

# Manager's Update

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### Reminder – Upcoming Budget Deliberations

Reminder that Council has scheduled a series of budget work sessions starting in June to deliberate the proposed operating budget and capital improvement program presented during the May 18 City Council meeting.

The first of these budget work sessions will take place at **4:00 P.M.** on **Monday, June 7**. The statutory **public hearing** to receive comment on the proposed budget will take place during the June 1 City Council meeting, during the **7:00 P.M.** evening session.

## INFORMATION:

### **Raleigh Water Receives Platinum Peak Performance Awards**

*Staff Resource: Robert Massengill, Raleigh Water, 996-3479, [robert.massengill@raleighnc.gov](mailto:robert.massengill@raleighnc.gov)*

Raleigh Water's Resource Recovery Division has received three 2020 Platinum Peak Performance Awards from the National Association of Clean Water Agencies (NACWA). The Little Creek, Smith Creek, and the Neuse River Resource Recovery Facilities each earned Platinum status for more than five consecutive years of 100% compliance.

- Little Creek Resource Recovery Facility – Platinum 6 (*6 consecutive years of compliance*)
- Smith Creek Resource Recovery Facility – Platinum 16 (*16 consecutive years of compliance*)
- Neuse River Resource Recovery Facility – Platinum 18 (*18 consecutive years of compliance*)

Each facility will be recognized with a presentation of its award during NACWA's 2021 Utility Leadership Virtual Event in July.

Raleigh Water attributes its 100% treatment compliance to staff performance and the Council's continued investments in capital improvement.

*(No attachment)*

### **Financial Report – Quarter 3 FY2020-21**

*Staff Resources: Mary Vigue, Budget and Management Services, 996-4270, [mary.vigue@raleighnc.gov](mailto:mary.vigue@raleighnc.gov)  
Allison Bradsher, Finance, 996-3215, [allison.bradsher@raleighnc.gov](mailto:allison.bradsher@raleighnc.gov)*

Enclosed with this *Update* is a FY2020-21 Quarter 3 financial report developed to track financial metrics and the performance of key operating funds. This report summarizes financial results for city operations and provides revenue projections for the General Fund, Parking Fund, and Convention Center & Performing Arts Fund. This report also provides an overview of federal funding received through the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Consolidated Appropriations Act. Future quarterly reports will include anticipated federal funding from the American Rescue Plan Act. This report was developed in conjunction with City departments to provide an overview of financial performance.

### **General Fund**

- There was overall improvement in the General Fund revenue and expense outlook.
- General Fund revenues are projected to exceed budget associated with sales tax and development services.
- The General Fund is projected to utilize 95.7% of the FY21 Amended Budget.
- Staff does not anticipate the General Fund experiencing a net loss this year due to continued growth in sales tax, monitoring of operating and personnel expenses, and due to FEMA and the County's CARES act support for COVID related expenditures through December 2020.

**Enterprise Funds**

- Raleigh Water, Stormwater, Solid Waste, and Vehicle Fleet Services are performing within expectations and there are no major changes since the Q2 report.
- Transit will continue to operate fare-free through FY22 through the suspension of fares. Direct CARES allocation will continue to support operations. Staff will bring back options in the fall for the FY2023 budget process.
- The Parking operation projection has not changed significantly since Q2 and continues to not perform within expectations and is experiencing significant revenue loss associated with reduced downtown on-street parking and special event parking.
- The Raleigh Convention Center (RCC) continues to not perform within expectations due to significant revenue loss associated with the continued closure of venues. Despite recent relaxed capacity restrictions, RCC Q4 scheduled limited capacity events will not have a material impact on FY21 revenues.

(Attachment)

**GoRaleigh Shelter and Bench Updates**

Staff Resource: David Eatman, Transportation, 996-4040, [david.eatman@raleighnc.gov](mailto:david.eatman@raleighnc.gov)

On April 14, 2021, an article was published in *The News & Observer* regarding GoRaleigh bus stops that are not currently equipped with amenities. The Raleigh Transit Authority (RTA) reviewed the current “Shelter and Bench” policy at their May 13 meeting. The policy had been amended by the RTA in October 2019, effectively lowering the minimum requirement for a shelter from 25 boardings a day to 10 boardings a day. The current RTA Shelter and Bench policy states:

*It is Authority policy that shelters and benches are warranted at bus stops when there are at least 10 boardings a day. Special facilities may be provided, if necessary, at hospitals, clinics, senior centers or parks and recreation facilities serving seniors or persons with disabilities.*

At their May meeting, the Authority approved a waiver of the 10 boardings a day for bus stop improvements at all DHIC and Raleigh Housing Authority (RHA) sites. Staff has identified 24 existing stops within the GoRaleigh system that serve DHIC and RHA locations. Eleven of these stops have an existing shelter or bench in place; seven stops have designs in progress. Staff will submit the remaining six locations for design within the next 30 days. Staff has spoken with the president of DHIC and with the executive director of the RHA. They are both supportive and willing partners in the effort to improve stops serving their facilities.

Also at their May meeting, the Authority approved a program for installing a new type of amenity – a “pedestal seat” – that can be used at stops with less than 10 boardings a day or as temporary installations at sites that qualify for a shelter but those shelters have yet to be constructed. Sites must have a minimum five-foot wide sidewalk to qualify for the installation of a pedestal seat and must meet ADA regulations. Examples of a pedestal seat are shown below.



The specific location referenced in *The News & Observer* article will have a pedestal seat installed next week.

The RTA has committed to reviewing the “Shelter and Bench” policy for final updates at their June meeting.

*(No attachment)*

### **Federal Aviation Authority Grant Agreements – RDU Airport**

*Staff Resource:* Louis Buonpane, City Manager’s Office, 996-3050, [louis.buonpane@raleighnc.gov](mailto:louis.buonpane@raleighnc.gov)

The Raleigh-Durham Airport Authority (RDU) recently requested that the City execute two grant agreements with the Federal Aviation Administration (FAA) to allow the airport to utilize discretionary grant funding in accordance with the Coronavirus Response and Relief Supplemental Appropriations Act. One grant offer will provide RDU with \$12,488,766 for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. The second offer will provide RDU with \$1,481,961 to provide relief from rent and minimum annual guarantees from concessions for operations of on-airport car rentals, on-airport parking, and in-terminal vending.

Before providing funds to RDU, the FAA requires each of the five airport sponsors, including the City, to accept the grant offers and sign the grant agreements. The deadline to return the grant agreements to the FAA is June 1, 2021.

Prior City Council authorization allows the City Manager to execute discretionary grant agreements with the FAA on behalf of the City as a sponsor of the airport. City Manager Adams-David intends to sign the agreements within the timeframe requested by RDU; enclosed with this *Update* is the request letter as well as the prior delegation of authority from 2012.

*(Attachments)*

### **Wake BRT: Western Boulevard Corridor Study Updates**

*Staff Resources:* Dhanya Sandeep, Planning and Development, 996-2659, [dhanya.sandeep@raleighnc.gov](mailto:dhanya.sandeep@raleighnc.gov)  
Mila Vega, Transportation, 996-4123, [mila.vega@raleighnc.gov](mailto:mila.vega@raleighnc.gov)

The Wake BRT: Western Boulevard corridor study that kicked-off in November 2019 is now in its final phase, and the draft report for the study is now available on [the project webpage](#). The final report recommendations provide guidance to transform Western Boulevard into a safer, walkable, vibrant, transit-oriented corridor serving all users. The key themes highlighted in the report are multimodal connectivity, transit-oriented development, public realm enhancements, and environmental sustainability.

The public can provide feedback via an online [survey](#) through June 14. Comments can also be provided via email, phone, or paper form. A virtual Q&A session with the project team is planned for next Tuesday, May 25 at 7 p.m. Details can be found on the [project webpage](#). Project updates were also incorporated in the [virtual BRT spring open house](#) held from April 26 - May 21.

The study draft report is anticipated for Council review in Fall 2021.

*(No attachment)*

### **Peace Street Utility Construction Update**

*Staff Contact: Eileen Navarrete, Raleigh Water, 996-3480, [eileen.navarrete@raleighnc.gov](mailto:eileen.navarrete@raleighnc.gov)*

Raleigh Water is continuing construction of an important project along W. Peace Street to replace portions of aging and deteriorated infrastructure. The goal of this project is to complete various point repairs, service replacements and connectivity improvements along W. Peace St, ahead of the full street resurfacing scheduled for later this summer. Originally designed to be completed at night, the work is now being completed during the day to address concerns related to construction noise in the overnight hours.

Over the last several weeks, the City's contractor has completed various pipe, valve, and service replacements in the vicinity of the W. Peace St. and N. Boylan Avenue intersection. Despite having to make several field changes due to the age and condition of the infrastructure, the project is still on schedule to be completed near the end of July.

Utility work in the area of the W. Peace St. and N. Boylan Ave. intersection was completed this week, with paving and other restoration work scheduled for next week in that area. Over the next two weeks, work will transition towards the east, near the intersection of W. Peace St. and West St., and will continue for approximately 4-6 weeks. Sanitary sewer pipe will be replaced in this phase of construction. Additional intersection and/or street closures will likely be required for part of this work. Staff is in the process of reaching out to residents and local businesses to provide details. Additional information will also be distributed more widely via the website and press release next week.

*(No attachment)*

### **Neuse River Access Point Closures**

*Staff Resource: Scott Payne, Parks, Recreation, & Cultural Resources, 996-4825, [scott.payne@raleighnc.gov](mailto:scott.payne@raleighnc.gov)*

Out of an abundance of caution, staff have closed the six small watercraft access points to the Neuse River due to log jams collected against the US Hwy 64 bridge pilings and the Coastal Carolina Railway (CCR) bridge pilings adjacent to Anderson Point Park. These access points include Falls Dam, River Bend Park, Buffalo Road, Anderson Point, Poole Road and Milburnie Dam. The log jams ("stringers") create dangerous navigation hazards for paddlers, rowers and tubers. The Raleigh Fire Department has performed rescues of paddlers and tubers stranded in these areas. Staff recently met onsite with the NC Department of Transportation (NCDOT) regarding the US Hwy. 64 bridge and the railroad to discuss a plan and schedule to clear the logs from their infrastructure. Based on feedback from the meeting, initial work may begin in the coming weeks on the railroad bridge with Hwy. 64 starting shortly thereafter. PRCR is also exploring

potential options of developing an interagency maintenance plan in coordination with NCDOT and CCR to address these types of issues on an annual basis. Signage has been posted at each launch area notifying the public of the closures due to hazardous river conditions and updates are posted at <https://raleighnc.gov/status-alerts>.

(No attachment)



*Coastal Carolina Railway bridge pilings adjacent to Anderson Point Park*



*US Hwy 64 bridge pilings*

**Weekly Digest of Special Events**

Staff Resource: Derrick Remer, Special Events Office, 996-2200, [derrick.remer@raleighnc.gov](mailto:derrick.remer@raleighnc.gov)

Included with the *Update* materials is the special events digest for the upcoming week.

(Attachment)

## Council Member Follow Up Items

### Follow Up from the March 2 City Council Meeting

**Van Dyke Avenue Parking and Oberlin Road Crosswalk Concerns**

Staff Resource: Matthew Currier, Transportation, 996-4041, [matthew.currier@raleighnc.gov](mailto:matthew.currier@raleighnc.gov)

During the meeting, a resident spoke about on-street parking concerns along Van Dyke Avenue near the intersection of Oberlin Road as well as safety concerns about an existing crosswalk on Oberlin Road near Roberts Road. A staff memorandum discussing these two issues is enclosed with this *Update*.

(Attachment)

### Follow Up from the April 13 City Council Meeting

**N. King Charles – Concerns of Speeding (Mayor Pro Tem Stewart and Council Member Branch)**

Staff Resource: Deputy Chief Scott Oosterhoudt, Police, 996-3385, [scott.oosterhoudt@raleighnc.gov](mailto:scott.oosterhoudt@raleighnc.gov)

At the meeting, Mayor Pro Tem Stewart and Council Member Branch expressed concerns regarding speeding in the vicinity N. King Charles Road. Enclosed with this *Update* is a report from RPD on efforts to address traffic violations in this area.

(Attachment)

### Follow Up from the May 4 City Council Meeting

**Neuse River Blueway Improvement and Budget Scenarios (Mayor Pro Tem Stewart)**

Staff Resource: Shawsheen Baker, Parks, Recreation, & Cultural Resources, 996-4782, [shawsheen.baker@raleighnc.gov](mailto:shawsheen.baker@raleighnc.gov)

At the meeting, Mayor Pro Tem Stewart requested information on implementation strategies and preliminary cost ranges for the Neuse River Blueway Plan approved by City Council in March 2021. Based on the permitting and development complexity and financial impact on capital and operating budget, staff

recommends three scenarios of implementation strategies ranging from stabilization of existing launch sites to master planning of a new park property and new launch facility development. Meanwhile, Parks staff is working with other City departments and State agencies on jurisdictional issues related to working within the Neuse River to ensure environmental stewardship and public safety. A memorandum outlining these tiered implementation strategies with estimated capital and operating costs is attached.

(Attachment)

## Follow Up from the May 18 City Council Meeting

### **Resuming In-person City Council Meetings - Alternate Locations (Mayor Baldwin)**

*Staff Resource:* Louis Buonpane, City Manager's Office, 996-3070, [louis.buonpane@raleighnc.gov](mailto:louis.buonpane@raleighnc.gov)

During the meeting Council discussed recent revisions to public health and safety guidelines issued by Governor Cooper; in light of the revised guidelines, the Council has begun to plan for resuming in-person Council meetings. During the discussion, staff was asked to evaluate in-person meetings in the Council Chamber as well as alternative locations.

Included with the *Update* materials is a staff report which outlines various options and considerations for resuming in-person City Council meetings.

(Attachments)

### **Information on the Housing Rehab Program (Council Member Branch and Council Member Cox)**

*Staff Resource:* Larry Jarvis, Housing & Neighborhoods, 996-6947, [larry.jarvis@raleighnc.gov](mailto:larry.jarvis@raleighnc.gov)

During the public comment portion of the meeting, a speaker asked about the information on the City's housing rehabilitation program that had previously been requested by Council Member Branch and Council Member Cox and provided to Council in the April 23 *Manager's Update* ([Issue 2021-15](#)).

Various topics related to housing - including the rehabilitation program – are anticipated for discussion at the Council work session on June 8.

(No attachment)

### **Falls Whitewater Park (Council Member Buffkin)**

*Staff Resource:* Stephen Bentley, Parks, Recreation, & Cultural Resources, 996-4784, [stephen.bentley@raleighnc.gov](mailto:stephen.bentley@raleighnc.gov)

At the meeting, the Council received public comment from numerous speakers about Falls Whitewater Park. Council Member Buffkin requested information on the status of Falls Whitewater Park to include project background and potential permitting. A memorandum providing background on this project, estimated master plan costs, estimated project schedule, council minutes from an October 2016 meeting where this item was discussed and a follow up memo from October 2016 regarding the park's feasibility is enclosed with this Update. Council received information earlier this year in the February 19 *Manager's Update* ([Issue 2021-06](#)).

(Attachment)

# FY 2021 FINANCIAL REPORT

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## Quarter 3 - Financial Metrics

## Executive Summary

The following summarizes highlights included in this report. Additional details can be found on subsequent pages.

### **Economic Indicators**

- A \$1.9 trillion Federal Stimulus, American Rescue Plan, was approved in March 2021, designed to continue to provide stimulus to the economy with a third series of direct payments to qualifying American households. While this package provides direct aid, unemployment assistance to individuals and emergency rental and utility assistance; the package also provides \$350 billion for states, municipalities, counties, tribes, and territories, including \$1.3 billion for cities and towns in NC.
- While still higher than historical trends, Raleigh's unemployment rate is currently ~5.2% compared to 6.2% nationally.
- Consumer confidence largely mirrors consumer spending. While there have been monthly improvements in national census retail sales, the leisure, hospitality, and travel sectors still lag behind other sectors. The Conference Board anticipates continued recovery for these sectors throughout the remainder of 2021.
- Positive COVID-19 cases in Wake County remain above the WHO guideline of 5%, with a current rate of 5.7%. All eligible age groups in Wake County are now open for the vaccine.
- The Governor's Orders effective March 23, 2021 relaxed restrictions associated with the night-time closure to the public for certain businesses and activities as well as the hourly limitations on the sale of alcohol; however, capacity limits still remain in place for business and special events.

### **General Fund**

Staff continue to closely monitor the General Fund. Highlights include:

- Overall improvement in the General Fund revenue and expense outlook.
  - General Fund revenues are projected to exceed budget associated with sales tax and development services.
  - The General Fund is projected to utilize 95.7% of the FY21 Amended Budget. Operating expenses are performing below prior projections, due to the citywide hiring freeze process and continual monitoring of operating expenses, resulting in lower overall spending.
  - There are currently 73 frozen non-public safety positions in the General Fund. Staff continue to review frozen positions on a monthly basis to identify mission critical positions to unfreeze.
- Staff does not anticipate the General Fund experiencing a net loss this year due to continued growth in sales tax, monitoring of operating and personnel expenses, and due to FEMA and the County's CARES act support for COVID related expenditures through December 2020.

### **Enterprise Funds**

Staff continue to monitor all Enterprise Funds, focusing on revenues, monitoring of expenses, and projecting impacts to the FY22 budget process.

- Raleigh Water, Stormwater, Solid Waste, and Vehicle Fleet Services are performing within expectations and there are no major changes since the Q2 report.
  - Staff continue to monitor impacts associated with late fees and delinquent accounts. Programs were developed to assist connecting individuals with relief funding.
- Transit will continue to operate fare-free through FY22 and with direct CARES allocation continues to support operations.
- The Parking operation projection has not changed significantly since Q2 and continues to not perform within expectations and is experiencing significant revenue loss associated with reduced downtown on-street parking and special event parking.
- RCC continues to not perform within expectations due to significant revenue loss associated with the continued closure of venues in accordance with the Governor's executive orders. Despite recent relaxed capacity restrictions, RCC Q4 scheduled limited capacity events will not have a material impact on revenues.

