u>

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** The completion of the work will not have a direct fiscal impact beyond the cost of completion due to improved reliability and efficiency of any new improvements including equipment.

## WATER SEWER SYSTEM - CONTINGENCY | UTILITY FUND

### Goals, Initiatives, Outcomes - #7 Environmental Sustainability

#### Introduced 2020

Water and sewer system contingency funds must be budgeted to cover unforeseen items on a yearly basis. The utility must have the money reserved in order to continue to operate on a continuous basis. Examples of water and sewer contingency expenditures include:

- Emergencies - major pipe line failures, pump/motor replacement, generator failures
- Contributions to new infrastructure installed by development
- Capital project contingency

#### COST ESTIMATE:

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
	<u>\$ 75,000</u>				
Total Cost	<u>\$ 75,000</u>				

#### FUNDING SOURCES:

Utility Fund	<u>\$ 75,000</u>				
Total Funding	<u>\$ 75,000</u>				

#### OPERATING IMPACTS:

Revenue					
Staffing (Savings) Cost					
Facility (Savings) Cost					
Program (Savings) Cost					
Operating (Savings) Cost					
Debt Service					
Net Impact	<u>\$ 0</u>				

**Fiscal Impact Summary:** There is no fiscal impact to these emergency/contingency funds.



# VEHICLE REPLACEMENT FIVE YEAR PLAN SUMMARY

<b>SALES TAX FUND</b>	<b>FY 2021</b>	<b>FY 2122</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
Building Inspection	\$ 0	\$ 30,000	\$ 0	\$ 0	\$ 0
City Manager	0	0	0	0	35,000
Economic Development	0	0	0	0	0
Engineering	0	0	35,000	0	0
Finance	35,000	0	0	0	0
Fire	80,000	375,000	0	0	0
Human Services	0	0	35,000	0	0
Planning	0	0	0	0	0
Police	192,000	70,000	48,000	0	0
Public Utilities	0	0	0	0	0
Public Works	165,000	80,000	120,000	100,000	160,000
Recreation	12,000	0	30,000	30,000	0
Redevelopment & Housing Authority	<u>40,000</u>	<u>40,000</u>	<u>40,000</u>	<u>0</u>	<u>0</u>
<b>SALES TAX FUND TOTAL</b>	<u>\$ 524,000</u>	<u>\$ 595,000</u>	<u>\$ 308,000</u>	<u>\$ 130,000</u>	<u>\$ 195,000</u>

<b>UTILITY FUND</b>	<b>FY 2021</b>	<b>FY 2122</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
Public Utilities	\$ 0	\$ 40,000	\$ 300,000	\$ 30,000	\$ 0
<b>SALES TAX FUND TOTAL</b>	<u>\$ 0</u>	<u>\$ 40,000</u>	<u>\$ 300,000</u>	<u>\$ 30,000</u>	<u>\$ 0</u>

<b>GRAND TOTAL</b>	<b>FY 2021</b>	<b>FY 2122</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>
	<u>\$524,000</u>	<u>\$635,000</u>	<u>\$608,000</u>	<u>\$160,000</u>	<u>\$195,000</u>

# VEHICLE REPLACEMENT FIVE YEAR PLAN DETAIL | SALES TAX FUND

UNIT NO	YEAR	MAKE	DESCRIPTION	FUTURE POTENTIAL ALT. FUEL -	MILEAGE AT 11/5/2019	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
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<b>BUILDING INSPECTION</b>										
6573	2008	FORD	ESCAPE 4X4 SUV HYBRID	N	60,182	\$0	\$30,000	\$0	\$0	\$0
2679	2016	FORD	EXPLORER 4WD	N	22,197	0	0	0	0	0
4988	2017	JEEP	COMPASS 4X4 4 DR	N	14,669	0	0	0	0	0
4687	2019	FORD	EXPLORER	N	1,063	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>TOTAL BUILDING INSPECTION</b>						<u>\$0</u>	<u>\$30,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

<b>CITY MANAGER</b>										
5925	2017	FORD	EXPLORER- SILVER	N	20,106	\$0	\$0	\$0	\$0	\$35,000
<b>TOTAL CITY MANAGER</b>						<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$35,000</u>

<b>ECONOMIC DEVELOPMENT</b>										
48	2018	YAMAHA	YAMAHA GOLF CART	N	N/A	\$0	\$0	\$0	\$0	\$0
<b>TOTAL ECONOMIC DEVELOPMENT</b>						<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

<b>ENGINEERING</b>										
2324	2005	FORD	EXPLORER 4X4	Y	69,642	\$0	\$0	\$35,000	\$0	\$0
<b>TOTAL ENGINEERING</b>						<u>\$0</u>	<u>\$0</u>	<u>\$35,000</u>	<u>\$0</u>	<u>\$0</u>

<b>FINANCE</b>										
0780	2005	CHEVROLET	IMPALA 4 DR SEDAN	N	59,939	\$35,000	\$0	\$0	\$0	\$0
5924	2017	FORD	EXPLORER	N	8,865	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>TOTAL FINANCE</b>						<u>\$35,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