## General Fund (Fund 100) – FY 2021 Quarter 3 Revenues

| Revenue Categories:                      | Fiscal Year 2020-2021 |                          |                       |                       |                      | Fiscal Year 2019-2020 |                          |                       |                       |
|--|-----------------------|--------------------------|-----------------------|-----------------------|----------------------|-----------------------|--------------------------|-----------------------|-----------------------|
|  | Amended Budget        | FY21 Actuals (Quarter 3) | % of Budget Collected | Year-End Projection   | FY22 Proposed        | Amended FY20 Budget   | FY20 Actuals (Quarter 3) | % of Budget Collected | FY20 Actuals          |
| Property Tax                             | \$ 257,650,679        | \$ 256,055,538           | 99%                   | \$ 256,695,400        | \$265,441,010        | \$ 252,197,829        | \$ 251,511,711           | 99.7%                 | \$252,046,294         |
| Sales Tax                                | 100,608,000           | 60,581,572               | 60%                   | 111,897,000           | 113,837,600          | 106,600,000           | 55,999,156               | 53%                   | 107,580,666           |
| Franchise Tax                            | 30,000,000            | 14,721,374               | 49%                   | 28,300,000            | 28,300,000           | 30,300,000            | 15,688,693               | 52%                   | 28,865,152            |
| Motor Vehicle Tax                        | 17,077,817            | 12,076,928               | 71%                   | 18,000,000            | 16,965,000           | 19,200,000            | 12,877,501               | 67%                   | 18,804,460            |
| Other Taxes                              | 17,181,684            | 10,200,441               | 59%                   | 16,405,000            | 16,500,000           | 16,630,000            | 10,384,713               | 62%                   | 15,929,351            |
| Intergovernmental Fees                   | 11,727,611            | 6,827,716                | 58%                   | 12,027,611            | 12,673,501           | 11,355,008            | 7,707,082                | 68%                   | 12,404,892            |
| Powell Bill                              | 9,880,000             | 7,160,857                | 72%                   | 7,160,857             | 10,000,000           | 10,800,000            | 10,741,286               | 99%                   | 10,741,286            |
| DSD User Fees                            | 13,722,136            | 12,316,910               | 90%                   | 16,100,000            | 15,475,840           | 16,443,944            | 11,789,281               | 72%                   | 14,567,892            |
| PRCR User Fees                           | 5,590,985             | 1,332,786                | 24%                   | 1,747,000             | 3,950,750            | 6,880,235             | 4,174,465                | 61%                   | 3,478,848             |
| All Other Revenues                       | 6,733,114             | 4,341,045                | 64%                   | 6,818,821             | 6,972,050            | 7,568,910             | 6,031,607                | 80%                   | 7,097,301             |
| Interest Income                          | 3,700,000             | 3,182,590                | 86%                   | 3,700,000             | 2,300,000            | 4,000,000             | 3,686,500                | 92%                   | 6,947,537             |
| Transfers from Other Funds               | 20,871,650            | 15,705,858               | 75%                   | 20,871,650            | 22,312,530           | 23,871,011            | 17,587,344               | 74%                   | 23,596,799            |
| <b>Operating Revenue &amp; Transfers</b> | <b>\$ 494,743,676</b> | <b>\$ 404,503,616</b>    | <b>81.8%</b>          | <b>\$ 499,723,339</b> | <b>\$514,728,281</b> | <b>\$505,846,937</b>  | <b>\$ 408,179,339</b>    | <b>80.7%</b>          | <b>\$ 502,060,479</b> |
| Fund Balance & Special Reserves          | 21,891,019            | -                        | 0%                    | -                     | 21,344,600           | 25,715,214            | -                        |                       | -                     |
| <b>Total Revenues</b>                    | <b>\$ 516,634,695</b> | <b>\$ 404,503,616</b>    | <b>78.3%</b>          | <b>\$ 499,723,339</b> | <b>\$536,072,881</b> | <b>\$531,562,151</b>  | <b>\$408,179,339</b>     | <b>76.8%</b>          | <b>\$ 502,060,479</b> |

### Staff Analysis:

Overall, general fund revenues are projected to exceed FY21 budget despite YTD actuals tracking slightly behind prior year actuals.

Key revenue tracking at or below budget:

- Property tax collections have slightly improved from the Q2 report, but remain behind prior year collection levels. The County is following up on mailed delinquency notices with phone calls. The improvement in recent collection efforts overlaps the most recent federal stimulus timing and provided an opportunity for property owners to pay past due balances. Commercial property tax appeals from the recent revaluation continue to put pressure with escalated appeals moving from county review to state Property Tax Commission (PTC) review. Staff have provided additional details further in the packet.

Revenues tracking at or above budget, including:

- Sales tax collections continue to remain strong through Q3 FY21 with positive trends in purchases of consumable goods as a direct result of federal stimulus bills. Sales tax remains a volatile revenue which is reflected in our latest projection further in the packet.
- DSD fees will exceed the budget as actuals are already at 90% of the budget. The FY21 budget was reduced by \$2.8M based on anticipated economic impacts on the development community from COVID-19 which did not materialize within Raleigh.

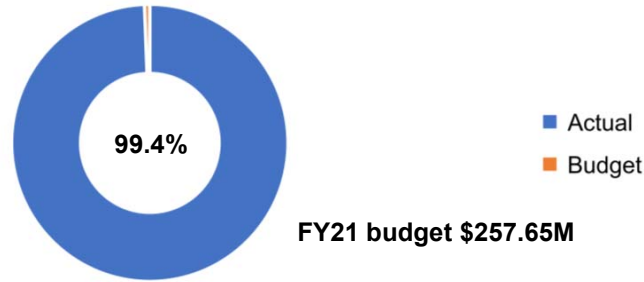
As previously shared:

- The State reduced Raleigh's FY21 Powell Bill allocation by 33% or \$2.7M.
- Parks revenues continue to experience impacts due to Governor's Orders impacting school based programs including before/after school and track out camps as well as pool, park and athletic fees.
- Franchise tax, primarily driven by year-to-year temperature fluctuations and delinquencies is being monitored for revenue shortfalls.

The packet subsequently includes further highlights on property tax, sales tax, user fees and other key revenues.

## Property Tax Outlook

### Property Tax Collections thru 3/31



#### Staff Analysis:

- FY21 was a revaluation year and a revenue neutral tax rate \$.3552 was adopted. While the tax rate was revenue neutral, the city's appraised value resulted in an average 28.3% increase.
- Property Tax collections thru Q3 are at 99.4% of the budget compared to 99.6% in the prior year. Collection improvements in the last two months have been driven by targeted countywide collection efforts for delinquent accounts as well as stimulus check and unemployment aid from the \$1.9T American Rescue Plan. The projected collection rate is 99.5%, still below Raleigh's historical average of 99.85%.
- Successful revaluation appeals exceeded our estimates and will impact current year revenues by an estimated \$1.0M, (predominantly Commercial appeals value).
- The appeals process continues at the State's Property Tax Commission (PTC). As of April 1st, Raleigh had 522 cases with an assessed value of \$2.98B under review.
- Staff will continue to monitor tax receipts, final revenue collections may be impacted by the PTC process and delinquencies which exceeded expectations.

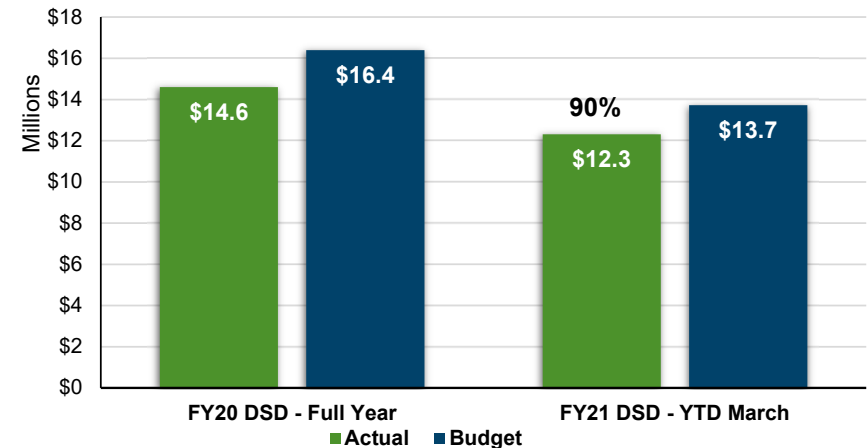
## Other Revenues

#### Staff Analysis:

- Franchise Tax is received on a quarterly basis and is \$963K or 6.2% lower YTD (2 quarterly distributions received). Electric energy is the main tax distribution and in analyzing year-to-year temperature fluctuations, YTD Q2 temperatures were approximately 1% cooler resulting in lower a/c use. Similar to rental and utility collections experienced across the region, staff is unsure how delinquencies due to COVID are impacting distributions. Current projection indicates \$28.3M for FY21, a \$500k reduction from FY20, which is a budget shortfall of \$1.7M.
- Vehicle tax & tag collections continue tracking ahead of FY20 due to one-time revenue from taxpayers settling outstanding renewals from the FY20 five month renewal delay.
- Interest Income is expected to meet budget at \$3.7M. Interest rates have continued to decline with the average portfolio rate changing from 1.88% at 03/31/20 to 0.25% at 03/31/21.

## User Fees

### DSD User Fees



#### DSD Staff Analysis:

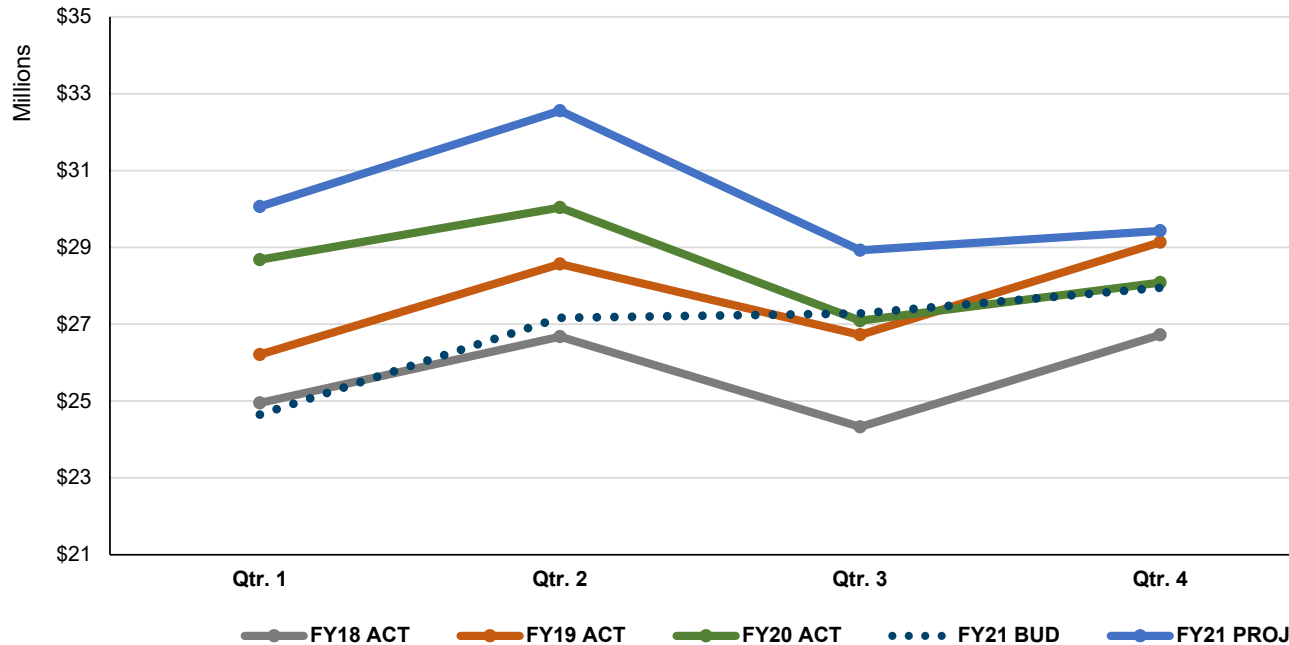
- Through March, DSD has collected \$12.3M in user fees, 90% of the adopted budget. This is higher than DSD collections this time last year. DSD continues to see higher than anticipated fee collections as development continues to remain strong. Should current trends continue through the remainder of the year, DSD user fees would exceed budget by an estimated \$2.4M+ which is reflective in the projection.
- The primary driver of the increased revenue outlook is higher than expected residential permit volumes and residential project valuations. Residential permit issuance is up over 13% and valuations are up 50% compared to pre-pandemic data. Work volume efficiencies from utilizing electronic and virtual reviews have also improved during Q3 from what we have seen the last 6 months resulting in a positive impact to revenues.
- Similarly, field inspection efficiencies have also remained very high during the pandemic recovery period with 99.88% of requested inspections being performed on schedule as requested.

#### PRCR Staff Analysis:

- PRCR operations have been impacted by Governor's Orders and have achieved 24% of revenue budget or \$1.3M through Q3. As a result, PRCR will not meet the adopted budget of \$5.6M by a fairly significant amount.
- PRCR has expanded services and programs and continues to work with Wake County public schools; however, the decline of revenue experienced thus far will not be recovered.
- PRCR has evaluated ways to offer outdoor programs and have seen an increase in Adult and Youth Athletic program revenue during Q3.

## Sales Tax Outlook

### Gross Sales Tax



| Net Sales Tax |          |          |
|---------------|----------|----------|
| FY21 Budget   | Q2 Proj. | Q3 Proj. |
| \$100.6       | \$108.8  | \$111.9  |
| \$ change     | \$8.2    | \$11.3   |
| % change      | 8.2%     | 11.2%    |

Models include YTD March actuals.

The updated projection reflects a slightly tempered Q4 growth from what has been seen YTD. Raleigh continues to outperform the US Census growth, but there is a possibility that spending habits associated with the most recent stimulus package may move toward services, savings or debt rather than goods.

The revised projection is \$3.1M better than the previous Q2 projection due to higher than expected net collections during Q3.

### Staff Analysis:

- According to the national retail sales reported thru February, overall spending increased 4.0% when compared to prior year. Raleigh is also trending higher thru January and is outperforming the nation which is in-line with prior years.
- According to the National Retail Federation, the new round of stimulus checks to eligible households as a result of \$1.9 trillion American Rescue Plan Act are certain to "fuel another leg of growth," although they could be split between spending, saving and paying down debt.
- Local economist Dr. Michael Waldon, has shared recently at conferences and to news media that NC is roughly 4% off pre-pandemic employment levels in most sectors. The lower unemployment, optimism from vaccinations and federal stimulus checks are contributing to the increased spending levels on goods and services throughout NC.
- Budget Summary -> The FY21 budget was prepared in April 2020 at the onset of the pandemic where YTD FY20 sales tax revenues were only available through January 2020. The economic fallout of COVID was unprecedented and the budget was set considerably lower than prior years given the volatility of this revenue source.

## General Fund (Fund 100) Expenditures – FY 2021 Quarter 3

### Expenditure Categories:

|                                     | Fiscal Year 2020-2021 |                          |              |                      |
|-------------------------------------|-----------------------|--------------------------|--------------|----------------------|
|                                     | Amended Budget        | FY21 Actuals (Quarter 3) | % Spend      | Year-End Projection  |
| Personnel                           | \$205,312,310         | \$145,494,600            | 71%          | \$201,385,168        |
| Employee Benefits                   | 91,382,844            | 63,940,922               | 70%          | 88,404,551           |
| Operating Expenditures              | 102,031,813           | 61,151,241               | 60%          | 86,841,399           |
| Operating Capital                   | 796,728               | 468,055                  | 59%          | 791,311              |
| Interfund Expenditures              | 1,328,044             | 879,167                  | 66%          | 1,328,044            |
| <b>Total Operating Expenditures</b> | <b>\$400,851,739</b>  | <b>\$271,933,984</b>     | <b>67.8%</b> | <b>\$378,750,473</b> |
| Transfer to Debt Service            | 68,132,799            | 51,099,599               | 75%          | 68,132,799           |
| Transfer to Capital Funds           | 12,749,503            | 8,914,253                | 70%          | 12,749,503           |
| Transfer to Other Funds             | 34,900,654            | 27,230,369               | 78%          | 34,900,654           |
| <b>Total Expenditures</b>           | <b>\$516,634,695</b>  | <b>\$359,178,205</b>     | <b>69.5%</b> | <b>\$494,533,429</b> |

|                                   | Fiscal Year 2020-2021 |                          |              |                      |
|-----------------------------------|-----------------------|--------------------------|--------------|----------------------|
|                                   | Amended Budget        | FY21 Actuals (Quarter 3) | % Spend      | Year-End Projection  |
| Police                            | \$113,430,917         | \$78,514,693             | 69%          | 110,789,100          |
| Fire                              | 68,611,006            | 48,523,696               | 71%          | 67,063,137           |
| Parks, Rec & Cultural Resources   | 53,917,941            | 34,160,848               | 63%          | 46,775,877           |
| Transportation                    | 30,678,133            | 20,303,696               | 66%          | 28,241,853           |
| Information Technology            | 23,391,950            | 16,255,895               | 69%          | 23,490,052           |
| Engineering Services              | 22,018,830            | 13,930,336               | 63%          | 19,875,022           |
| Planning and Development Services | 19,919,783            | 13,950,081               | 70%          | 19,044,127           |
| Emergency Communications          | 10,785,264            | 7,393,474                | 69%          | 10,433,660           |
| Finance                           | 6,545,709             | 4,415,236                | 67%          | 6,032,085            |
| Housing & Neighborhoods           | 5,711,382             | 3,401,350                | 60%          | 4,788,260            |
| Human Resources                   | 4,406,799             | 3,039,456                | 69%          | 4,484,158            |
| Communications                    | 3,412,486             | 2,234,046                | 65%          | 3,042,736            |
| City Manager's Office             | 6,389,359             | 4,221,885                | 66%          | 5,956,226            |
| Budget and Management Services    | 1,693,976             | 1,128,510                | 67%          | 1,607,912            |
| Charter Offices                   | 5,494,808             | 3,621,137                | 66%          | 5,030,750            |
| Special Appropriations            | 140,226,353           | 104,083,866              | 74%          | 137,878,474          |
| <b>Total Expenditures</b>         | <b>\$516,634,695</b>  | <b>\$359,178,205</b>     | <b>69.5%</b> | <b>\$494,533,429</b> |

|                                     | Fiscal Year 2019-2020 |                          |              |                      |
|-------------------------------------|-----------------------|--------------------------|--------------|----------------------|
|                                     | Amended Budget        | FY20 Actuals (Quarter 3) | % Spend      | FY20 Actuals         |
| Personnel                           | \$204,528,262         | \$146,757,215            | 72%          | \$199,118,839        |
| Employee Benefits                   | 86,261,531            | 63,202,813               | 73%          | 82,357,708           |
| Operating Expenditures              | 105,432,896           | 66,419,733               | 63%          | 89,787,653           |
| Operating Capital                   | 1,581,360             | 920,280                  | 58%          | 1,159,126            |
| Interfund Expenditures              | 1,431,194             | 1,043,116                | 73%          | 1,297,132            |
| <b>Total Operating Expenditures</b> | <b>\$399,235,243</b>  | <b>\$278,343,157</b>     | <b>69.7%</b> | <b>\$373,720,458</b> |
| Transfer to Debt Service            | 70,555,556            | 52,916,667               | 75%          | 70,555,556           |
| Transfer to Capital Funds           | 27,830,673            | 14,910,739               | 54%          | 27,830,673           |
| Transfer to Other Funds             | 33,940,679            | 22,737,018               | 67%          | 33,872,580           |
| <b>Total Expenditures</b>           | <b>\$531,562,151</b>  | <b>\$368,907,581</b>     | <b>69.4%</b> | <b>\$505,979,267</b> |

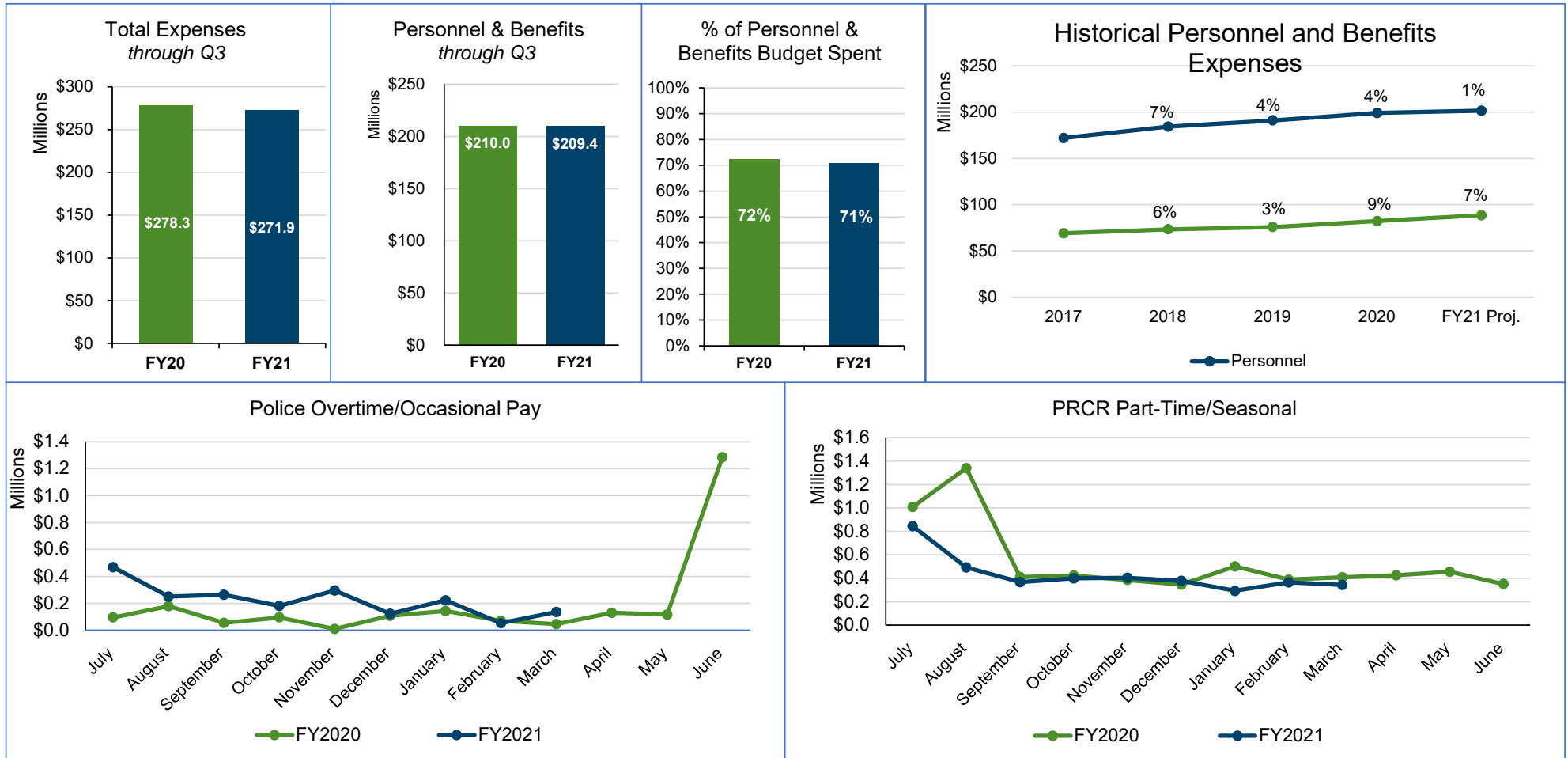
|                                   | Fiscal Year 2019-2020 |                          |              |                      |
|-----------------------------------|-----------------------|--------------------------|--------------|----------------------|
|                                   | Amended Budget        | FY20 Actuals (Quarter 3) | % Spend      | FY20 Actuals         |
| Police                            | \$110,503,620         | \$81,028,574             | 73%          | \$107,798,273        |
| Fire                              | 66,912,623            | 48,784,843               | 73%          | 64,307,444           |
| Parks, Rec & Cultural Resources   | 53,333,149            | 36,426,705               | 68%          | 48,361,275           |
| Transportation                    | 28,930,878            | 19,560,002               | 68%          | 27,624,076           |
| Information Technology            | 24,005,769            | 16,185,062               | 67%          | 22,317,564           |
| Engineering Services              | 23,215,119            | 14,407,338               | 62%          | 19,323,172           |
| Planning and Development Services | 22,740,094            | 15,718,619               | 69%          | 21,309,561           |
| Emergency Communications          | 9,965,127             | 6,669,082                | 67%          | 9,044,796            |
| Finance                           | 6,621,285             | 4,293,586                | 65%          | 5,728,871            |
| Housing & Neighborhoods           | 6,742,146             | 4,303,427                | 64%          | 5,784,624            |
| Human Resources                   | 4,781,676             | 3,005,648                | 63%          | 4,009,015            |
| Communications                    | 3,634,556             | 2,359,774                | 65%          | 3,160,979            |
| City Manager's Office             | 5,638,640             | 3,569,028                | 63%          | 4,852,055            |
| Budget and Management Services    | 1,863,849             | 1,167,956                | 63%          | 1,509,826            |
| Charter Offices                   | 5,328,942             | 3,714,463                | 70%          | 4,981,766            |
| Special Appropriations            | 157,344,677           | 107,713,472              | 68%          | 155,865,972          |
| <b>Total Expenditures</b>         | <b>\$531,562,151</b>  | <b>\$368,907,581</b>     | <b>69.4%</b> | <b>\$505,979,267</b> |

### Staff Analysis:

The General Fund is projected to spend 95.7% of the FY21 Amended Budget.

- Q3 projections are lower than Q2 due to slower than anticipated growth in salaries associated with continued effectiveness of the hiring freeze review process.
- Operating expenses are also lower than prior year as departments continue to monitor spending levels for essential items.
- Transfers to Capital Funds is higher than prior estimate to reflect Council action to appropriate \$0.9m of General Capital Reserves to fund PRCR gymnasium.

## General Fund Personnel and Benefits Dashboard

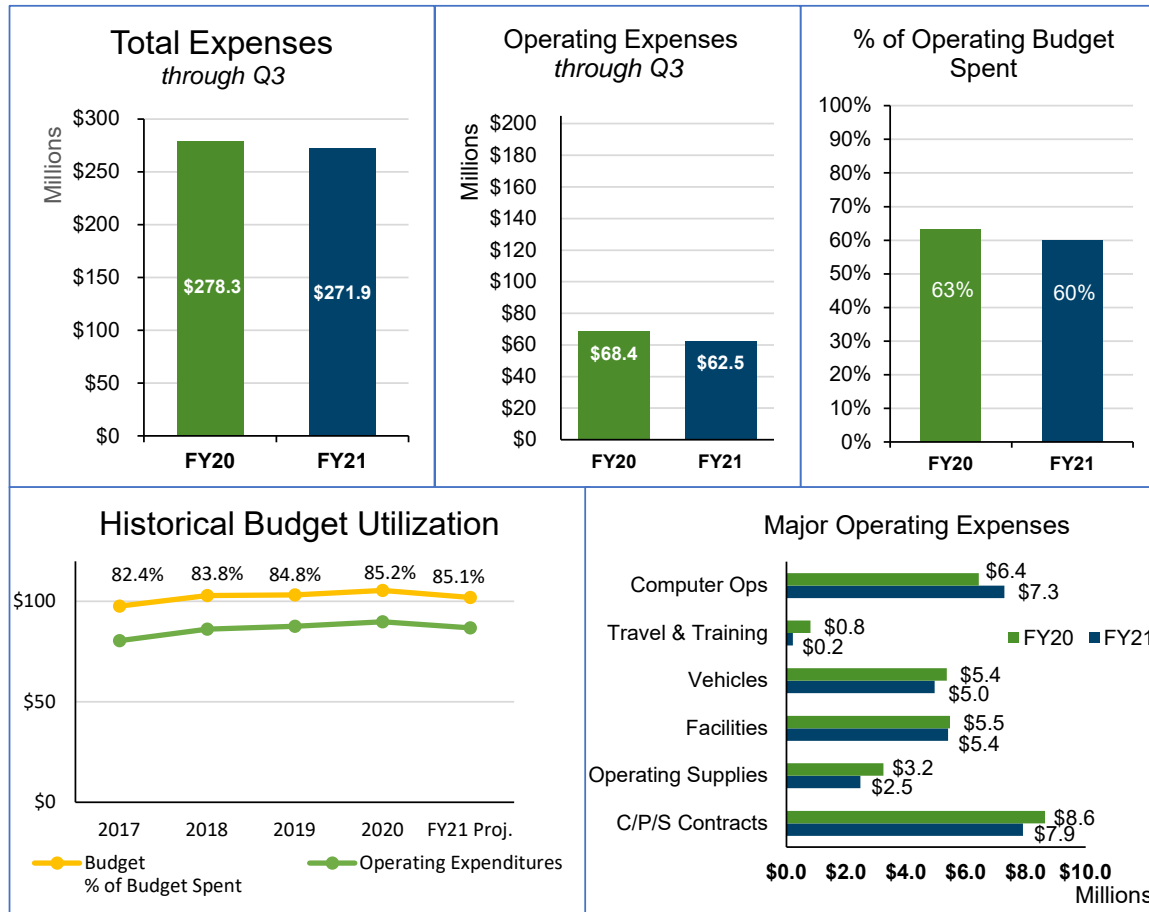


### Staff Analysis:

Personnel and benefit expenses are performing as expected with the enacted citywide hiring freeze for non-public safety positions.

- There are currently 73 frozen non-public safety positions in the General Fund. Staff continue to review frozen positions on a monthly basis to identify mission critical positions to unfreeze. In FY21, over 390 positions have been reviewed, prioritized and approved through this process.
- Employee benefits are performing as expected. The citywide hiring freeze is resulting in savings in health and retirement benefits.
- Staff continue to monitor occasional/overtime pay for Police and part-time/seasonal employment in Parks, Recreation, and Cultural Resources. The Q3 projection assumes a spike in Police Overtime/Occasional Pay during Q4 due to continued civil unrest.

## General Fund Operating Expenses Dashboard



|                                   | % Operating Budget Spent |            |
|-----------------------------------|--------------------------|------------|
|                                   | FY20 Q3                  | FY21 Q3    |
| Police                            | 70%                      | 67%        |
| Fire                              | 66%                      | 56%        |
| Parks, Rec & Cultural Resources   | 61%                      | 51%        |
| Transportation                    | 64%                      | 61%        |
| Information Technology            | 65%                      | 67%        |
| Engineering Services              | 55%                      | 55%        |
| Planning and Development Services | 59%                      | 52%        |
| Emergency Communications          | 75%                      | 74%        |
| Finance                           | 45%                      | 57%        |
| Housing & Neighborhoods           | 37%                      | 31%        |
| Human Resources                   | 53%                      | 36%        |
| Communications                    | 34%                      | 36%        |
| City Manager's Office             | 36%                      | 47%        |
| Budget and Management Services    | 45%                      | 46%        |
| Charter Offices                   | 54%                      | 37%        |
| Special Appropriations            | 64%                      | 64%        |
| <b>Total</b>                      | <b>63%</b>               | <b>60%</b> |

### Staff Analysis:

Operating expenditures are performing as expected. Overall the General Fund departments have spent 60% of operating budgets compared to 63% in FY20.

- While FY21 expenses are slightly lower through Q3, utilization of operating budgets in FY21 (85.7%) is projected in line with FY20 (85.2%).
- Year-to-date operating expenses are lower in the following major categories: travel and training associated with virtual trainings/conferences, operating supplies, professional/contractual/service contracts, and vehicle repairs.
- Police and Fire evaluated operating expenses and confirmed current year spending patterns are performing as expected.

### Parking Operations (Fund 442) – FY 2021 Quarter 3

#### Revenues:

Parking Fees  
Fees & Miscellaneous  
Interest on Investments  
Transfers from Other Funds  
Fund Balance & Special Reserves

**Total Revenues**

| Fiscal Year 2020-2021 |                          |                       |  |
|-----------------------|--------------------------|-----------------------|--|
| Amended Budget        | FY21 Actuals (Quarter 3) | % of Budget Collected |  |
| \$16,612,999          | \$7,834,648              | 47%                   |  |
| 20,000                | 33,837                   | 169%                  |  |
| 23,000                | 4,330                    | 19%                   |  |
| -                     | -                        | 0%                    |  |
| 2,669,709             | -                        | 0%                    |  |
| <b>\$19,325,708</b>   | <b>\$7,872,816</b>       | <b>40.7%</b>          |  |

| Fiscal Year 2019-2020 |                          |                       |                     |
|-----------------------|--------------------------|-----------------------|---------------------|
| Amended Budget        | FY20 Actuals (Quarter 3) | % of Budget Collected | FY20 Actuals        |
| \$18,639,499          | \$12,633,513             | 68%                   | \$14,437,018        |
| 13,200                | 30,296                   | 230%                  | 33,345              |
| 23,000                | 105,565                  | 459%                  | 77,571              |
| 82,435                | 61,826                   | 75%                   | 82,435              |
| 2,689,328             | -                        | 0%                    | -                   |
| <b>\$21,447,462</b>   | <b>\$12,831,201</b>      | <b>59.8%</b>          | <b>\$14,630,369</b> |

#### Expenditures:

Personnel  
Employee Benefits  
Operating Expenditures  
Operating Capital  
Interfund Expenditures

**Total Operating Expenditures**

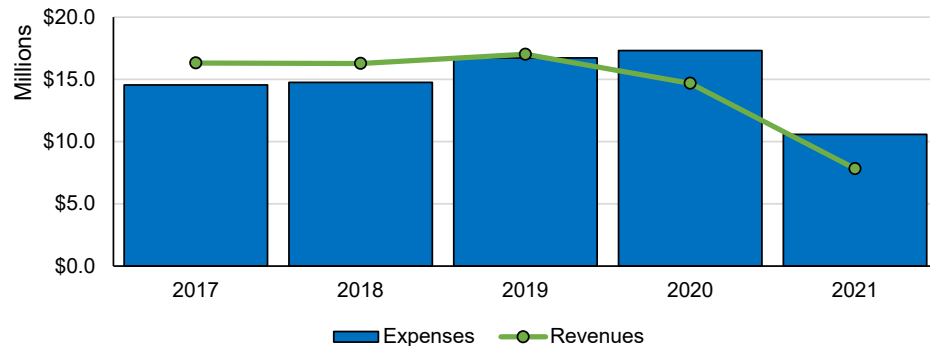
Transfer to Debt Service  
Transfer to Capital Funds  
Transfer to Other Funds

**Total Expenditures**

| Fiscal Year 2020-2021 |                          |              |  |
|-----------------------|--------------------------|--------------|--|
| Amended Budget        | FY21 Actuals (Quarter 3) | % Spend      |  |
| \$2,034,743           | \$1,219,491              | 60%          |  |
| 897,241               | 591,048                  | 66%          |  |
| 9,012,197             | 3,269,920                | 36%          |  |
| 31,500                | 854                      | 3%           |  |
| 697,272               | 516,135                  | 74%          |  |
| <b>\$12,672,953</b>   | <b>\$5,597,448</b>       | <b>44.2%</b> |  |
| 6,272,755             | 4,704,566                | 75%          |  |
| -                     | -                        | 0%           |  |
| 380,000               | 285,000                  | 75%          |  |
| <b>\$19,325,708</b>   | <b>\$10,587,014</b>      | <b>54.8%</b> |  |

| Fiscal Year 2019-2020 |                          |              |                     |
|-----------------------|--------------------------|--------------|---------------------|
| Amended Budget        | FY20 Actuals (Quarter 3) | % Spend      | FY20 Actuals        |
| \$1,969,807           | \$1,196,584              | 61%          | \$1,631,412         |
| 843,199               | 543,859                  | 64%          | 727,169             |
| 8,286,000             | 3,526,752                | 43%          | 4,651,571           |
| 51,500                | 22,078                   | 43%          | 25,061              |
| 642,628               | 471,069                  | 73%          | 628,092             |
| <b>\$11,793,134</b>   | <b>\$5,760,342</b>       | <b>48.8%</b> | <b>\$7,663,305</b>  |
| 6,190,133             | 4,642,600                | 75%          | 6,190,133           |
| 2,369,195             | 1,776,896                | 75%          | 2,369,195           |
| 1,095,000             | 821,250                  | 75%          | 1,095,000           |
| <b>\$21,447,462</b>   | <b>\$13,001,088</b>      | <b>60.6%</b> | <b>\$17,317,633</b> |

### Expenses vs. Revenues

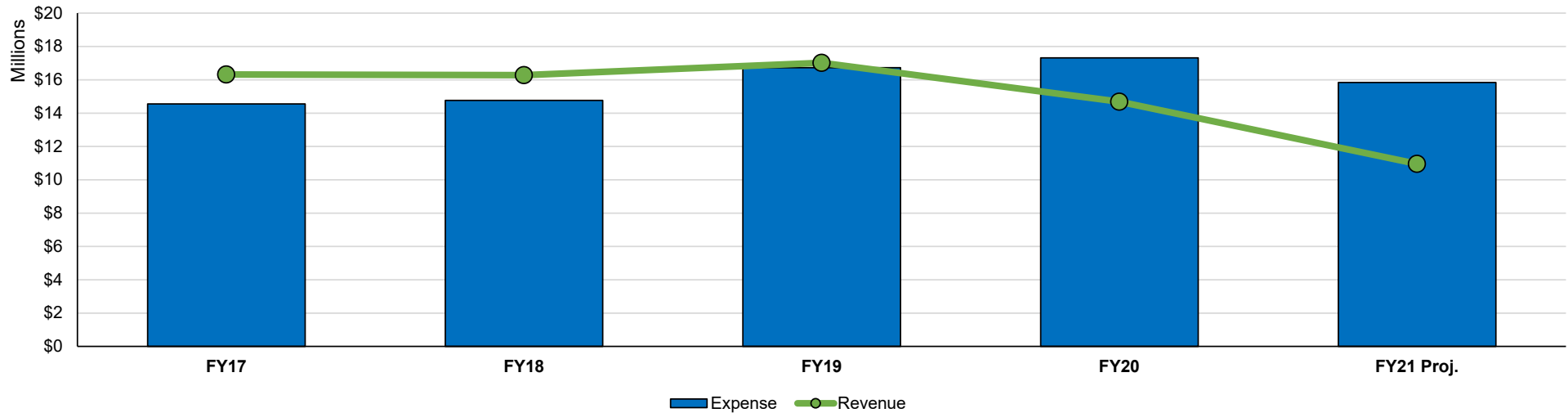


#### Staff Analysis:

- Parking revenues decreased YTD by \$4.8M (38%) due to less daily on-street and special event parking demand. The FY21 net deficit is projected to substantially deplete available fund balance. See additional details on the following page.
- Staff worked with Parking to identify actions to minimize the projected deficit. Approved actions in December 2020 included a reduction in transfers to capital projects (\$2.1M).
- Parking fund revenues and expenses are still in line with Q2 projection and staff will continue to monitor this fund and bring additional options during the FY22 Budget process.