UNIT NO	YEAR	MAKE	DESCRIPTION	FUTURE POTENTIAL ALT. FUEL -	MILEAGE AT 11/5/2019	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
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<b>FIRE</b>										
8941	1949	MACK	FIRE TRUCK	N	N/A	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
66	1988	HOMEMADE	BOAT TRAILER (ZODIAC)	N	N/A	0	0	0	0	0
8405	1998	HAULMARK	UTIL TRAILER	N	N/A	0	0	0	0	0
5004	2004	CARGO	TRAILER	N	N/A	0	0	0	0	0
7761	2004	ACSI	DECONTAMINATION TRA	N	N/A	0	0	0	0	0
1409	2005	FORD	3/4 TON DIESEL 4xR Pick	N	68,593	\$ 80,000	0	0	0	0
0700	2008	CHEVROLET	4 DOOR IMPALA	N	64,972	0	0	0	0	0
2410	2008	CHEVORLET	4 DOOR IMPALA	N	79,719	0	0	0	0	0
8061	2008	GMC	AMBULANCE (Reserve No)	N	83,204	0	0	0	0	0
2042	2011	PIERCE	PUMPER	N	48,006	0	0	0	0	0
6972	2011	FORD	PIERCE RESCUE	N	4,077	0	0	0	0	0
8179	2011	VMA/PAMU	CARGO TRAILER	N	N/A	0	0	0	0	0
2818	2012	PIERCE	QUANTUM FIRE TRUCK	N	26,105	0	0	0	0	0
4115	2013	HORTON	HORTON AMBULANCE	N	65,694	0	375,000	0	0	0
RC313	2013	WING	INFLATABLE 15'6"	N	N/A	0	0	0	0	0
2025	2014	FORD	SUV INTERCEPTOR WHI	N	46,653	0	0	0	0	0
3398	2014	SCOTTY	SAFE HOUSE	N	N/A	0	0	0	0	0
7593	2014	LOAD RITE	BOAT TRAILER/16" JON B	N	N/A	0	0	0	0	0
6509	2016	ROAD RESUCE	FREIGHTLINER AMBULANCE	N	22,340	0	0	0	0	0
0582	2017	CHEVROLET	TAHOE	N	18,704	0	0	0	0	0
0932	2017	FORD	EXPLORER-WHITE	N	28,476	0	0	0	0	0
0933	2017	FORD	EXPLORER-WHITE	N	18,972	0	0	0	0	0
6258	2017	HORTON	AMBULANCE	N	34,227	0	0	0	0	0
6835	2017	PIERCE	FIRE TRUCK-PUMPER VE	N	17,221	0	0	0	0	0
9453	2017	CHEVROLET	TAHOE	N	10,227	0	0	0	0	0
0665	2019	PIERCE	PUMPER ENFORCER	N	3,056	0	0	0	0	0
<b>TOTAL FIRE</b>						<u>\$80,000</u>	<u>\$ 375,000</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>

<b>HUMAN SERVICES</b>										
1666	2008	GMC	12 PASSENGER VAN	Y	46,290	\$0	\$0	\$35,000	\$0	\$0
9026	2013	GMC	12 PASSENGER VAN	N	17,579	0	0	0	0	0
9878	2015	DODGE	CARAVAN	N	34,213	0	0	0	0	0
0621	2019	DODGE	JOURNEY	N	50	0	0	0	0	0
<b>TOTAL BUILDING INSPECTION</b>						<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 35,000</u>	<u>\$ 0</u>	<u>\$ 0</u>

UNIT NO	YEAR	MAKE	DESCRIPTION	FUTURE POTENTIAL ALT. FUEL -	MILEAGE AT 11/5/2019		FY 2022	FY 2023	FY 2024	FY 2025
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PLANNING										
7281	2020	FORD	EXPLORER 4WD	N	10	0	0	\$0	\$0	\$0
<b>TOTAL PLANNING</b>						<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