## Parking FY21 Proforma

### Parking Revenue/Expense Trends



*Amounts in millions*

|                               | FY21<br>Projection<br>Baseline | FY20 Actuals   | FY19 Actuals |
|-------------------------------|--------------------------------|----------------|--------------|
| Revenue                       | \$9.5 - 10.0                   | \$14.7         | \$17.0       |
| Expense                       | 13.9                           | 17.3           | 16.7         |
| <b>Gain/(Loss)</b>            | <b>(\$3.9) - (\$4.4)</b>       | <b>(\$2.6)</b> | <b>\$0.3</b> |
| <b>Beginning Fund Balance</b> | 4.1                            | 6.7            | 6.4          |
| <b>Ending Fund Balance</b>    | <b>\$0.2 - (\$0.3)</b>         | 4.1            | 6.7          |

#### Proforma Analysis:

- The proforma assumes a full year revenue decline of 33% from FY20 and 42% from FY19.
  - Revenue ranges are provided due to expected continued decline in off-street parking monthly permit holders through the remainder of the year.
  - Continued reduction in on-street and special event parking demand.
- Assumes 10% reduction in monthly accounts Apr-Jun.
- Assumes all budget transfers occur at 100% for debt at \$6.3M. Eliminated FY21 capital transfer and reprioritized projects.

#### Staff Analysis:

- Staff anticipates the anticipated loss shown above which is unchanged from the Q2 report.
- The Q3 proforma includes a range of declining revenues due to continued delays in return of monthly off-street and special event parking demand.
- Expenditures have been reduced for the elimination of the \$2.1M capital transfer approved by Council in December 2020 as a way to manage the losses anticipated within the Parking operations.
- The proforma projects to utilize significant amounts of fund balance, best practice for enterprise operations is to maintain at least 25% (3 months) of operating expenses in fund balance.
- Staff are reviewing options to further minimize this year's operating loss.

## Convention Center Operations (Fund 642) – FY 2021 Quarter 3

### Revenues:

|                                 |                     |                    |              |
|---------------------------------|---------------------|--------------------|--------------|
| Fees & Miscellaneous            | \$12,112,738        | \$1,100,400        | 9%           |
| Interest on Investments         | 17,005              | -                  | 0%           |
| Transfers from Other Funds      | 5,922,324           | 4,441,743          | 75%          |
| Fund Balance & Special Reserves | 2,553,393           | -                  | 0%           |
| <b>Total Revenues</b>           | <b>\$20,605,460</b> | <b>\$5,542,143</b> | <b>26.9%</b> |

| Fiscal Year 2020-2021 |                          |                       |  |
|-----------------------|--------------------------|-----------------------|--|
| Amended Budget        | FY21 Actuals (Quarter 3) | % of Budget Collected |  |
| \$12,112,738          | \$1,100,400              | 9%                    |  |
| 17,005                | -                        | 0%                    |  |
| 5,922,324             | 4,441,743                | 75%                   |  |
| 2,553,393             | -                        | 0%                    |  |
| <b>\$20,605,460</b>   | <b>\$5,542,143</b>       | <b>26.9%</b>          |  |

| Fiscal Year 2019-2020 |                          |                       |                     |
|-----------------------|--------------------------|-----------------------|---------------------|
| Amended Budget        | FY20 Actuals (Quarter 3) | % of Budget Collected | FY20 Actuals        |
| \$14,345,400          | \$10,588,922             | 74%                   | \$12,262,603        |
| 17,003                | 382,046                  | 2247%                 | 280,733             |
| 5,577,468             | 2,778,585                | 50%                   | 5,577,468           |
| 2,893,896             | -                        | 0%                    | -                   |
| <b>\$22,833,767</b>   | <b>\$13,749,554</b>      | <b>60.2%</b>          | <b>\$18,120,804</b> |

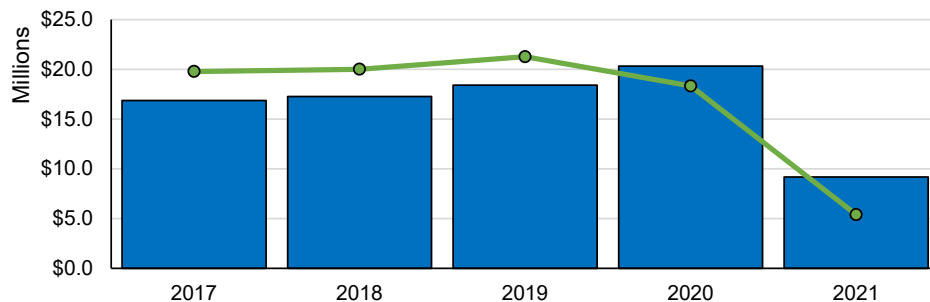
### Expenditures:

|                                     |                     |                    |              |
|-------------------------------------|---------------------|--------------------|--------------|
| Personnel                           | \$7,583,068         | \$3,556,624        | 47%          |
| Employee Benefits                   | 2,909,644           | 1,753,600          | 60%          |
| Operating Expenditures              | 8,379,638           | 2,673,724          | 32%          |
| Operating Capital                   | 4,000               | 105                | 3%           |
| Interfund Expenditures              | 1,729,110           | 1,200,487          | 69%          |
| <b>Total Operating Expenditures</b> | <b>\$20,605,460</b> | <b>\$9,184,541</b> | <b>44.6%</b> |
| Transfer to Capital Funds           | -                   | -                  | 0%           |
| Transfer to Other Funds             | -                   | -                  | 0%           |
| <b>Total Expenditures</b>           | <b>\$20,605,460</b> | <b>\$9,184,541</b> | <b>44.6%</b> |

| Fiscal Year 2020-2021 |                          |              |  |
|-----------------------|--------------------------|--------------|--|
| Amended Budget        | FY21 Actuals (Quarter 3) | % Spend      |  |
| \$7,583,068           | \$3,556,624              | 47%          |  |
| 2,909,644             | 1,753,600                | 60%          |  |
| 8,379,638             | 2,673,724                | 32%          |  |
| 4,000                 | 105                      | 3%           |  |
| 1,729,110             | 1,200,487                | 69%          |  |
| <b>\$20,605,460</b>   | <b>\$9,184,541</b>       | <b>44.6%</b> |  |
| -                     | -                        | 0%           |  |
| -                     | -                        | 0%           |  |
| <b>\$20,605,460</b>   | <b>\$9,184,541</b>       | <b>44.6%</b> |  |

| Fiscal Year 2019-2020 |                          |              |                     |
|-----------------------|--------------------------|--------------|---------------------|
| Amended Budget        | FY20 Actuals (Quarter 3) | % Spend      | FY20 Actuals        |
| \$7,894,750           | \$5,698,135              | 72%          | \$7,342,047         |
| 2,781,433             | 1,972,134                | 71%          | 2,559,792           |
| 8,174,251             | 4,570,644                | 56%          | 6,525,876           |
| 4,000                 | 2,557                    | 64%          | 2,557               |
| 1,744,103             | 1,267,584                | 73%          | 1,667,701           |
| <b>\$20,598,537</b>   | <b>\$13,511,054</b>      | <b>65.6%</b> | <b>\$18,097,974</b> |
| 35,230                | 26,423                   | 75%          | 35,230              |
| 2,200,000             | 2,200,000                | 100%         | 2,200,000           |
| <b>\$22,833,767</b>   | <b>\$15,737,477</b>      | <b>68.9%</b> | <b>\$20,333,204</b> |

### Expenses vs. Revenues



Manager's Update

### Staff Analysis:

- The Convention Center Complex (RCC) has been significantly impacted due to the Governor's Stay-At-Home orders limiting the ability for the RCC facilities to re-open and host events. Event revenue historically is the primary revenue driver for RCC. In line with the relaxation of the Governor's restrictions, a few events were held in Q3 and additional events are scheduled for Q4.
- Operating deficits are anticipated until events can return to pre-COVID-19 levels.
- RCC continues to look for new opportunities or options to extend current staff reassignments and will continue to hold vacancies resulting in a reduction in salary and benefit costs as compared to the prior year.
- Staff continue to closely monitor the impacts and the use of fund balance.

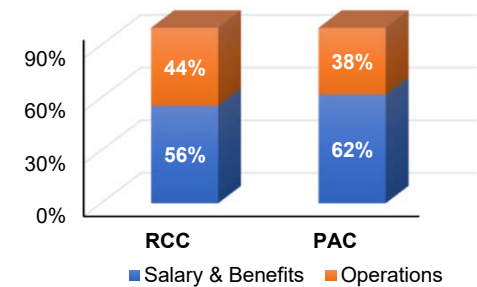
## Convention Center FY21 Proforma (Limited Event Revenue Outlook)

|                      | FY 21                    |
|----------------------|--------------------------|
|                      | <b>RCC Complex</b>       |
| Amounts in millions  |                          |
| Interlocal           | \$4.7                    |
| General Fund Subsidy | 2.2                      |
| Other/Event Revenues | 1.0 - 1.4                |
|                      | <b>\$7.9 - 8.3</b>       |
| Expenditures         | <b>12.6</b>              |
| Estimated Loss       | <b>(\$4.3) - (\$4.7)</b> |

### Staff Analysis:

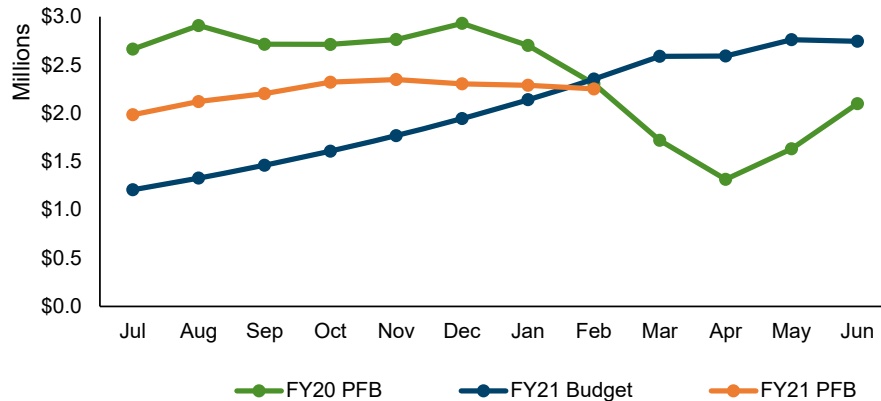
- Projection assumes revenue from the few events scheduled in Q4. Projection assumes 100% collection of budgeted Interlocal and General Fund subsidies.
- RCC has successfully deployed personnel to other departments for temporary assignments to help offset revenue losses.
- The FY21 projected loss is \$4.3M to \$4.7M and is contingent upon revenues from hosting scheduled events in Q4.
- Based on the proforma, the RCC would have fund balance remaining of \$12.0 to \$12.4 million, which only represents 60% of the annual operating expenditures of the facilities.
- Staff will continue to monitor the hospitality sector and the RCC revenue impacts.

### Expenditures by Type

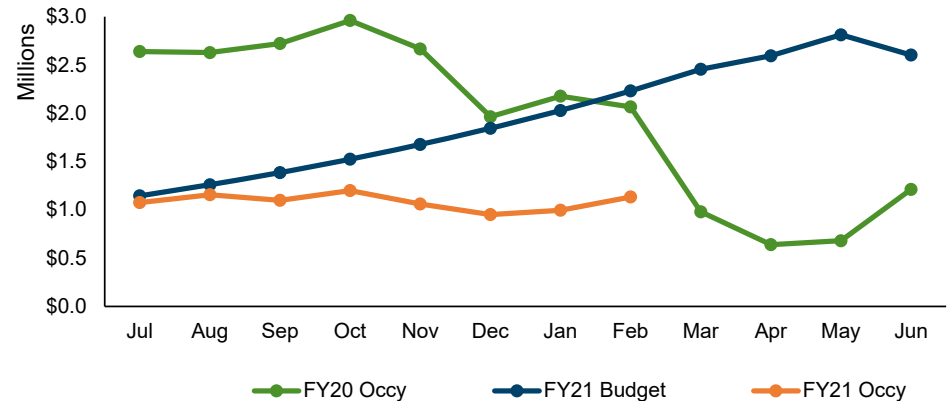


## Interlocal - Occupancy and Food & Beverage Tax Revenues

### FY21 Prepared Food Revenue



### FY21 Occupancy Tax Revenue



### Staff Analysis:

- Prepared food collections have remained relatively flat since June 2020 and continue to lag behind pre-COVID levels. Q3 YTD results are better than budget by \$4.0M but are still trending 17.8% below FY20 pre-COVID levels. FY21 budget assumed a Q4 increase in collections which may be difficult to achieve given YTD levels.
- Occupancy tax collections remain fairly consistent as shown on the chart. Q3 YTD results are \$4.4M less than budget and are trending 56.3% below FY20 pre-COVID levels. A recent TBJ article indicated occupancy rates are hovering around 52% at the end of Q3, which is still well below the 70% mark typically seen this time of year. However, this is an improvement from the low point occupancy rate of 25% from this time last year.
- City staff continue to meet with the County, other local Wake jurisdictions and members of the hospitality industry to discuss trends and the anticipated full year impact of COVID and the Governor's orders as well as expected trends moving into FY22 and beyond.