POLICE										
5572	2003	TEXAS BRAGG	TRAILER-CONE	N	N/A	\$0	\$0	\$0	\$0	\$0
2171	2006	CHEVROLET	PU CREW CAB-NON REP	N	95,271	0	0	0	0	0
0900	2007	HARLEY	FLPI-MOTORCYCLE	N	17,219	0	20,000	0	0	0
1609	2011	FORD	4D CROWN VIC (Unmarked)	N	60,215	0	0	0	0	0
1610	2011	FORD	4D CROWN VIC	N	83,850	0	0	0	0	0
3157	2012	FORD	SUV ESCAPE XLT	N	29,172	0	0	48,000	0	0
1334	2013	FORD	SUV INTERCEPTOR NON	N	115,226	0	0	0	0	0
1335	2013	FORD	SUV INTERCEPTOR NON	N	103,302	0	0	0	0	0
5873	2013	JEEP	WRANGLER	N	47,275	0	0	0	0	0
2024	2014	FORD	SUV INTERCEPTOR (PAT	N	47,275	0	0	0	0	0
2026	2014	FORD	SUV INTERCEPTOR (UNMARKED)	N	67,807	0	50,000	0	0	0
2068	2014	SMART	RADAR TRAILER	N	N/A	0	0	0	0	0
4689	2014	SMART	LOW SPEED VEHICLE	N	9,667	0	0	0	0	0
6293	2014	FORD	SUV INT (PATROL) Non re'	N	101,471	0	0	0	0	0
9778	2014	FORD	FORD-INTERCEPTOR SE	N	80,762	\$ 48,000	0	0	0	0
0	2015	FREEDOM	CARGO TRAILER-ENCLO	N	N/A	0	0	0	0	0
3935	2015	FORD	4D INTERCEPTOR UNMARKED	N	40,241	0	0	0	0	0
6999	2015	CHEVROLET	TAHOE K1500	N	87,772	\$ 80,000	0	0	0	0
1881	2016	CHEVROLET	TAHOE	N	35,198	0	0	0	0	0
3753	2016	FORD	UNMARKED SUV INTERC	N	47,748	0	0	0	0	0
5032	2017	FORD	SUV INTERCEPTOR (PAT	N	71,443	0	0	0	0	0
5033	2017	FORD	SUV INTERCEPTOR (PAT	N	70,533	0	0	0	0	0
4419	2018	FORD	SUV INTERCEPTOR (PAT	N	16,301	0	0	0	0	0
4420	2018	FORD	UNMARKED SUV INTERCEPTOR	N	6,343	0	0	0	0	0
8963	2019	FORD	SUV INTERCEPTOR (PAT	N	9,070	0	0	0	0	0
8964	2019	FORD	SUV INTERCEPTOR (PAT	N	11,519	0	0	0	0	0
8965	2019	FORD	SUV INTERCEPTOR (PAT	N	4,926	0	0	0	0	0
8966	2019	FORD	SUV INTERCEPTOR (PAT	N	3,465	0	0	0	0	0
0021	2021		RADAR TRAILER	N		\$ 24,000	0	0	0	0
021A	2021	FORD	INTERCEPTOR UNMARKED	N		<u>\$40,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>TOTAL POLICE</b>						<u>\$ 192,000</u>	<u>\$70,000</u>	<u>\$48,000</u>	<u>\$0</u>	<u>\$0</u>

UNIT NO	YEAR	MAKE	DESCRIPTION	FUTURE POTENTIAL ALT. FUEL -	MILEAGE AT 11/5/2019	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
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<b>PUBLIC UTILITIES</b>										
0537	1966	COX	BOAT TRAILER	N	N/A	\$0	\$0	\$0	\$0	\$0
1382	1992	FORD	SEWER CLEANER	N	41,326	0	0	0	0	0
A393	1993	CAROLINE SKIFF	16'8 Lenth	N	N/A	0	0	0	0	0
1105	1996	GATOR	UTIL VEHICLE	N	N/A	0	0	0	0	0
0152	2003	VENTURE	BOAT TRIALER	N	N/A	0	0	0	0	0
1549	2004	VACTOR	MODEL 2103 SEWER CLEANER	N	19,612	0	0	300,000	0	0
7493	2005	FORD	F350 3/4 TON UTILITY TR	N	75,189	0	0	0	0	0
1827	2006	CARRYON	CARRY ON TRL	N	N/A	0	0	0	0	0
8245	2006	FORD	VAN-CAMERA TRUCK	N	22,176	0	0	0	0	0
2256	2009	FORD	F-350 DIESEL 4x4 PU	Y	56,074	0	40,000	0	0	0
9610	2011	YAMAHA	50HP OUTBOARD MOTOR	N	N/A	0	0	0	0	0
8374	2013	FORD	EXPLORER	N	58,904	0	0	0	30,000	0
2742	2014	FORD	F150 PICKUP TRUCK	N	430,406	0	0	0	0	0
1394	2015	CHEVROLET	4 WHEEL SILVERADO PU	N	40,329	0	0	0	0	0
7798	2015	INTERNATIONAL	DUMP TRUCK	N	7,742	0	0	0	0	0
5345	2018	FORD	F250 4x4 SUPERCAB PIC	N	3,283	0	0	0	0	0
5779	2019	CHEVROLET	COLORADO PICKUP	N	5,810	0	0	0	0	0
4580	2020	CATERPILLAR	420F BACKHOE	N		0	0	0	0	0
<b>TOTAL PUBLIC UTILITIES</b>						<u>\$0</u>	<u>\$ 40,000</u>	<u>\$300,000</u>	<u>\$30,000</u>	<u>\$0</u>