## Raleigh Water Operations (Fund 310) – FY 2021 Quarter 3

### Revenues:

|                                 | Fiscal Year 2020-2021 |                          |                       |
|---------------------------------|-----------------------|--------------------------|-----------------------|
|                                 | Amended Budget        | FY21 Actuals (Quarter 3) | % of Budget Collected |
| Utility Sales                   | \$218,256,207         | \$164,574,267            | 75%                   |
| Fees & Miscellaneous            | 1,710,200             | 2,275,804                | 133%                  |
| Facility Fees                   | -                     | -                        | 0%                    |
| Inspection Fees                 | 405,000               | 1,707,079                | 422%                  |
| Licenses                        | -                     | 3,726                    | 0%                    |
| Interest on Investments         | 3,297,767             | 4,299,945                | 130%                  |
| Transfers from Other Funds      | 4,314,677             | 1,745,833                | 40%                   |
| Fund Balance & Special Reserves | 27,812,286            | -                        | 0%                    |
| <b>Total Revenues</b>           | <b>\$255,796,137</b>  | <b>\$174,606,654</b>     | <b>68.3%</b>          |

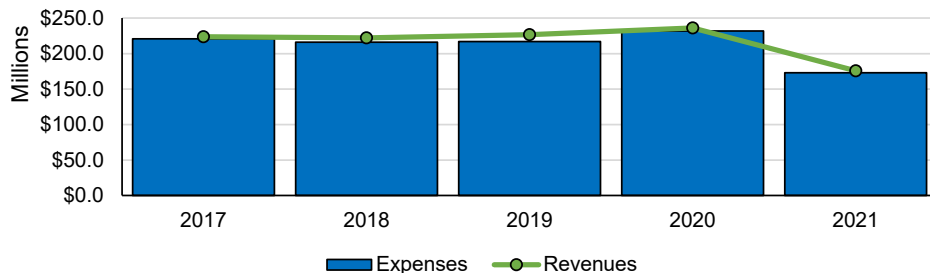
|                                 | Fiscal Year 2019-2020 |                          |                       |                      |
|---------------------------------|-----------------------|--------------------------|-----------------------|----------------------|
|                                 | Amended Budget        | FY20 Actuals (Quarter 3) | % of Budget Collected | FY20 Actuals         |
| Utility Sales                   | \$213,819,679         | \$170,078,273            | 80%                   | \$222,570,435        |
| Fees & Miscellaneous            | 2,065,200             | 1,407,132                | 68%                   | 2,056,538            |
| Facility Fees                   | -                     | 486,500                  | 0%                    | -                    |
| Inspection Fees                 | 405,000               | 1,081,347                | 267%                  | 1,482,971            |
| Licenses                        | -                     | 3,726                    | 0%                    | 3,726                |
| Interest on Investments         | 4,357,993             | 3,497,528                | 80%                   | 3,973,780            |
| Transfers from Other Funds      | 4,538,549             | 1,726,872                | 38%                   | 3,206,032            |
| Fund Balance & Special Reserves | 29,428,426            | -                        | 0%                    | -                    |
| <b>Total Revenues</b>           | <b>\$254,614,847</b>  | <b>\$178,281,379</b>     | <b>70.0%</b>          | <b>\$233,293,481</b> |

### Expenditures:

|                                     | Fiscal Year 2020-2021 |                          |              |
|-------------------------------------|-----------------------|--------------------------|--------------|
|                                     | Amended Budget        | FY21 Actuals (Quarter 3) | % Spend      |
| Personnel                           | \$38,171,618          | \$26,835,523             | 70%          |
| Employee Benefits                   | 17,227,769            | 12,291,076               | 71%          |
| Operating Expenditures              | 69,659,299            | 36,201,491               | 52%          |
| Operating Capital                   | 1,070,318             | 369,896                  | 35%          |
| Interfund Expenditures              | 11,147,132            | 8,469,353                | 76%          |
| <b>Total Operating Expenditures</b> | <b>\$137,276,137</b>  | <b>\$84,167,338</b>      | <b>61.3%</b> |
| Transfer to Debt Service            | 33,375,000            | 25,031,250               | 75%          |
| Transfer to Other Funds             | 145,000               | 145,000                  | 100%         |
| Transfer to Capital Funds           | 85,000,000            | 63,750,000               | 75%          |
| <b>Total Expenditures</b>           | <b>\$255,796,137</b>  | <b>\$173,093,588</b>     | <b>67.7%</b> |

|                                     | Fiscal Year 2019-2020 |                          |              |                      |
|-------------------------------------|-----------------------|--------------------------|--------------|----------------------|
|                                     | Amended Budget        | FY20 Actuals (Quarter 3) | % Spend      | FY20 Actuals         |
| Personnel                           | \$37,522,057          | \$27,039,152             | 72%          | \$36,501,385         |
| Employee Benefits                   | 16,091,139            | 11,468,539               | 71%          | 15,191,850           |
| Operating Expenditures              | 69,940,972            | 37,149,016               | 53%          | 50,309,294           |
| Operating Capital                   | 1,092,854             | 364,131                  | 33%          | 489,149              |
| Interfund Expenditures              | 11,408,736            | 8,139,994                | 71%          | 10,970,167           |
| <b>Total Operating Expenditures</b> | <b>\$136,055,757</b>  | <b>\$84,160,831</b>      | <b>61.9%</b> | <b>\$113,461,845</b> |
| Transfer to Debt Service            | 49,000,000            | 36,750,000               | 75%          | 49,000,000           |
| Transfer to Other Funds             | 145,000               | -                        | 0%           | -                    |
| Transfer to Capital Funds           | 69,414,090            | 52,060,568               | 75%          | 69,414,090           |
| <b>Total Expenditures</b>           | <b>\$254,614,847</b>  | <b>\$172,971,399</b>     | <b>67.9%</b> | <b>\$231,875,935</b> |

### Expenses vs. Revenues



### Staff Analysis:

- Consumption based revenues are down slightly compared with FY20 due to changes in usage patterns related to the COVID-19 pandemic. Due to Governor's Executive Orders 124 and 142, late fees and delinquent account disconnections were suspended for part or all of the current fiscal year. While usage revenue is slightly below the previous fiscal year, it has been partially offset by other revenue sources such as a one-time capacity purchase by Town of Middlesex.
- FY21 personnel and operating expenditures are in line with prior year.
- The fund is performing within expectations, but staff continue to monitor revenue loss associated with delinquent accounts.

## Solid Waste Operations (Fund 360) – FY 2021 Quarter 3

### Revenues:

|                                 |
|---------------------------------|
| Residential Solid Waste Fees    |
| Fees & Miscellaneous            |
| Interest on Investments         |
| Transfers from Other Funds      |
| Fund Balance & Special Reserves |

**Total Revenues**

| Fiscal Year 2020-2021 |                          |                       |
|-----------------------|--------------------------|-----------------------|
| Amended Budget        | FY21 Actuals (Quarter 3) | % of Budget Collected |
| \$31,389,141          | \$24,471,950             | 78%                   |
| 2,801,903             | 1,532,428                | 55%                   |
| -                     | -                        | 0%                    |
| 7,875,000             | 5,942,500                | 75%                   |
| 2,647,070             | -                        | 0%                    |
| <b>\$44,713,114</b>   | <b>\$31,946,878</b>      | <b>71.4%</b>          |

| Fiscal Year 2019-2020 |                          |                       |                     |
|-----------------------|--------------------------|-----------------------|---------------------|
| Amended Budget        | FY20 Actuals (Quarter 3) | % of Budget Collected | FY20 Actuals        |
| \$28,265,515          | \$20,458,108             | 72%                   | \$27,199,900        |
| 2,645,716             | 2,041,917                | 77%                   | 3,739,220           |
| 100,000               | 419,748                  | 420%                  | 308,437             |
| 6,615,471             | 4,961,603                | 75%                   | 6,615,471           |
| 2,653,210             | -                        | 0%                    | -                   |
| <b>\$40,279,912</b>   | <b>\$27,881,377</b>      | <b>69.2%</b>          | <b>\$37,863,028</b> |

### Expenditures:

|                        |
|------------------------|
| Personnel              |
| Employee Benefits      |
| Operating Expenditures |
| Operating Capital      |
| Interfund Expenditures |

**Total Operating Expenditures**

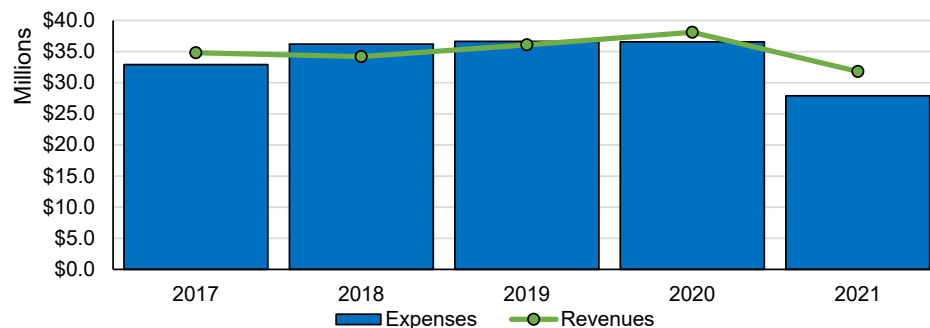
|                          |
|--------------------------|
| Transfer to Debt Service |
| Transfer to Other Funds  |

**Total Expenditures**

| Fiscal Year 2020-2021 |                          |              |
|-----------------------|--------------------------|--------------|
| Amended Budget        | FY21 Actuals (Quarter 3) | % Spend      |
| \$10,573,208          | \$6,802,240              | 64%          |
| 4,925,897             | 3,234,312                | 66%          |
| 21,334,293            | 12,284,111               | 58%          |
| 585,797               | 301,039                  | 51%          |
| 5,199,185             | 3,716,320                | 71%          |
| <b>\$42,618,380</b>   | <b>\$26,338,021</b>      | <b>61.8%</b> |
| 1,805,734             | 1,354,301                | 75%          |
| 289,000               | 199,000                  | 69%          |
| <b>\$44,713,114</b>   | <b>\$27,891,322</b>      | <b>62.4%</b> |

| Fiscal Year 2019-2020 |                          |              |                     |
|-----------------------|--------------------------|--------------|---------------------|
| Amended Budget        | FY20 Actuals (Quarter 3) | % Spend      | FY20 Actuals        |
| \$10,289,804          | \$7,030,755              | 68%          | \$9,476,933         |
| 4,587,244             | 3,095,231                | 67%          | 4,098,143           |
| 17,533,872            | 11,063,662               | 63%          | 15,581,499          |
| 910,144               | 374,652                  | 41%          | 490,309             |
| 5,113,174             | 3,364,464                | 66%          | 5,075,308           |
| <b>\$38,434,238</b>   | <b>\$24,928,764</b>      | <b>64.9%</b> | <b>\$34,722,191</b> |
| \$1,845,674           | 1,384,256                | 75%          | 1,845,674           |
| -                     | -                        | 0%           | -                   |
| <b>\$40,279,912</b>   | <b>\$26,313,020</b>      | <b>65.3%</b> | <b>\$36,567,865</b> |

## Expenses vs. Revenues



### Staff Analysis:

- FY21 revenues are exceeding expenses which is attributed to the approved rate increase in the monthly residential recycling collection fee.
- The reduction in the Wake County Landfill rebate is the driver of the year-over-year decline in Fees and Misc.
- Personnel costs are slightly below prior year as the department is prioritizing and only filling vacant positions that are necessary for mission critical services.
- The fund is performing within expectations.

### Stormwater Operations (Fund 460) – FY 2021 Quarter 3

#### Revenues:

|                                 |                     |                     |              |
|---------------------------------|---------------------|---------------------|--------------|
| Stormwater Fees                 | \$24,787,285        | \$19,206,301        | 77%          |
| Fees & Miscellaneous            | 50,000              | 52,762              | 106%         |
| Interest on Investments         | 300,000             | 242,863             | 81%          |
| Transfers from Other Funds      | 523,426             | -                   | 0%           |
| Fund Balance & Special Reserves | 643,526             | -                   | 0%           |
| <b>Total Revenues</b>           | <b>\$26,304,237</b> | <b>\$19,501,925</b> | <b>74.1%</b> |

| Fiscal Year 2020-2021 |                          |                       |  |
|-----------------------|--------------------------|-----------------------|--|
| Amended Budget        | FY21 Actuals (Quarter 3) | % of Budget Collected |  |
| \$24,787,285          | \$19,206,301             | 77%                   |  |
| 50,000                | 52,762                   | 106%                  |  |
| 300,000               | 242,863                  | 81%                   |  |
| 523,426               | -                        | 0%                    |  |
| 643,526               | -                        | 0%                    |  |
| <b>\$26,304,237</b>   | <b>\$19,501,925</b>      | <b>74.1%</b>          |  |

| Fiscal Year 2019-2020 |                          |                       |                     |
|-----------------------|--------------------------|-----------------------|---------------------|
| Amended Budget        | FY20 Actuals (Quarter 3) | % of Budget Collected | FY20 Actuals        |
| \$22,895,422          | \$17,688,659             | 77%                   | \$23,450,359        |
| 50,000                | 52,762                   | 106%                  | 95,262              |
| 25,000                | 444,883                  | 1780%                 | 326,906             |
| 686,222               | 87,542                   | 13%                   | 116,722             |
| 2,131,980             | -                        | 0%                    | -                   |
| <b>\$25,788,624</b>   | <b>\$18,273,845</b>      | <b>70.9%</b>          | <b>\$23,989,249</b> |

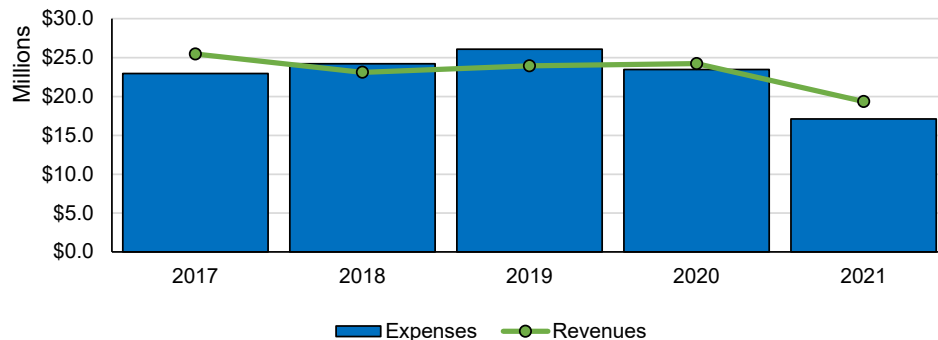
#### Expenditures:

|                                     |                     |                     |              |
|-------------------------------------|---------------------|---------------------|--------------|
| Personnel                           | \$7,173,452         | \$4,646,732         | 65%          |
| Employee Benefits                   | 3,206,998           | 2,142,661           | 67%          |
| Operating Expenditures              | 5,663,454           | 2,443,285           | 43%          |
| Operating Capital                   | 101,738             | -                   | 0%           |
| Interfund Expenditures              | 3,428,681           | 2,336,307           | 68%          |
| <b>Total Operating Expenditures</b> | <b>\$19,574,323</b> | <b>\$11,568,985</b> | <b>59.1%</b> |
| Transfer to Capital Funds           | 6,500,000           | 5,375,000           | 83%          |
| Transfer to Other Funds             | 229,914             | 172,436             | 75%          |
| <b>Total Expenditures</b>           | <b>\$26,304,237</b> | <b>\$17,116,421</b> | <b>65.1%</b> |

| Fiscal Year 2020-2021 |                          |              |  |
|-----------------------|--------------------------|--------------|--|
| Amended Budget        | FY21 Actuals (Quarter 3) | % Spend      |  |
| \$7,173,452           | \$4,646,732              | 65%          |  |
| 3,206,998             | 2,142,661                | 67%          |  |
| 5,663,454             | 2,443,285                | 43%          |  |
| 101,738               | -                        | 0%           |  |
| 3,428,681             | 2,336,307                | 68%          |  |
| <b>\$19,574,323</b>   | <b>\$11,568,985</b>      | <b>59.1%</b> |  |
| 6,500,000             | 5,375,000                | 83%          |  |
| 229,914               | 172,436                  | 75%          |  |
| <b>\$26,304,237</b>   | <b>\$17,116,421</b>      | <b>65.1%</b> |  |

| Fiscal Year 2019-2020 |                          |              |                     |
|-----------------------|--------------------------|--------------|---------------------|
| Amended Budget        | FY20 Actuals (Quarter 3) | % Spend      | FY20 Actuals        |
| \$7,163,997           | \$4,888,181              | 68%          | \$6,567,385         |
| 2,995,576             | 2,039,690                | 68%          | 2,700,154           |
| 4,447,065             | 2,372,799                | 53%          | 3,043,054           |
| 101,738               | -                        | 0%           | 101,738             |
| 2,865,846             | 1,884,090                | 66%          | 2,840,854           |
| <b>\$17,574,222</b>   | <b>\$11,184,759</b>      | <b>63.6%</b> | <b>\$15,253,185</b> |
| 7,991,185             | 5,952,439                | 74%          | 7,991,185           |
| 223,217               | 167,413                  | 75%          | 223,217             |
| <b>\$25,788,624</b>   | <b>\$17,304,610</b>      | <b>67.1%</b> | <b>\$23,467,587</b> |

### Expenses vs. Revenues



#### Staff Analysis:

- FY21 Stormwater Fee revenues are exceeding prior year associated with approved the FY21 rate increase of \$0.50 per month per Single-Family Equivalent Unit (SFEU).
- Personnel is performing better than budget due to the citywide hiring freeze in addition to vacancies. Stormwater has been slowly filling vacancies as a result of a reorganization in January 2021.
- The fund is performing within expectations, but staff continue to monitor revenue loss associated delinquent accounts.

### Transit Operations (Fund 410) – FY 2021 Quarter 3

#### Revenues:

|                                 |
|---------------------------------|
| Transit Revenues                |
| Intergovernmental               |
| Grants & Matching Funds         |
| Fees & Miscellaneous            |
| Transfers from Other Funds      |
| Fund Balance & Special Reserves |

**Total Revenues**

| Fiscal Year 2020-2021 |                          |                       |
|-----------------------|--------------------------|-----------------------|
| Amended Budget        | FY21 Actuals (Quarter 3) | % of Budget Collected |
| \$4,970,685           | \$1,045,107              | 21%                   |
| 13,883,779            | 4,120,621                | 30%                   |
| 12,431,622            | -                        | 0%                    |
| 405,000               | 173,079                  | 43%                   |
| 16,746,667            | 12,560,000               | 75%                   |
| 792,744               | -                        | 0%                    |
| <b>\$49,230,497</b>   | <b>\$17,898,807</b>      | <b>36.4%</b>          |

#### Expenditures:

|                        |
|------------------------|
| Personnel              |
| Employee Benefits      |
| Operating Expenditures |
| Operating Capital      |
| Interfund Expenditures |

**Total Operating Expenditures**

|                           |
|---------------------------|
| Transfer to Capital Funds |
| Transfer to Other Funds   |

**Total Expenditures**

| Fiscal Year 2020-2021 |                          |              |
|-----------------------|--------------------------|--------------|
| Amended Budget        | FY21 Actuals (Quarter 3) | % Spend      |
| \$1,343,203           | \$875,063                | 65%          |
| 540,390               | 410,302                  | 76%          |
| 46,160,038            | 20,613,128               | 45%          |
| -                     | -                        | 0%           |
| 810,556               | 601,160                  | 74%          |
| <b>\$48,854,187</b>   | <b>\$22,499,653</b>      | <b>46.1%</b> |
| 376,310               | -                        | 0%           |
| -                     | -                        | 0%           |
| <b>\$49,230,497</b>   | <b>\$22,499,653</b>      | <b>45.7%</b> |

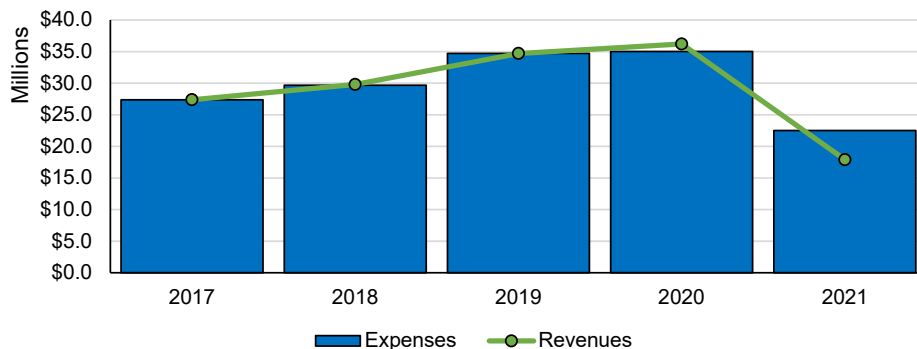
#### Fiscal Year 2019-2020

| Amended Budget      | FY20 Actuals (Quarter 3) | % of Budget Collected | FY20 Actuals        |
|---------------------|--------------------------|-----------------------|---------------------|
| \$6,186,032         | \$3,908,791              | 63%                   | \$4,293,321         |
| 16,377,862          | 3,046,891                | 19%                   | 8,827,099           |
| 3,197,112           | 2,198,718                | 69%                   | 2,931,622           |
| 505,000             | 429,384                  | 85%                   | 529,557             |
| 19,609,529          | 14,707,147               | 75%                   | 19,609,529          |
| 1,363,781           | -                        | 0%                    | -                   |
| <b>\$47,239,316</b> | <b>\$24,290,930</b>      | <b>51.4%</b>          | <b>\$36,191,128</b> |

#### Fiscal Year 2019-2020

| Amended Budget      | FY20 Actuals (Quarter 3) | % Spend      | FY20 Actuals        |
|---------------------|--------------------------|--------------|---------------------|
| \$1,831,084         | \$752,148                | 41%          | \$1,029,749         |
| 509,020             | 321,610                  | 63%          | 432,110             |
| 43,729,636          | 22,689,259               | 52%          | 32,428,068          |
| 5,500               | -                        | 0%           | -                   |
| 780,082             | 582,867                  | 75%          | 775,378             |
| <b>\$46,855,322</b> | <b>\$24,345,885</b>      | <b>52.0%</b> | <b>\$34,665,304</b> |
| 4,065               | 3,049                    | 75%          | 4,065               |
| 379,929             | 379,929                  | 100%         | 357,946             |
| <b>\$47,239,316</b> | <b>\$24,728,863</b>      | <b>52.3%</b> | <b>\$35,027,316</b> |

### Expenses vs. Revenues



#### Staff Analysis:

- Transit fares were waived as a method to prevent the spread of COVID-19. While no farebox revenue is anticipated in FY21, transit has been receiving contracted route revenue (\$1M YTD from Wake Forest Loop and GoTriangle Express Routes) and anticipates another \$350k of contracted revenue in Q4.
- Transit does not expect to receive any State grant subsidy for FY21 (\$2.9m).
- Transit received and appropriated CARES Act funding to support FY21 operations and assist with FY21 net deficits.
- Reimbursements from Wake Transit (Intergovernmental revenue) are pending and are currently in the routing process.
- Staff continue to monitor this fund due to anticipated deficits.