UNIT NO	YEAR	MAKE	DESCRIPTION	FUTURE POTENTIAL ALT. FUEL -	MILEAGE AT 11/5/2019		FY 2022	FY 2023	FY 2024	FY 2025
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<b>PUBLIC WORKS</b>										
3268	2000	FORD	TRACTOR	N	1,137	\$0	\$0	\$0	\$0	\$0
5298	2000	HAULMARK	ENCLOSED UTILITY TRAILOR	N	N/A	0	0	0	0	0
9479	2001	GMC	1/2 TON 4X4 PICKUP-LOA	Y	92,907	0	40,000	0	0	0
2476	2002	CASE	BACKHOE	N	4,838	85,000	0	0	0	0
5293	2003	MID ATLANTIC	UTILITY TRAILER	N	N/A	0	0	0	0	0
3664	2004	BRI-MAR	2 AXLE DUMP TRAILER	N	N/A	0	0	0	0	0
0155	2006	HUDSON	UTILITY TRAILER	N	N/A	0	0	0	0	0
0995	2006	GMC	PU TRUCK	N	75,526	40,000	0	0	0	0
1608	2006	FORD	DUMP TRUCK	N	42,292	0	0	0	0	120,000
3514	2006	CURRAHEE	UTILITY TRL	N	N/A	0	0	0	0	0
8855	2006	CHEVROLET	TAHOE - SUV	N	70,918	0	0	40,000	0	0
0869	2007	FORD	EXPLORER 4x4	N	74,334	40,000	0	0	0	0
2835	2008	FORD	3/4 TON PICKUP	N	48,259	0	0	40,000	0	0
8498	2008	INTERNATIONAL	DUMP TRUCK	N	17,869	0	0	0	0	0
0931	2009	FORD	F-250 GAS 4x2 PU	N	71,515	0	40,000	0	0	0
2018S	2012	FORD	PICKUP TRUCK	Y	53,593	0	0	40,000	0	0
4686	2012	CHEVROLET	1/2 TON PICKUP TRUCK	N	37,198	0	0	0	0	40,000
6236	2012	VOLVO	ROLLER	N	250	0	0	0	0	0
9242	2012	FORD	BUCKET TRUCK	N	8,745	0	0	0	60,000	0
9442	2012	FORD	F250 CREWCAB	Y	35,175	0	0	0	40,000	0
0200	2013	WORKMAN	GATOR-WORKMAN	N	1,059	0	0	0	0	0
8232	2014	JOHN DEERE	LEAF BOX-BLSH TRAILER	N	N/A	0	0	0	0	0
4273	2015	FORD	F150 CREW CAB 4x2	N	30,794	0	0	0	0	0
7797	2015	INTERNATIONAL	DUMP TRUCK/PLOW/SPR	N	12,169	0	0	0	0	0
2504	2016	BOBCAT	COMPACT TRACK LOADE	N	472	0	0	0	0	0
3381	2018	CATERPILLER	420F BACKHOE	N	321	0	0	0	0	0
5826	2018	FORD	F250 REG CAB	N	3,805	0	0	0	0	0
9098	2018	AMERICAN TRAILER	UTILITY TRAILER	N	N/A	0	0	0	0	0
9619	2018	INTERNATIONAL	STREET SWEEPER	N	6,005	0	0	0	0	0
2424	2019	TORO	ZMASTER MOWER	N	N/A	0	0	0	0	0
9649	2019	INTERNATIONAL	DUMP TRUCK/PLOW/SPR	N	893	0	0	0	0	0
9650	2019	INTERNATIONAL	DUMP TRUCK/PLOW/SPR	N	1,644	0	0	0	0	0
9651	2019	INTERNATIONAL	DUMP TRUCK/PLOW/SPR	N	794	0	0	0	0	0
1659	2020	FORD	F250 PICKUP TRUCK	N	154	0	0	0	0	0
2833	2020	FORD	F150 SUPERCAB 4X4	N	N/A	0	0	0	0	N/A
<b>TOTAL PUBLIC WORKS</b>						<u>\$165,000</u>	<u>\$80,000</u>	<u>\$120,000</u>	<u>\$100,000</u>	<u>\$160,000</u>

UNIT NO	YEAR	MAKE	DESCRIPTION	FUTURE POTENTIAL ALT. FUEL -	MILEAGE AT 11/5/2019		FY 2022	FY 2023	FY 2024	FY 2025
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<b>RECREATION</b>										
5169	1994	TRITON	UTILITY TRAILER	N	N/A	0	0	0	0	0
3321	2006	CHEVROLET	4 DOOR SEDAN	N	65,564	0	0	30,000	0	0
1177	2010	JOHN DEERE	UTILITY VEHICLE - TX4x4	N	471	12,000	0	0	0	0
2427	2010	YAMAHA 25 HP	OUTBOARD MOTOR-YAMAHA	N	0	0	0	0	0	0
4845	2011	CHEVROLET	PICKUP 4WD	N	56,765	0	0	0	30,000	0
0360	2014	JOHN DEERE	TRACTOR-BUNKER/RAKE	N	205	0	0	0	0	0
2901	2014	JOHN DEERE	UTILITY VEHICLE-GATOR	N	1,987	0	0	0	0	0
0292	2015	JOHN DEERE	TRACTOR-BUNKER/RAKE	N	101	0	0	0	0	0
0871	2015	JOHN DEERE	TRACTOR-1027R	N	225	0	0	0	0	0
2981	2015	JOHN DEERE	UTILITY VEHICLE 4x2	N	149	0	0	0	0	0
6350	2015	JOHN DEERE	MOWER X320 WITH 48X	N	200	0	0	0	0	0
3000	2017	FORD	F150 CREW CAB	N	17,825	0	0	0	0	0
00000	2020	TORO	REEL MASTER MOWER	No	0	0	0	0	0	0
<b>TOTAL RECREATION</b>						<u>\$12,000</u>	<u>\$0</u>	<u>\$30,000</u>	<u>\$30,000</u>	<u>\$0</u>

<b>WRHA</b>										
1117	1999	FORD	F150 PICKUP TRUCK	N	73,266	\$ 40,000	\$0	\$0	\$0	\$0
8281	2002	FORD	EXPLORER	N	104,230	0	40,000	0	0	0
7853	2004	CHEVROLET	3500 VAN	N	67,562	<u>0</u>	<u>0</u>	<u>40,000</u>	<u>0</u>	<u>0</u>
<b>TOTAL WRHA</b>						<u>\$40,000</u>	<u>\$40,000</u>	<u>\$40,000</u>	<u>\$0</u>	<u>\$0</u>



# MEMORANDUM



To: Mayor and City Council, Planning Commission

From: Barbara A. Dameron, Director of Finance

Date: Friday, January 7, 2020

RE: Capital Improvements for FY20 - Status of Current Projects

This memorandum provides a review and update of the progress made toward projects during FY20 through the City of Williamsburg's Capital Improvement Plan (CIP).

The goal of capital budgeting is to facilitate the economic viability and development of community, and therefore it is one of the most important duties of a local government. The State of Virginia provides through state statute that a locality's Planning Commission may annually review the capital improvement program and provide recommendations prior to adoption by the governing body. A capital program consists of two (2) components: the capital plan, and the capital budget. The capital budget is an element of the locality's annual budget adoption process and details the upcoming year's planned expenditures for capital projects. This capital budget is based on the capital improvement plan. The plan is a listing of capital items that the locality anticipates undertaking within the five (5) years following the capital budget year. The City of Williamsburg defines a capital expense as any construction project or property acquisition exceeding \$20,000 in total cost and any major study or tangible asset with a total cost of \$10,000 or more and a useful life of at least five (5) years.

The FY20 CIP development included initial structure from the staff with review and input from the Planning Commission and the public. The City Manager's office constructed the first draft of the plan for inclusion in the presented budget. The City Council initially considered the plan during the February budget retreat, and the final FY20 plan was adopted during the FY20 budget adoption in May. The final CIP included a total FY20 budget of \$14,667,175 for project completion during the operating year. Additionally, the plan included \$15,187,780 in funding carried over from the FY19 CIP Budget for project funding that was not expended. \$14,534,905 of this funding is programmed for projects still underway, and \$652,872 is available to be appropriated to other projects requiring additional funds. The plan includes debt service and contingency funds associated with CIP related projects. FY20 debt service and contingency funds added \$1,833,498 to the CIP. This culminated in an adopted FY20 capital improvement budget of \$16,500,673. The FY20 capital budget

## MEMORANDUM (CONT)

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included the following six categories: Public Works; Recreation, Cultural and Open Space; Public Safety; Community and Economic Development; General Government; and Agencies and Interjurisdictional. These six (6) categories provided 39 individual projects. Of these 39 projects, three have been completed, 21 are underway or will be completed during FY20, 12 projects are more extensive and will require more than one year to complete (funds will carry forward to FY21), and three have been postponed or are on hold.

The following list provides a status update, by category, for these projects. **CMP** indicates that a project is included in or is consistent with the current comprehensive plan. **GIO** indicates that a project is included in or is consistent with a Goal, Initiative, or Outcome (GIO) as adopted by City Council in November of 2018. The **PC** symbol indicates that the project was encouraged in the Planning Commission comments letter provided during the FY20 budget process. Additionally, budgeted amounts reported below for FY20 and FY19 carryover funds are based on the most recent financial report and will not support the totals listed above as the adopted budget.

### **PUBLIC WORKS:**

4 project areas with 10 projects totaling \$2,589,870 in FY20 and \$10,041,907 in FY19 carryover:

#### **1. Street Construction** (5 projects = \$1,829,870 FY20 (\$857,553 FY19 carryover))

- a. Ironbound Road Phase 1 (\$557,553 FY19 carryover) Ironbound Road is being reconstructed in three (3) phases. This project is funding for Phase I, which included the redesign of the Longhill Road intersection and the relocation of Longhill Road. Phase I of the project was completed in FY19, and carryover funding will pay for costs billed on invoices that were not received by the end of FY19. **CMP GIO**
- b. Repaving Program (\$1,474,870 FY20) - The City's annual paving program will take place in spring of 2020.
- c. Historic Streets (\$300,000 FY20) - A major factor will be the surface material selected for the historic streets. Public works will test materials on a side street. When a proper material is selected, based on test results, Duke of Gloucester Street will be paved (work is anticipated to be done in Fall of FY20). **GIO**
- d. Traffic Signals (\$35,000 FY20) - Money is included in FY20 for miscellaneous repairs to traffic signal infrastructure, which are beyond operating budget expenditures. **GIO**
- e. Bridge Inspections/Improvements (\$20,000 FY20 (\$300,000 FY19 carryover)) - \$20,000 is earmarked for bridge inspections by the end of FY20. In addition, bridge maintenance work originally scheduled for FY19 is under construction with completion in FY20.

**2. Corridor Enhancement/Underground Wiring** (2 projects = \$8,049,350 carryover FY19):

- a. Capitol Landing Road Redesign (\$3,452,075 FY19 carryover) – A consultant has been engaged to design the new streetscape to provide for all modes of travel – vehicular, bikes, and pedestrians. A public process is anticipated in Spring of FY20 or Summer of FY 21 (April 2020 – August 2020 timeframe) to determine the proposed street cross-section. The City is receiving partial funding from State and Federal grants, which will create a longer process. Construction is anticipated in the FY22 timeframe. **CMP GIO PC**
- b. Monticello Avenue Redesign (\$4,597,275 FY19 carryover) – The City is using the Virginia Public-Private Transportation Act method of constructing the Monticello Avenue Redesign project. The project is under construction and completion is scheduled for the summer of 2020. **CMP GIO**