### Vehicle Fleet Services (Fund 260) – FY 2021 Quarter 3

#### Revenues:

|                                 |  |
|---------------------------------|--|
| Fees & Miscellaneous            |  |
| Fund Balance & Special Reserves |  |
| <b>Total Revenues</b>           |  |

| Fiscal Year 2020-2021 |                          |                       |
|-----------------------|--------------------------|-----------------------|
| Amended Budget        | FY21 Actuals (Quarter 3) | % of Budget Collected |
| \$17,041,790          | \$10,441,989             | 61%                   |
| 1,273,291             | -                        | 0%                    |
| <b>\$18,315,081</b>   | <b>\$10,441,989</b>      | <b>57.0%</b>          |

| Fiscal Year 2019-2020 |                          |                       |                     |
|-----------------------|--------------------------|-----------------------|---------------------|
| Amended Budget        | FY20 Actuals (Quarter 3) | % of Budget Collected | FY20 Actuals        |
| \$17,079,480          | \$10,961,738             | 64%                   | \$13,775,728        |
| 608,097               | -                        | 0%                    | -                   |
| <b>\$17,687,577</b>   | <b>\$10,961,738</b>      | <b>62.0%</b>          | <b>\$13,775,728</b> |

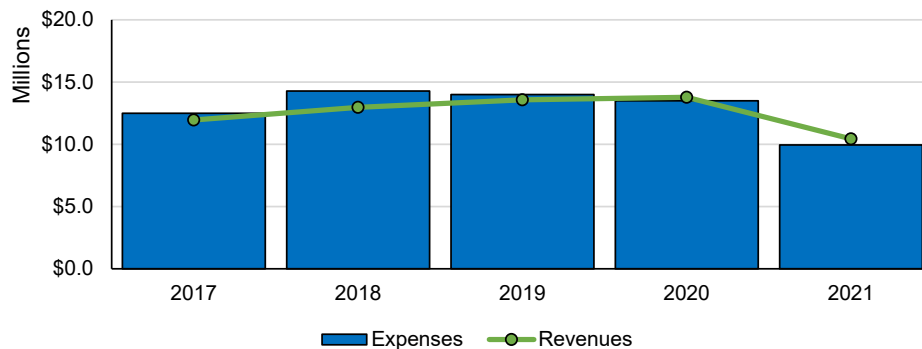
#### Expenditures:

|                                     |  |
|-------------------------------------|--|
| Personnel                           |  |
| Employee Benefits                   |  |
| Operating Expenditures              |  |
| Operating Capital                   |  |
| Interfund Expenditures              |  |
| <b>Total Operating Expenditures</b> |  |
| Transfer to Capital Funds           |  |
| <b>Total Expenditures</b>           |  |

| Fiscal Year 2020-2021 |                          |              |
|-----------------------|--------------------------|--------------|
| Amended Budget        | FY21 Actuals (Quarter 3) | % Spend      |
| \$4,218,639           | \$2,690,065              | 64%          |
| 2,049,646             | 1,385,758                | 68%          |
| 11,831,270            | 5,821,735                | 49%          |
| 201,026               | 51,516                   | 26%          |
| 14,500                | 7,728                    | 53%          |
| <b>\$18,315,081</b>   | <b>\$9,956,802</b>       | <b>54.4%</b> |
| -                     | -                        | 0%           |
| <b>\$18,315,081</b>   | <b>\$9,956,802</b>       | <b>54.4%</b> |

| Fiscal Year 2019-2020 |                          |              |                     |
|-----------------------|--------------------------|--------------|---------------------|
| Amended Budget        | FY20 Actuals (Quarter 3) | % Spend      | FY20 Actuals        |
| \$4,163,925           | \$2,799,275              | 67%          | \$3,766,500         |
| 1,907,831             | 1,325,916                | 69%          | 1,759,580           |
| 11,431,931            | 6,335,350                | 55%          | 7,910,038           |
| 145,000               | 7,639                    | 5%           | 27,298              |
| 14,500                | 7,278                    | 50%          | 9,731               |
| <b>\$17,663,187</b>   | <b>\$10,475,458</b>      | <b>59.3%</b> | <b>\$13,473,147</b> |
| 24,390                | -                        | 0%           | 24,390              |
| <b>\$17,687,577</b>   | <b>\$10,475,458</b>      | <b>59.2%</b> | <b>\$13,497,537</b> |

### Expenses vs. Revenues



#### Staff Analysis:

- FY21 revenues are projected to exceed expenses.
- Revenues are tracking lower compared to prior year due to reduced vehicle usage and vehicle repairs. Expenses are tracking lower as well due to the citywide hiring freeze and monitoring of operating expenditures.
- Fund Balance & Special Reserves represents an increase in rolled purchase orders.
- The fund is performing within expectations and staff will continue to closely monitor this fund.

## COVID Stimulus Funding Grant Report

This report provides an overview of federal funding received through the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Consolidated Appropriations Act. All funding was directly allocated to the City of Raleigh. Future quarterly reports will include anticipated federal funding from the American Rescue Plan Act.

| Grant Name  | Grant Purpose   | Department               | Grant Award  | Actuals     | Available Balance | Expiration Date |
|---|---|--------------------------|--------------|-------------|-------------------|-----------------|
| Coronavirus Emergency Supplemental Funding (CESF) Program | To prevent, prepare for, and respond to the coronavirus (COVID-19).   | Police                   | \$399,140    | \$83,550    | \$271,819         | 1/31/2022       |
| CDBG-CV CARES Act - Supplemental #1                       | Rental and mortgage assistance for households impacted by COVID-19.   | Housing & Neighborhoods  | \$1,878,051  | \$377,906   | \$1,500,145       | 9/11/2022       |
| CDBG-2021 CARES Act - Supplemental #2                     | Rental and mortgage assistance for households impacted by COVID-19 and emergency shelter expansion/renovation.                            | Housing & Neighborhoods  | \$2,672,436  | -           | \$2,672,436       | 9/11/2022       |
| ESG-CV CARES Act - Supplemental #1                        | Emergency shelter, homelessness prevention, Homeless Management Information System (HMIS), and rapid re-housing.                          | Housing & Neighborhoods  | \$950,338    | \$237,289   | \$713,049         | 9/30/2022       |
| ESG-2021 CARES Act - Supplemental #2                      | Emergency shelter, homelessness prevention, HMIS, rapid re-housing, and street outreach.  | Housing & Neighborhoods  | \$3,503,113  | -           | \$3,503,113       | 9/30/2022       |
| Emergency Rental Assistance                               | Emergency rental and utility assistance, including arrears, for households impacted by COVID-19.  | Housing & Neighborhoods  | \$14,298,567 | \$2,640,000 | \$11,658,567      | 9/30/2022       |
| CARES Act 2020 - Transit 5307                             | Supports capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19. | Transportation - Transit | \$28,715,156 | \$1,991,037 | \$26,724,119      | 3/30/2025       |

### Staff Analysis:

- Recognizing the time constraints of when funding must be spent, staff meets monthly to discuss grant status.
- Housing & Neighborhoods staff meets monthly with Wake County and Telamon to discuss the House Wake! program status.
- Transit recently reallocated CARES Act funding from capital project expenses to operating expenses. CARES Act funding will be used to cover farebox revenue losses in FY22.



Michael J. Landguth, A.A.E.  
President & CEO

May 14, 2021

Ms. Marchell Adams-David  
City Manager  
City of Raleigh  
P.O. Box 590  
Raleigh, North Carolina 27602

Attention: Ms. Gail Smith, City Clerk

Re: Raleigh-Durham International Airport  
Airports Coronavirus Response Grant Program (ACRGP)  
Federal Aviation Administration Grant Offer 3-37-0056-054-2021

Dear Ms. Adams-David:

The Raleigh-Durham Airport Authority is in receipt of a new grant offer from the Federal Aviation Administration (FAA) for the Raleigh-Durham International Airport (RDU). At its regular meeting of May 20, 2021, the Airport Authority's Board will take action to accept the grant. As you are aware, the FAA also requires the City of Raleigh, along with the City of Durham and the Counties of Durham and Wake, to accept grant offers made by the FAA under the Airport Improvement Program.

This ACRGP grant offer, in the amount of \$12,488,766, is provided in accordance with the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA Act or "the Act"), Division M of Public Law 116-260, to provide eligible airports with funding for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments. ACRGP Grant amounts to specific airports are derived by legislative formula (See Division M, Title IV of the Act).

Since the executed grant must be in the possession of the FAA no later than June 1, 2021, your attention to this urgent matter is greatly appreciated.

Digital signatures are encouraged, and documents may be returned to [ron.jewett@rdu.com](mailto:ron.jewett@rdu.com) when they are completed. The Authority will return one fully executed counterpart of the Grant Agreement to your office after we receive and collate all signature/certification documents from all RDU's owning bodies.

If you have any questions about this matter or need additional information, please do not hesitate to contact me at (919) 840-7736, or Bill Sandifer (Senior Vice President & COO) at (919) 840-7003. You may also direct questions to the Authority's in-house counsel, Ms. Erin Locklear at (919) 840-7772

## Raleigh-Durham Airport Authority Board Members

### DURHAM COUNTY

Patrick H. Smith, Esq., Chairman  
David Morgan

### CITY OF RALEIGH

Sepideh Saidi, Vice Chair  
Dickie Thompson

### WAKE COUNTY

Page 27 of 34  
D. J. Kushner, Secretary  
Ellis Hankins

### CITY OF DURHAM

Tammie Hall, Treasurer  
Yesenia Polanco-Galdamez



Michael J. Landguth, A.A.E.  
President & CEO

1000 Trade Drive • P.O. Box 80001 • RDU Airport, NC 27623  
tel: (919) 840-7700 • fax: (919) 840-0715 • www.rdu.com

Thank you for your assistance with this item.

Sincerely,

*Ronald Jewett*

Ronald Jewett  
Vice President of Facilities Asset Management

cc: Ms. Sepideh Saidi, Vice Chairman, Board of Directors  
Mr. Dickie Thompson, Board of Directors  
Mr. Michael Landguth, President & CEO  
Ms. Erin Locklear, General Counsel

## Raleigh-Durham Airport Authority Board Members

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David Morgan

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Dickie Thompson

### WAKE COUNTY

Deborah Kushner, Secretary  
Ellis Hankins

### CITY OF DURHAM

Tammie Hall, Treasurer  
Yesenia Polanco-Galdamez



Michael J. Landguth, A.A.E.  
President & CEO

May 14, 2021

Ms. Marchell Adams-David  
City Manager  
City of Raleigh  
P.O. Box 590  
Raleigh, North Carolina 27602

Attention: Ms. Gail Smith, City Clerk

Re: Raleigh-Durham International Airport  
Airports Coronavirus Response Grant Program (ACRGP)  
Airport Concessions Addendum  
Federal Aviation Administration Grant Offer 3-37-0056-055-2021

Dear Ms. Adams-David:

The Raleigh-Durham Airport Authority is in receipt of a new grant offer from the Federal Aviation Administration (FAA) for the Raleigh-Durham International Airport (RDU). This particular grant offer represents an Addendum to Grant 3-37-0056-054-2021.

At its regular meeting of May 20, 2021, the Airport Authority's Board will take action to accept the offer. As you are aware, the FAA also requires the City of Durham, along with the City of Raleigh and the Counties of Durham and Wake, to accept grant offers made by the FAA under the Airport Improvement Program.

This ACRGP grant offer Addendum, in the amount of \$1,481,961, is provided in accordance with the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA Act or "the Act"), Division M of Public Law 116-260. These funds may be used to provide relief from rent and minimum annual guarantees (MAG) to on-airport car rental, on-airport parking, and in-terminal concessions.

Since the executed grant must be in the possession of the FAA no later than June 1, 2021, your attention to this urgent matter is greatly appreciated.

Digital signatures are encouraged, and documents may be returned to [ron.jewett@rdu.com](mailto:ron.jewett@rdu.com) when they are completed. The Authority will return one fully executed counterpart of the Grant Agreement to your office after we receive and collate all signature/certification documents from all RDU's owning bodies.

If you have any questions about this matter or need additional information, please do not hesitate to contact me at (919) 840-7736, or Bill Sandifer (Senior Vice President & COO) at (919) 840-7003. You may also direct questions to the Authority's in-house counsel, Ms. Erin Locklear at (919) 840-7772.

## Raleigh-Durham Airport Authority Board Members

### DURHAM COUNTY

Patrick Hannah, Esq., Chairman  
David Morgan, Manager's Update

### CITY OF RALEIGH

Sepideh Saidi, Vice Chair  
Dickie Thompson

### WAKE COUNTY

Deborah Kushner, Secretary  
Ellis Hankins

### CITY OF DURHAM

Tammie Hall, Treasurer  
Yessenia Polanco-Galdamez



Michael J. Landguth, A.A.E.  
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tel: (919) 840-7700 • fax: (919) 840-0715 • www.rdu.com

Thank you for your assistance with this item.

Sincerely,

*Ronald Jewett*

Ronald Jewett  
Vice President of Facilities Asset Management

cc: Ms. Sepideh Saidi, Vice Chairman, Board of Directors  
Mr. Dickie Thompson, Board of Directors  
Mr. Michael Landguth, President & CEO  
Ms. Erin Locklear, General Counsel

## Raleigh-Durham Airport Authority Board Members

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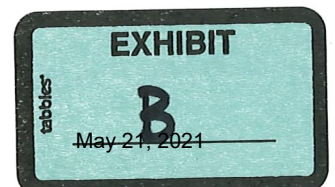
### CITY OF DURHAM

Tammie Hall, Treasurer  
Yesenia Polanco-Galdamez

**CITY AND COUNTY FEDERAL AVIATION ADMINISTRATION DISCRETIONARY  
GRANT PROCESS - APPROVED**

Grant awards from the Federal Aviation Administration (FAA) to the Raleigh-Durham Airport Authority (the "Authority") require approval of the governing entities of Durham County, Wake County, City of Raleigh, and the City of Durham. There are two forms of grants: entitlement and discretionary. Discretionary grants are often distributed under strict time constraints, which could not be accomplished under the typical approval process. The Authority has requested an expedited process for these discretionary grants as outlined in the attached memorandum.

**Recommendation:** Authorize the City Manager to execute all documents and give the assurances necessary to accept Federal Aviation Administration Discretionary Grants to be utilized by the Raleigh-Durham Airport Authority, and authorize the City Attorney to execute all related documents and give the related necessary assurances. Upheld on Consent Agenda Crowder/Weeks – 8 ayes.



## Interoffice Memorandum

DATE: May 9, 2012

TO: Mayor and Council

FROM: J. Russell Allen, City Manager

SUBJECT: City and county FAA Discretionary Grant Approval

From time to time, the Raleigh-Durham Airport Authority (the "Authority") receives Airport Improvement ("AIP") grants from the Federal Aviation Administration ("FAA") for the planning and development of Raleigh-Durham International Airport (the "Airport"). The FAA distributes these grants in two rounds: entitlement and discretionary. AIP funds are typically first apportioned into major entitlement priority categories such as primary, cargo, and general aviation. Remaining funds are distributed to a discretionary fund and distributed according to a national prioritization formula. Often, discretionary funds are distributed by the FAA unexpectedly and under strict time constraints.

Due to the nature of the Authority and the ownership of some Airport lands, the FAA has, in the past, required that Durham County, Wake County, City of Raleigh, and City of Durham (the "Governing Entities") each take action to accept funds and provide the required assurances for each individual grant given to the Authority. This has, in turn, required the Authority to arrange to be added to the agendas of and to appear at the meetings of the four Governing Entities each time a grant is received. Also during this time period, the Authority has to schedule its own public meeting at which a similar action is taken. The order and timing of these five meetings occurs in the most expeditious manner possible, given the meeting schedule of each public body.