**3. Pedestrian and Bicycle Improvements** (2 projects = \$298,250 FY20 (\$1,052,508 FY19 carryover)):

- a. Francis Street Sidewalk (\$298,250 FY20) – State money is partially funding this project, and the City is working through the extended process. The City has hired a consultant for design services. Construction is anticipated in FY21. **GIO**
- b. Monticello Avenue Multi-Use Trail (\$1,052,508 FY19 carryover) – This project is funded 80% from a VDOT grant, with the City and William & Mary each contributing 10% of the funding. The project came in over budget, and funds will be transferred from the Monticello Avenue Project, which was under budget. Construction has started and is planned for completion by the summer of 2020. **GIO**

**4. Stormwater Management** – Stormwater Infrastructure Improvements (\$461,750 FY20 (\$82,496 FY19 carryover)) – \$411,750 was budgeted for the Brandywyne Outfall Erosion Project, and \$50,000 was budgeted to accommodate as-needed improvements to the stormwater system that routinely occur during the fiscal year. In FY19, the City applied for 50% State funding for the Brandywyne Project but was not approved. Funding will be sought again in FY20. Carryover funds may be required to complete the Brandywyne project. **CMP GIO**

**RECREATION, CULTURE, AND OPEN SPACE:**

1 project area with 3 projects totaling \$350,000 in FY20 (\$174,046 FY19 carryover):

**1. Facilities** (3 projects = \$350,000 FY20 (\$174,046 FY19 carryover)):

- a. Kiwanis Park Improvements (\$80,000 FY20 (\$66,428 FY19 carryover)) – Funding for Kiwanis Park provides for repair and resurfacing of the tennis courts. This project will begin in spring of FY 2021. **GIO**
- b. Quarterpath Park Improvements (\$185,000 FY20 (\$107,618 carryover FY19)) – projects scheduled for remaining FY19 funding have been put on hold pending the outcome of the Tourism Development Fund (TDF) facility expansion application. FY20 funding

includes:

- Refinishing the gym floor, adding permanent Pickleball lines, and refinishing the multi-purpose room floor (\$45,000). This project was completed in September of 2019; however, payment is being withheld until corrections are made (scheduled for summer of 2020). **GIO**
  - Work with a consultant to conduct a feasibility study for a facility expansion (\$50,000). This project is on hold, pending the outcome of the TDF facility expansion application. **GIO**
  - Gym light conversion (\$30,000) is scheduled for December of 2020. **GIO**
  - Replace softball field fence (\$60,000); this project is on hold pending the outcome of the TDF facility expansion application. **GIO**
- c. Waller Mill Park Improvements (\$85,000 FY20) – Shelter renovations and amenity replacement are scheduled to begin in winter 2020. **GIO**

#### **PUBLIC SAFETY:**

2 project areas with 11 projects totaling \$10,548,565 in FY20 (\$1,923,795 FY19 carryover):

#### **1. Facilities** (3 projects = \$10,265,000 FY20 (\$1,608,581 FY19 carryover)):

- a. Fire Station Renovation (\$6,970,000 FY20 (\$1,258,581 FY19 carryover)) – The Fire Station, constructed in 1978, has planned maintenance costs that are prohibitive given the life of the structure and the capability of the existing station to meet the needs of the department. In March 2019, City Council approved the construction of a new fire station on Capitol Landing Road. FY20 funding, carryover funding from FY19, and remaining available bonding funding of \$2,750,000 (for a total of \$10,978,581) available to help fund this project. This CIP funding may support the renovation of Station 1 (440 N. Boundary Street) and, after evaluating two locations, the construction of Station 2 planned at 912 Capitol Landing Road. Currently, project scope and programming is planned for the second half of FY20 with the award of a PPEA design-build contract anticipated in the first quarter of FY21. **GIO**
- b. Police Station Renovation (\$3,250,000 FY20 (\$350,000 FY19 carryover)) – City Council’s bonding action during 2018 included provision for the renovation of the police station. The Police Station was constructed in 1978 and has gone without significant renovation. The facility is currently suffering from a failing roof, structural decay, safety concerns, and lack of adequate space for modern policing. Funds will carry forward into FY21. **CMP GIO**
- c. E-911 Regional Center Expansion (\$45,000 FY20) – the City Council approved the consolidation of the public safety answering point (PSAP) with York County in February of 2009. This required an expansion of the dispatch center in York County. The City’s supported cost of that renovation equated to annual debt service of \$45,000 in each FY

of the CIP. Estimated City savings due to the consolidation equal as much as \$200,000 annually.

**2. Equipment** (8 projects = \$283,565 FY20 (\$315,214 FY19 carryover)):

- a. Parking Garage Equipment Replacement (\$97,181 FY19 carryover) - Implementation of the initial phase, which included parking software and garage hardware, has been completed. A pilot program will be conducted with in-ground sensors on two blocks of Prince George Street (the blocks with Aromas and Amber Ox). After the pilot run, results will be analyzed, and the next phase of downtown parking will be determined. Additional equipment needs will be evaluated, and remaining carry forward funds will be available for additional equipment needs. **GIO**
- b. Firefighting Equipment (Aid to Localities) (\$45,000 FY20 (\$119,260 FY19 carryover)) - This project provides the opportunity for the Fire Department to purchase needed equipment for replacement or upgrade of existing gear and acquisition of new standard equipment. Examples of annual purchases include hose replacement and personal protective equipment. Remaining funds will carry forward and be available for future replacement of equipment and protective gear.
- c. EMS Equipment (4 for Life) (\$25,000 FY20 (\$40,565 FY19 carryover)) - This annual project allows the Fire Department to upgrade, replace or purchase new life-saving tools for use in EMS actions. These funds also support EMT-Paramedic training and Advanced Cardiac Life Support training. Remaining funds carry forward to future years and are available for life-saving tools and training.
- d. Law Enforcement Equipment (\$58,208 FY19 carryover) - Funds were used to purchase four electric bicycles, the Live-scan Fingerprinting System, and Traffic Safety Checkpoint Lights. \$7,200 was transferred to the In-car Camera Project for the purchase of one additional unit in addition to the six units as initially planned.
- e. Portable Radios (\$111,250 FY20) - \$60,000 was transferred from this project to replace old mobile data terminals, which were at their "end of life" and breaking down. Remaining funds will cover the purchase of 11 radios and will be expended by the end of this fiscal year.
- f. Law Enforcement Equipment - Mobile Data Terminals (MDT) (\$21,000 FY 20, plus \$60,000 transferred from the Portable Radio project) - By transferring funds from another project, all of our patrol vehicles have new MDTs, which has greatly benefitted our officers. The majority of funding has already been expended.
- g. Law Enforcement Equipment - Body-worn Cameras (\$51,315 FY20) - The equipment provided under this contract includes body-worn cameras, docking stations, software, and non-lethal Taser units. The majority of funding has been expended. A CIP proposal has been submitted for FY21 to upgrade to a new five-year plan that would include new body-worn cameras, video redaction enhancements, live streaming, and additional

features. If we switch to the updated proposal, funds expended this year will be credited toward the new agreement.

- h. Law Enforcement Equipment – In-Car Camera System (\$30,000 FY 20) \$7,200 was transferred from the Law Enforcement Equipment Project, which will allow seven In-Car Cameras to be purchased this year. With the purchase of these cameras, along with the three cameras purchased previously, all patrol cars will be outfitted with In-Car Cameras.

### **COMMUNITY AND ECONOMIC DEVELOPMENT:**

4 project areas with 4 projects totaling \$330,000 in FY20 (\$95,159 carryover from FY19):

- 1. Planning** (1 project = \$34,883) Comprehensive plan update (\$34,883 carryover from FY19) – The update to the plan is underway and will be completed by the end of FY20. **GIO**
- 2. Economic Development** (1 project = \$32,323 carryover from FY19) - Updating the Economic Development Strategic Plan is coordinated with the completion of the updated comprehensive plan to ensure these two important documents are consistent in their recommendations and strategies for growth and development. Phase I (Target Industry Study) was completed last year. Phase II will develop value proposition and market materials to recruit the businesses and will be completed in the current fiscal year. **GIO**
- 3. Redevelopment and Housing** (1 project = \$30,000 FY20 (\$27,953 carryover from FY19)) – the City owns four (4) housing units that are leased to city employees to provide for workforce housing. Work planned for FY20 includes completing foundation repair and kitchen rehab on two houses located on Longhill Road and Waller Mill Road, and bathroom renovations on all four homes. It is anticipated that this work will be completed in FY20. **GIO**
- 4. Demolish DMV Center** (1 project = \$300,000) – This project is on hold to focus efforts on the 1800 Richmond Road demolition, which is a higher priority for economic development. Phase I environmental survey and asbestos assessment have been completed for the DMV Center buildings.

### **GENERAL GOVERNMENT:**

3 project areas with 7 projects totaling \$444,790 in FY20 (\$422,210 carryover from FY19):

- 1. Facilities and Land** (2 projects = \$40,000 FY20 (\$33,201 carryover from FY19)):
  - a. Human Services Front Window Update (1 project = \$40,000 FY20 (\$20,000 carryover from FY19)) – This project updates the most visited office in the Municipal Building and improves customer service, ADA compliance, and provides risk management for employees. Project needs are still being evaluated. This project will start in FY20.
  - b. Facility Painting (\$13,201 carryover from FY19) – repainting of the roof on the Community Building has been completed, and the interior of the building will be repainted by the end of FY20.
- 2. Technology** (4 projects = \$59,790 in FY20 (\$157,751 carryover from FY19)):

- a. Enterprise Resource Planning System (ERP) Replacement (\$135,751 carryover from FY19)
  - The City's Enterprise Resource Planning (ERP) system is comprised of financial, tax, revenue, codes compliance, and HR/Payroll applications. This project is ongoing with the Finance functions (accounts payable, general ledger, and payroll), human resources, codes compliance, and business tax modules of the system already implemented. Utility billing implementation is currently underway with an anticipated "go-live" prior to June 30, 2020. The Real Estate and Personal Property Taxes and Parks and Recreation modules have just started the implementation process, and funds for these modules will carry over into FY21. **GIO**
- b. PC Replacement Program (\$30,000 in FY20) - The purpose of the PC Replacement Program is to ensure the adequacy of all City computers through a replacement schedule. In FY20, 31 PCs were replaced, and all FY20 funds were expended.
- c. Microsoft Office 2019 Program Upgrade (\$29,790 in FY20) - All City computers have been upgraded to Microsoft Office 2019, and all FY20 funds have been expended.
- d. CAMA System Replacement (\$22,000 carryover from FY19) - \$60,000 was transferred from the Library Renovation Project in FY19 to replace the City's obsolete tax assessment software. Another \$10,000 was transferred from the CIP contingency to purchase the Marshall & Swift module. This module provides replacement cost values for both residential and commercial properties. All funds will be expended by the end of FY20.