The time required to appear at the meetings of the Governing Entities is often longer than the time given to meet the FAA's requirements to accept a discretionary grant. The strict time constraints involved with discretionary grants means that the Authority is not able to accept some discretionary grants, and grant funds that could have benefitted the Airport go elsewhere. By way of example, since 1982, Charlotte Douglas International Airport has received \$150 Million of discretionary grant funds, compared to \$29 Million received by Raleigh-Durham International Airport during that same time period.

In recent conversations, the FAA has agreed to accept a blanket grant approval from each Governing Entity rather than to require approval of each individual grant. This blanket approval would authorize an individual of the Governing Entity's choice (Mayor, County Manager, City Manager, etc.) and the County/City Attorney to execute grant documents on the Governing Entity's behalf. This blanket approval would also authorize acceptance of the FAA's required grant assurances. The Authority will still be required to approve each individual grant, execute the accompanying grant documents, and accept the FAA's grant assurances.

## **Weekly Events Digest**

Friday, May 21 – Thursday, May 27

City of Raleigh Office of Emergency Management and Special Events  
[specialevents@raleighnc.gov](mailto:specialevents@raleighnc.gov) | (919) 996-2200 | [raleighnc.gov/special-events-office](http://raleighnc.gov/special-events-office)

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### **Permitted Special Events**

#### **Dine Out Downtown Fayetteville Street**

Fayetteville Street District

Saturday, May 22

Event Time: 5:00pm - 9:00pm

Associated Road Closures: Fayetteville Street between Hargett Street and Martin Street, and Hargett Street and Martin Street between Salisbury Street and Wilmington Street will be closed from 3:00pm until 11:00pm. Note that local traffic will have access to the 100 and 300 blocks of Fayetteville Street.

#### **Black Flea Market**

Raleigh Union Station Plaza

Sunday, May 23

Event Time: 1:00pm - 5:00pm

Associated Road Closures: No roads will be closed for the event. Union Station Plaza will be used from 11:00am until 6:00pm.

#### **Raleigh Union Station Community Yoga Programs**

Raleigh Union Station Plaza

Sunday, May 23 through Thursday, May 27

Event Times: 5:00pm - 8:00pm on Mondays, Wednesdays, and Thursdays; 6:00pm - 8:00pm on Tuesdays; and 9:30am - 11:00am on Sundays

Associated Road Closures: No roads will be closed for the events. Raleigh Union Station Plaza will be used during the above dates and times from 3-22-21 until 11-24-21. Details regarding class registration can be found through [Yoga Soul·lect·tive](#) for Mondays, [Oak City Yoga](#) for Tuesdays and Wednesdays, and [Current Wellness](#) for Thursdays and Sundays.

### **Other Upcoming Events**

#### **Beethoven & Mozart – North Carolina Symphony**

Friday, May 21

Meymandi Concert Hall

#### **Vaccine on the Green**

Friday, May 21 – Sunday, May 23

Dorothea Dix Park, Adams Parking Lot & Field

#### **Mako Medical Sk8te Raleigh**

Friday, May 21 – Sunday, May 23

Raleigh Convention Center

#### **National Bike Month Events**

Friday, May 21 – Monday, May 31

Locations Citywide

#### **Think Clean Raleigh Litter Cleanup**

Saturday, May 22

Locations Citywide

**[Black Flea Market](#)**

Saturday, May 22  
Moore Square

**[Buzz Market](#)**

Saturday, May 22  
Lichtin Plaza

**[Beethoven Symphony No. 4 – North Carolina Symphony \(streaming\)](#)**

Saturday, May 22  
Streaming from Meymandi Concert Hall

**[DanceArt Studio Annual Recital](#)**

Saturday, May 22 & Sunday, May 23  
Memorial Auditorium

**[Moore Square Market](#)**

Sunday, May 23  
Moore Square

**[Raleigh's Jewish History Trolley Tour](#)**

Sunday, May 23  
Mordecai Historic Park

**[Amped Up Music Series: Kooley High w/The Hot at Nights](#)**

Thursday, May 27  
Red Hat Amphitheater

**Public Resources**

**[Pilot Text Alert Program](#)**: Sometimes spontaneous events happen downtown and in other areas that could affect local businesses. If you'd like to receive notifications when those events happen, including unpermitted ones, sign up for text alerts.

**[Event Feedback Form](#)**: Tell us what you think about Raleigh events! We welcome citizen and participant feedback and encourage you to provide comments or concerns about any events regulated by the Office of Emergency Management and Special Events. We will use this helpful information in future planning.

**[Road Closure and Road Race Map](#)**: A resource providing current information on street closures in Raleigh.

**[Online Events Calendar](#)**: View all currently scheduled events that impact City streets, public plazas, and Dorothea Dix Park.

# Council Member Follow Up



Raleigh

## MEMO

TO: Marcell Adams-David, City Manager

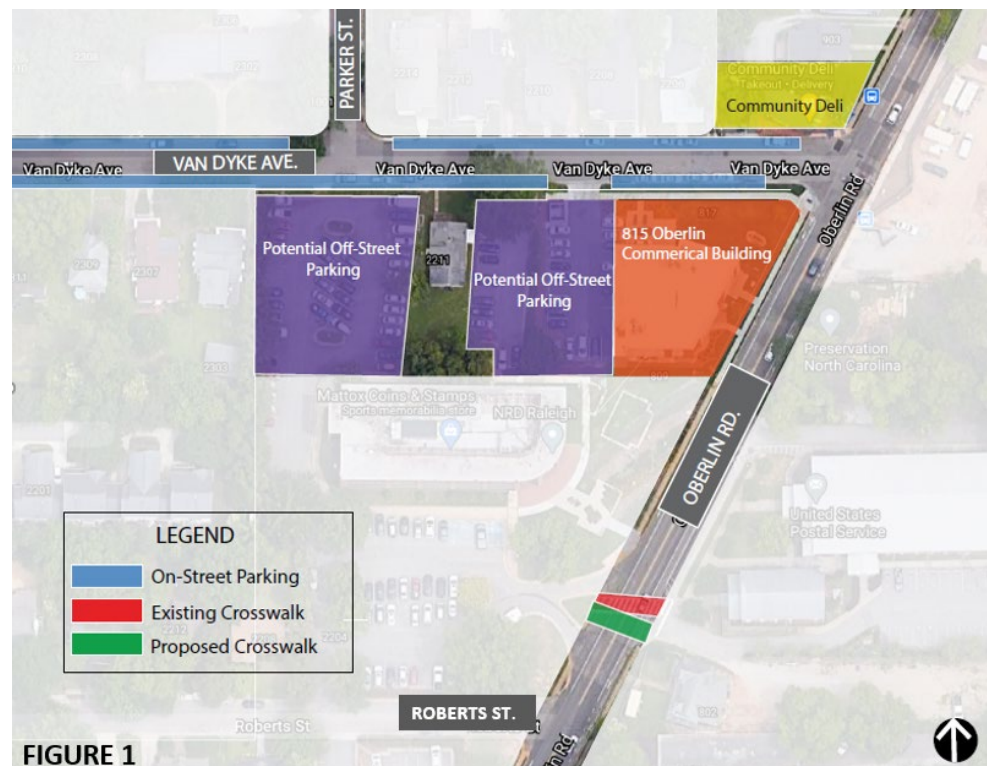
FROM: Michael Moore, Director

DEPARTMENT: Transportation

DATE: May 21, 2021

SUBJECT: Van Dyke Avenue Parking & Oberlin Road Crosswalk Concerns

During the March 2, 2021 City Council meeting and following public comment, Council requested staff to provide an update regarding two transportation-related concerns with on-street parking along Van Dyke Avenue near the intersection of Oberlin Road and an existing crosswalk on Oberlin Road between Roberts Road and Van Dyke Avenue. (See Figure 1)



The first concern was regarding an existing mid-block crosswalk on Oberlin Road between Roberts Road and Van Dyke. Mr. Kirchner expressed concerns about the safety and location of the existing crosswalk and requested that it be moved to Roberts Road. As part of the Oberlin Road Streetscape project, which is set to be advertised for bid for construction late this summer, the existing crosswalk will be realigned to provide a shorter and safer pedestrian crossing at this location.

The second issue is related to parking concerns along Van Dyke Avenue created by the medical building at 815 Oberlin Road. Mr. Kirchner has been made aware through conversations with employees of the medical building that the property owner advised their employees not to park within the building's parking lot but rather utilize the on-street spaces to maintain parking for their customers that access the building. This has resulted in heavy parking

Municipal Building  
222 West Hargett Street  
Raleigh, North Carolina 27601

One Exchange Plaza  
1 Exchange Plaza, Suite 1020  
Raleigh, North Carolina 27601

City of Raleigh  
Post Office Box 590 • Raleigh  
North Carolina 27602-0590  
(Mailing Address)

Manager's Update

pressure along this street which has impacted residents as well as the small Community Deli, located at the opposite corner, that has no off-street parking availability.

Raleigh Parking staff have spoken with Mr. Kirchner about the residential parking permit program and discussed options available to either create one in this area or extend an existing program to encompass this area. However, he expressed concerns with meeting the contiguous block-face requirement and the principle of having to pay for a permit to park near his home due to a commercial, non-residential parking issue.

This is a complex curb space management scenario that has a narrow residential street sandwiched between residential properties with limited or no driveways, a neighborhood scale restaurant without onsite parking and a large scale medical building with on-site parking but an incentive to use the public street to limit the parking pressure on their property to meet the needs of curbside COVID-19 related care. Some of the City's existing regulatory tools to help solve complex issues like this may not be perfect solutions.

Staff has reached out and spoken with the property owner of the medical building at 815 Oberlin Road to both notify them of the issue created by their property and discuss potential solutions. The property owner was open to working with the City to try and find creative solutions to help minimize this issue. Staff has since been actively working to connect them with adjacent property owners to try and arrange a business to business off-street parking arrangement. Staff recently received notice from the property owner at 815 Oberlin that they were able to come to a preliminary agreement with an adjacent property owner to park employees in an off-street parking lot. Staff appreciates the businesses willingness to come together and work as a community to solve this issue without having to implement parking restrictions along the road that would have negatively affected residents and customers along the corridor.

Staff has been in contact with Mr. Kirchner to keep him up to date on the negotiations and agreement between the businesses. Staff will continue to monitor the parking situation along Van Dyke Ave. to understand how the new agreement effects the parking demand in this area.

|            |  |
|------------|--|
| To:        | Marchell Adams-David, City Manager                       |
| From:      | C. Deck-Brown, Chief of Police                           |
| Department | Police   |
| Date       | 05/14/2021   |
| Subject    | Council Response – N. King Charles Road Traffic Concerns |

This memorandum is in response to a request from Mayor Pro Tem Stewart and Council Member Branch for a report on efforts to address traffic violations on N. King Charles Road.

Throughout 2021, the police department has received complaints from residents concerning an increasing number of traffic violations occurring in Raleigh. Complaints of a similar nature have been received from residents in the N. King Charles Road area. To address the N. King Charles Road complaints, police department personnel conducted an analysis of calls for service concerning traffic violations in the area received by the Emergency Communications Center (ECC) from January 1<sup>st</sup>, 2021, through April 27<sup>th</sup>, 2021. Six calls were discovered regarding careless and reckless vehicles driving in the 800-block of N. King Charles Road. Additional reports of similar activity were received in the form emails from a citizen residing on N. King Charles Road. These emails concern speeding, loud exhaust sounds, loud music played from car speakers, careless and reckless driving, and dirt bikes and 4-wheelers driving carelessly throughout the area surrounding N. King Charles Road.

On March 17<sup>th</sup>, 2021, the Traffic Enforcement Unit conducted proactive patrols along N. King Charles Road and initiated 16-traffic stops resulting in 15-traffic citations. On March 27<sup>th</sup>, 2021, Southeast District Officers conducted traffic enforcement in the area and observed no violations.

The Traffic Enforcement Unit conducted a speed survey in the 800 & 900-blocks of N. King Charles Road on April 1<sup>st</sup>, 2021. The posted speed limit for the area is 35-mph. During the speed survey in the 800-block of N. King Charles Road, 69-vehicles posted a top speed of 35-mph, and the average speed was 27-mph. In the 900-block of N. King Charles Road, 58-vehicles posted a top speed of 33-mph, and the average speed was 27-mph. Additionally, on April 8<sup>th</sup>, 2021, officers assigned to the traffic initiative worked this location for approximately 2-hours and conducted 5-traffic stops resulting in 5-citations for speeding:

- 59/35 mph on N. Raleigh Blvd.
- 50/35 mph on Milburnie Rd.
- 49/35 mph on Milburnie Rd.
- 52/35 mph on Milburnie Rd.
- 61/35 mph on Milburnie Rd.

Officers will continue enforcement efforts in the N. King Charles Road area and in other areas of the city experiencing an increase in complaints of traffic violations.

|            |   |
|------------|---|
| To         | Marchell Adams-David, City Manager  |
| Thru       | Oscar Carmona, Director   |
| From       | Shawsheen Baker, Capital Projects Superintendent  |
| Department | Parks, Recreation and Cultural Resources (PRCR)   |
| Date       | May 20, 2021  |
| Subject    | Council Follow-up Item: May 4, 2021 Meeting<br>Neuse River Blueway Improvement and Budget Scenarios |

## Background

In March 2021, City Council reviewed and approved the Neuse River Blueway Plan, which was completed by staff in partnership with representatives from Wake County and Johnston County, multiple municipalities along the Neuse River, nonprofit landowners such as Triangle Land Conservancy, interested local businesses such as Frog Hollow and Paddle Creek, and advocacy organizations such as the Carolina Canoe Club and Falls Whitewater Park Committee.

The Neuse River Blueway Plan is a comprehensive effort to improve public access to and awareness of the Neuse River as a valuable natural resource and recreational asset. This plan provides a long-term vision for the creation of a cohesive paddling trail that will connect over 2,000 acres of parks, greenway land, and open space along the 25 miles of the Neuse River that flow through the City of Raleigh and Wake County.

At the May 4th City Council meeting, Mayor Pro Tem Stewart requested information on implementation strategies and preliminary cost ranges for the recently approved Neuse River Blueway Plan.

PRCR Staff is currently working with City Attorney's Office, NCDOT, DEQ and other regulators on jurisdictional issues and other items related to working within the Neuse River to further understand roles, responsibilities and potential liability. This will inform the City's overall response to river maintenance. Programming and site improvements are priorities within the Blueway Plan. However, storms over the last few years have impacted not only City launches but other infrastructure assets in the Neuse River including log jams and sedimentation.

## Implementation Scenarios

### Tier 1 - Stabilization of Existing Launches and Outreach

Staff performed the Blueway master planning in-house including community engagement. The available planning funds will support some of the near-term improvements as recommended by the Blueway Plan, such as erosion control and reinforcement of ramps at existing boat launch locations. Tier 1 scope includes erosion control and stabilization of five existing launch ramps at Elizabeth Drive, Milburnie, Anderson Point, Poole Road and Mial Plantation Road. The operating impact includes contractual funds to supplement removal of sediment and river obstructions and part time employee salary to support Blueway paddling and programming opportunities. Marketing and outreach material will be developed to promote the awareness and the use of the Neuse River Blueway. This may include but not be limited to improved signage, interpretation, maps, safety materials and wayfinding. No new improvements or amenities will be provided in this scenario.

Capital Cost Estimate: \$150,000 - \$200,000 (Available budget \$114,682)

Operating Budget Impact: \$25,000-\$35,000



Log jam at Anderson Point, 2021



Sedimentation at Poole Road, 2021

#### Tier 2 - Reconstruction of Existing Launches and Installation of Interpretive Amenities

Tier 2 scope includes engineering, permitting and construction of improved concrete launch ramps at Falls Dam, Milburnie, Anderson Point, Poole Road and Mial Plantation Road. To further enhance user experience, this tier proposes safety and accessibility enhancement at Falls Dam and Anderson Point to strategically locate launch and pick up points for ride planning. The operating impact includes maintenance of the launches, contractual funds to supplement removal of sediment and river obstructions, full time/part time employee salaries to support maintenance and Blueway paddling and programming opportunities. In addition to preparing basic marketing and outreach material, Tier 2 scope also includes the design and installation of signage and kiosks for wayfinding and environmental interpretation.

Capital Cost Estimate: \$3,000,000 - \$4,000,000

Operating Budget Impact: \$155,000-\$250,000



Accessible Boat Launch Example



Concrete Boat Launch Example

### Tier 3 – Master Plan of Thornton Road Property and Construction of a New Launch Location

Tier 3 scope incorporates all Tier 2 scope and Thornton Road Property master plan with phase I implementation focusing on river access with support amenities. The proposed Phase 1 scope could potentially include design, permitting and construction of a launch ramp similar to the one built at River Bend, driveway, restrooms, picnic shelter, playground and parking serving both river access and Neuse River Greenway trail. River access at Thornton Road will fill a nearly 10-mile gap between Falls Dam and River Bend along the Neuse River Blueway corridor. This proposed scope is outlined in the May 7th City Manager’s Council update regarding District B parks and priorities.

The operating impact includes maintenance of the launches, contractual funds to supplement removal of sediment and river obstructions, full time/part time employee salaries to support maintenance, marketing and Blueway paddling and revenue generating programming opportunities.