**3. Vehicles** (1 project = \$345,000 FY20 (\$231,258 carryover from FY19)): Vehicle Replacement Plan - The City replaces vehicles following industry standards for public safety departments and after extensive use for general fleet. When general fleet vehicles are replaced, they are cycled down in the organization or sold as surplus. Following a replacement schedule, in FY20 the City plans to purchase two (2) Impalas for the Fire Department, a new Jeep for Human Services, two (2) pickup trucks for Public Works, two (2) patrol cars for the Police Department, and a mower for Parks and Recreation. These vehicles will be ordered in FY20, and funds will be expended. The majority of carryover funds from FY19 were encumbered for purchases on order or waiting for invoices to be received.

**AGENCIES AND INTERJURISDICTIONAL:**

2 projects areas with 4 projects totaling \$403,950 in FY20 (\$1,861,993 carryover from FY19):

**1. Facilities** (3 projects = \$100,000 FY20, (\$208,740 carryover from FY19)):

- a. Williamsburg Library Renovation (\$60,000 FY20) - Staff shall work with the Williamsburg Regional Library Board, James City County, and York County to evaluate opportunities for expansion, renovation, and redevelopment of the existing library facility on-site in downtown Williamsburg. Originally, this project was awarded \$60,000 in FY19; however, this project was not ready to move forward in FY19, and funds were transferred to the CAMA System Replacement, as described in the General Government Technology

Section. In FY20, funds were appropriated to the Library Renovation Project to replace the funds transferred out in FY19. **GIO PC**

- b. Williamsburg Library Mechanical Systems (\$208,740 carryover from FY19) - This project has been postponed until decisions regarding the Library expansion/renovations have been finalized. Project funds will carry over to FY21. **GIO**
- c. Williamsburg/JCC Courthouse Maintenance Projects (contingency) (\$40,000 FY20) - The Clerk of Circuit Court collects and remits a courthouse maintenance fee of \$2 for each civil and criminal action and/or traffic case in the District or Circuit Courts for Williamsburg and James City County. The balance of the fund is available for projects approved by the governing bodies. This funding is intended for routine maintenance of the jointly owned Williamsburg-James City County Courthouse.

**2. Schools** (1 project = \$303,950 in FY20 (\$1,653,253 carryover from FY19)): School System Capital Contribution - This project represents City contribution to various capital expenditures for the joint Williamsburg-James City County school system. Major projects budgeted for in FY20 include HVAC replacements at Laurel Lane Elementary and Jamestown High Schools, roof replacement at Berkeley Middle School, work on parking lots, replacement of interior floors, and painting at Stonehouse Elementary School, and design for Warhill High School expansion. Remaining funds for any projects not completed at fiscal year-end are carried forward to the following year. **GIO PC**

TO: Andrew O. Trivette, City Manager  
FROM: Planning Commission  
DATE: February 19, 2020

RE: Capital Improvement Program (CIP)

The Williamsburg Planning Commission has completed its review of the proposed Five-Year Capital Improvement Program. The Commission held a public hearing on January 15, 2020, and a work session on January 22. Following discussion on the proposed CIP, the consensus of the Commission is to support the proposed Five-Year Capital Improvement Program noting we are in the middle of the update of the Comprehensive Plan, which will guide our recommendations in future years. The Commission strongly supports the following:

- Reinforcing the need for planning improvements along Merrimac Trail to include a sidewalk connection to Capitol Landing Road, sidewalks on both sides of the street with bike lane and bus stop improvements.
- Creating a development plan and vision for municipal improvements planned in the civic section of Downtown containing a new Slayton Building, Library, Fire, and Police Stations. The Commission feels strongly that a downtown library is essential to the vibrancy and sense of place downtown.
- The study and future construction of a multi-use trail connecting John Tyler Lane and Strawberry Plains Road to the proposed multi-use trail along Monticello Avenue.
- School needs for improvements to correct capacity issues because great schools are one component to attract new businesses to our City.
- Sidewalks and lighting improvements from College Creek Park to the Oaks on Henry being included in the CIP in the next five years.
- Investigating a sidewalk along one side of Mill Neck Road from Jamestown Road through the S-Curve to the road/pathway into College Woods.
- The creation of funds for Public Art in the City.

The Commission looks forward to continuing its partnership with you and your staff in developing and implementing the City's Capital Improvement Program.

  
Elaine McBeth, Chair  
Williamsburg Planning Commission



# MEMORANDUM

To: Andrew O. Trivette, City Manager  
From: Planning Commission  
Date: February 19, 2020  
RE: Capital Improvement Program (CIP)

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Elaine McBeth  
Chair Williamsburg Planning Commission

# CAPITAL IMPROVEMENT PROJECTS



[williamsburgva.gov](http://williamsburgva.gov)