Capital Project Cost: \$10,000,000 - \$12,000,000

Operating Budget Impact: \$355,000-\$450,000



Boat Launch at River Bend Park, 2020

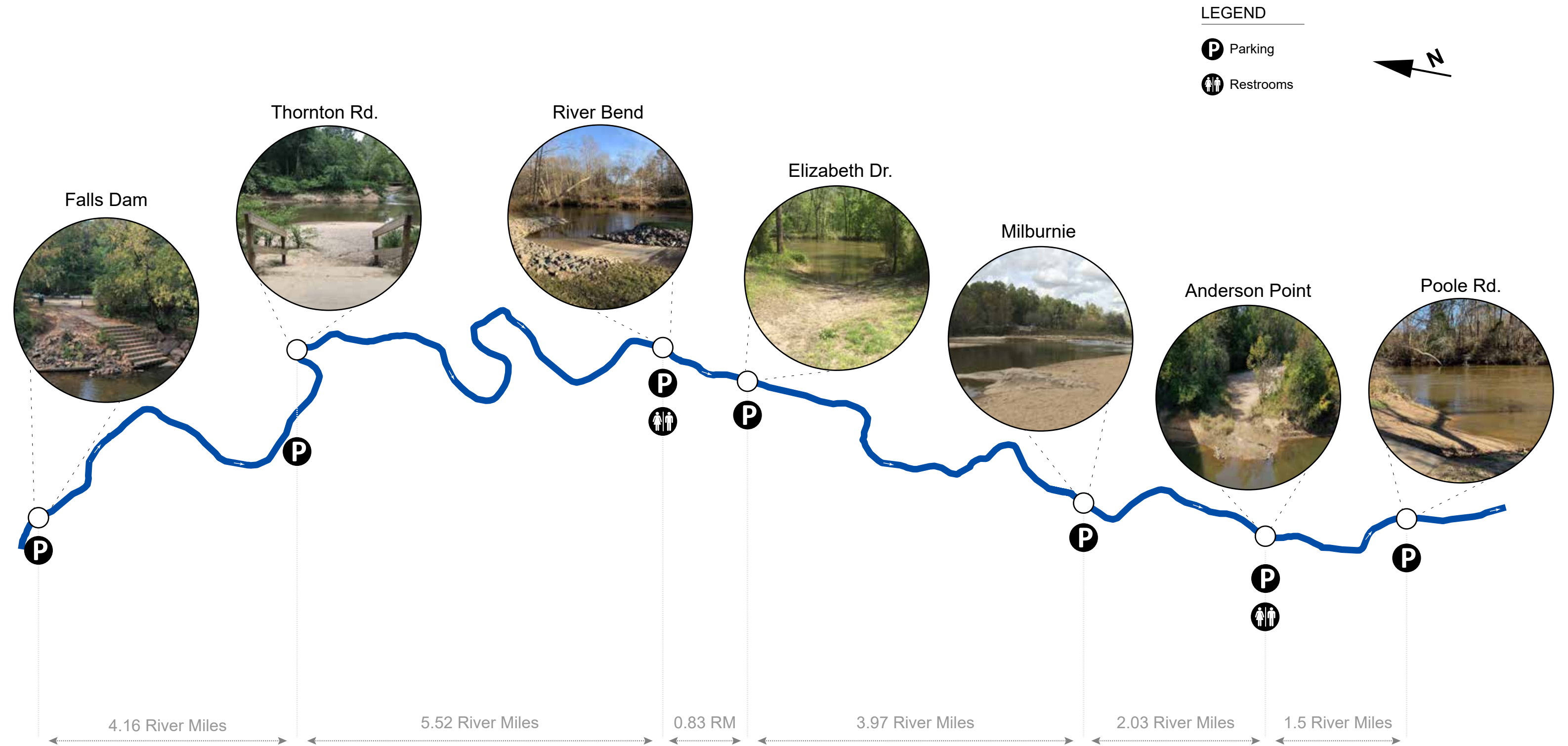


Comfort Station at River Bend Park, 2020

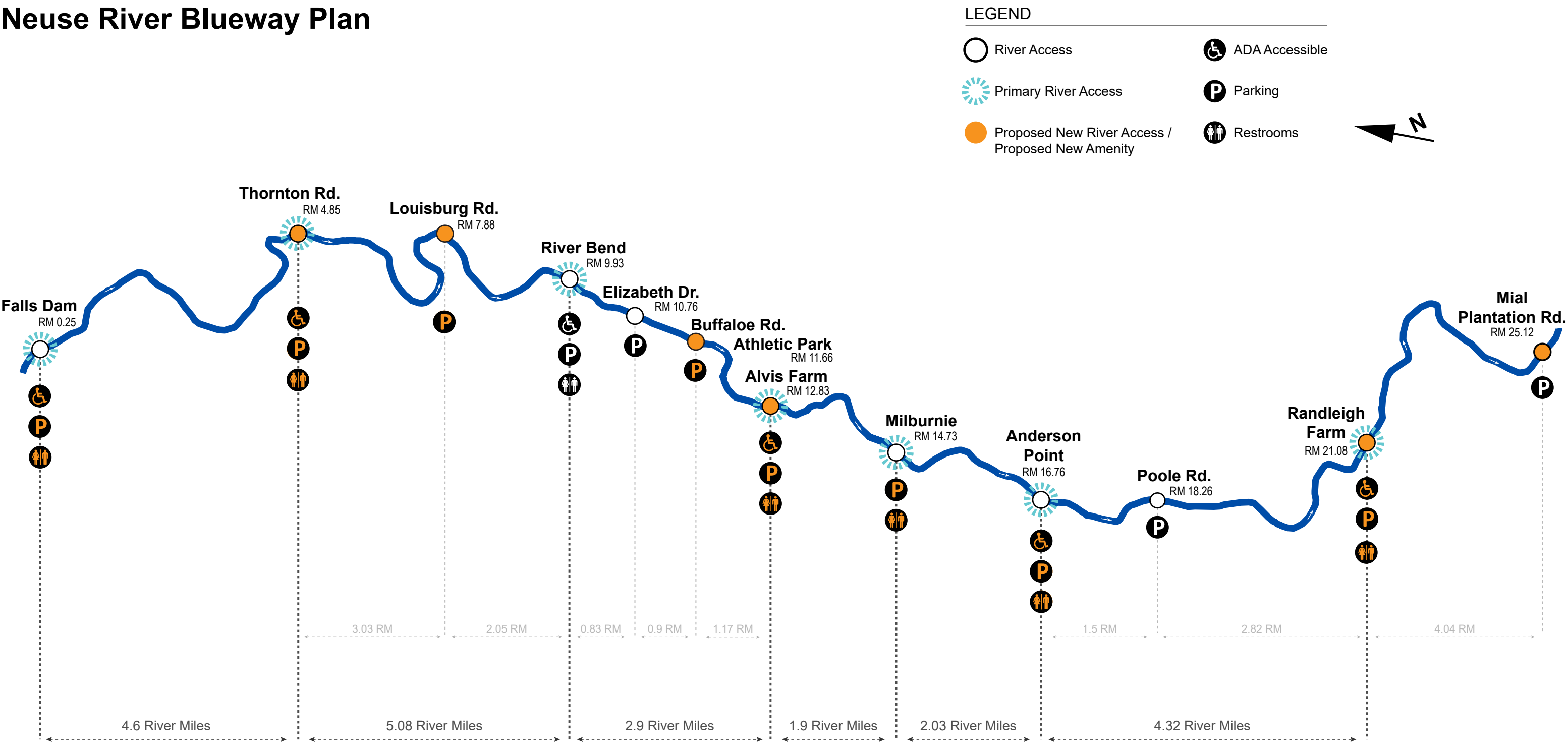
### **Attachments**

- Existing River Access Points layout
- Neuse River Blueway Plan
- Summary of Proposed Improvements

EXISTING RIVER ACCESS POINTS



# Neuse River Blueway Plan



| Launch Name                         | Launch Designation | Existing Launch Type                    | Proposed Improvements  |
|-------------------------------------|--------------------|---|--|
| Falls Dam (pg 30)                   | Primary            | Concrete Landing & Pre-Cast Block Steps | <b>Short Term:</b> Improve launch for increased safety and accessibility—evaluate site for feasibility of concrete ramp or boat slide<br><b>Long Term:</b> Develop additional facilities in coordination with future master planning and site development      |
| Thornton Rd. (pg 34)                | Primary            | Beach Launch                            | <b>Short Term:</b> Develop new concrete ramp launch in partnership with Wildlife Resource Commission<br><b>Long Term:</b> Develop additional facilities in coordination with future master planning and site development                                       |
| Louisburg Rd. (pg 39)               | Secondary          | Undeveloped                             | <b>Short Term:</b> N/A<br><b>Long Term:</b> Develop site for additional greenway trailhead parking and river access improvements   |
| River Bend (pg 41)                  | Primary            | Concrete Ramp                           | N/A - Completed Nov. 2020  |
| Elizabeth Dr. (pg 43)               | Secondary          | Natural Launch                          | <b>Short Term:</b> Improvements at launch to decrease erosion & sedimentation and to improve traction<br><b>Long Term:</b> Phase out this location after a new permanent river access point is established nearby at Buffaloe Road Athletic Park or Alvis Farm |
| Buffaloe Road Athletic Park (pg 46) | Secondary          | Undeveloped                             | <b>Short Term:</b> N/A<br><b>Long Term:</b> Develop new launch and additional facilities in coordination with future master planning and site development  |
| Alvis Farm (pg 49)                  | Primary            | Undeveloped                             | <b>Short Term:</b> N/A<br><b>Long Term:</b> Develop new launch and additional facilities in coordination with future master planning and site development  |
| Milburnie (pg 52)                   | Primary            | Beach Launch                            | <b>Short Term:</b> Maintain existing natural beach launch<br><b>Long Term:</b> Evaluate potential for river access improvements and additional facilities in coordination with future master planning and site development                                     |
| Anderson Point (pg 54)              | Primary            | Gravel Ramp                             | <b>Short Term:</b> Improve existing launch and expand parking in coordination with Wildlife Resources Commission<br><b>Long Term:</b> N/A  |
| Poole Rd. (pg 60)                   | Secondary          | Wooden Stairs                           | <b>Short Term:</b> Improvements at launch to decrease erosion & sedimentation and to improve traction<br><b>Long Term:</b> N/A   |
| Randleigh Farm (pg 63)              | Primary            | Undeveloped                             | <b>Short Term:</b> N/A<br><b>Long Term:</b> Evaluate potential for river access improvements and additional facilities in coordination with future master planning and site development  |
| Mial Plantation Rd. (pg 65)         | Secondary          | Undeveloped                             | <b>Short Term:</b> Improvements at launch to decrease erosion & sedimentation and to improve traction<br><b>Long Term:</b> N/A   |



Raleigh

## MEMO

TO: Marchell Adams David, City Manager

FROM: Louis M. Buonpane, Chief of Council Services

DATE: May 21, 2021

SUBJECT: Alternative Locations for Council Meetings

Due to the dangers posed by COVID-19 related to in-person gatherings, the City Council has conducted its meetings in a remote electronic format since April 7, 2020. As Governor Cooper has rescinded statewide orders related to gathering limits, the City Council has indicated their intent to resume in-person meetings effective June 15, 2021.

During the regular Council meeting on May 18, Mayor Baldwin requested that staff evaluate alternative locations for resuming City Council meetings in person. This report provides an overview of considerations should the Council choose to relocate its meetings from the Raleigh Municipal Building to the Meymandi Concert Hall at the Duke Energy Center for the Performing Arts (DECPA) or the Raleigh Convention Center (RCC) Ballroom.

### **Facility Readiness and Availability**

Safety protocols and improvements are in place at the Municipal Building, the Raleigh Convention Center and the Duke Energy Center for the Performing Arts to allow public meetings and events to happen safely.

For the June 15, 2021 Council meeting, neither the RCC Ballroom nor the Meymandi Concert Hall at the DECPA are available. The RCC Ballroom is not available any day in June, due to construction within the facility and existing rental commitments. Meymandi Concert Hall has a commitment already booked for June 15. Staff could evaluate alternative dates for a special meeting to allow the meeting to be held off-site, but a number of other considerations of the benefits and drawbacks of relocating the meeting are provided within this memo.

There are no conflicts or concerns about the safety of hosting the meeting at the Raleigh Municipal Building given the recent direction by the CDC and State of North Carolina. The attached memo provides a detailed account of facility improvements and protocols that have been made at the Raleigh Municipal building to allow staff to return to the workplace, for service to the public and to allow public meetings and events. The memo also contains an analysis of plans for staging for capacity overflow, the visitors intake process, and enhancements to sanitation processes and facility systems.

Municipal Building  
222 West Hargett Street  
Raleigh, North Carolina 27601

One Exchange Plaza  
1 Exchange Plaza,  
Raleigh, North Carolina 27601

City of Raleigh  
Post Office Box 590 • Raleigh  
North Carolina 27602-0590  
(Mailing Address)

Below are other considerations in determining the site when resuming in-person City Council meetings in June:

### **Public Participation**

Any location under consideration would be configured for continuity in public participation, particularly for public comment or public hearings. A disadvantage of the Council Chamber at the Raleigh Municipal Building site is the space limitations for presenters or those making public comment. The RCC in particular would allow greater flexibility for this purpose.

### **Technology**

As the default location for Council meetings, the Council Chamber at the Raleigh Municipal Building is well-equipped to accommodate the audio and visual requirements of Council meetings, both for in-meeting production needs as well as broadcast functions for the Raleigh Television Network (RTN) and web streaming services. With the existing resources and staff familiarity of the facility, audio and video production set-up work can be completed within an hour of the meeting's start time. As the Council uses a paperless agenda system, the screens in the Council Chamber allow the audience to follow the meeting agenda and view presentations. The set-up in the Council Chamber allows staff to minimize or eliminate any down time during technical difficulties.

The RCC has some similar advantages to the Council Chamber. The RCC has a fiber connection that helps support live broadcasts. The facility is well equipped with audio equipment and lighting. Communications staff would need to provide the needed cameras and would need to source or purchase projectors and screens for presentations. The set-up time required would typically involve an all-day commitment of staff and resources.

For Meymandi Concert Hall at the DECPA, Communications staff would need to supply audio equipment and cameras; as with the RCC, staff would need to source or purchase projectors and screens. Video production staff have noted space limitations for this facility, with the facility layout resulting in poor camera angles available to capture the meeting. The facility's lighting is designed for event productions, not video productions, so a lighting crew would be needed to ensure quality video. The primary concern with this location is the lack of a fiber connection; staff would need to purchase special equipment to broadcast live from this facility, at an estimated cost of \$15,000.

### **Transit Access & Parking Availability**

The Raleigh Municipal Building, the DECPA, and the RCC are each served by multiple transit routes with stops immediately adjacent to each facility.

The availability and administration of parking supply at each location varies by site. At the Raleigh Municipal Building, the Municipal Deck is prepared to accommodate both Council Members and the general public. The Municipal Deck is staffed with a parking attendant who provides guidance to visitors and validates parking for public meetings.

While potential public parking locations exist in close proximity to the RCC or the DECPA, Council meeting times may be in conflict with events at either venue, potentially resulting in issues with

parking capacity. Staff also anticipates difficulty in distinguishing event customers from guests who wish to access free parking for public meetings.

Other than the underground deck at the RCC, all public parking locations near the RCC or DECPA are fully automated without staff to provide guidance for meeting attendees or to manage validated tickets for public meetings. Should on-site parking staff be desired for meetings at these alternate locations, additional staff and related expenses may be required. Staff also anticipates the need to develop new processes and signage to ensure that parking services are well administered.

## **Security**

Should in-person Council meetings resume at the Raleigh Municipal Building, security plans already exist. While the Raleigh Police Department will provide meeting security at any location, similar plans for the individual security of City Council Members do not currently exist for other sites.

**To:** Richard Kelly, Engineering Services Director

**Thru:** William R. Jackson, Engineering Services Assistant Director

**From:** James Walters, Maintenance and Operations Manager  
Robbie Galloway, Maintenance and Operations Manager  
Willistine Hedgepeth, Maintenance and Operations Supervisor

**Department:** Engineering Services

**Date:** May 20, 2021

**Subject:** City Council – Return to In-person Meetings

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## **Introduction**

Due to the COVID-19 pandemic, the Raleigh City Council has not met in person since March of 2020. Starting June 15, 2020, the City Council will resume in-person meetings. The move comes on the heels of the North Carolina Governor loosening state guidelines and lifting mask requirements. Due to the changing circumstances surrounding the pandemic, city officials felt it was an appropriate time to resume meetings in person. The Raleigh Municipal Building, the Memorial Auditorium, and the Raleigh Convention Center are all being considered as viable locations for these meetings to occur. This correspondence is a recommendation for the meetings to resume at the Raleigh Municipal Building (RMB) located at 222 West Hargett Street.

## **Council Chambers and Overflow Capacity and Staging**

In preparation for this change, Engineering Services is working to ensure logistically there is a smooth transition from virtual meetings to in-person meetings at RMB. To maintain some level of social distancing, City Council and the general public will be allowed in the Council Chambers, while city staff who do not have office space in the building, can strategically stage in conference rooms 237, 224 and the lobby area on the second floor and will only enter the chambers when necessary. Areas of overflow will also be available on the first floor in the lobby, the second floor outside Council Chambers, and on the third floor in conference rooms 303 and 305.

Inside the Council Chambers, there are 119 seats available, including two seats for ADA accessibility. Seating is strategically marked in a staggered checkerboard pattern to promote social distancing (*see appendix A – City Council Chambers Layout*). While no seating will be available in the lobby areas on the first and second floors, mobile televisions will be set up to watch the City Council meeting in session. On the third-floor level, the overflow rooms (Conference Rooms 303 and 305) have also been set up in a

staggered checkerboard pattern, facing the televisions. Collectively these rooms can hold 65 people and include two companion seats for ADA accessibility.

### **Security and Visitors' Intake Process**

Security services will continue to provide daily security aligned with the existing contract. In addition, on City Council days, security guards and Engineering Services maintenance staff will be posted at the following entry points to help speed up the intake process:

- The main lobby will consist of four temperature wrist kiosks
  - Two will be positioned in front of the guards' station and two will be positioned behind the guards' station in front of two tables.
  - Two guards and two maintenance staff will assist with visitors' intake.
- The third-floor entrance will have one temperature wrist kiosk and the guard will assist with visitors' intake.
- Both the security guards and maintenance staff will:
  - Highly encourage, but not mandate, patrons and visitors to wear face coverings or face shields. Masks will be available for handouts if requested.
  - Highly encourage, but not mandate, patrons and visitors to perform a temperature check.
  - Wipe down pens to ensure they are clean and available for patrons and visitors to use to sign in during the intake process.
    - Anyone refusing to sign in will not be permitted in the building, as this process is included as part of Building Rules, Resolution 2019-717 (*see appendix B – A Resolution to Adopt Rules Applicable to Certain City Buildings*)
- Staff will be on hand to assist with temperature checks and intake from 12:30 pm – 1:30 pm and from 6:30 pm to 7:30 pm during City Council meetings. For the remainder of time staff will assist with directional support for overflow and to ensure building systems are functioning as intended.
- The security guards will continue to assist with the traffic flow of patrons and visitors to ensure ingress and egress are adhered to.

### **Janitorial and Sanitation Efforts**

Reducing the risk of exposure to COVID-19 by cleaning and disinfection is an important part of reopening the Council Chambers and requires careful planning. Janitorial services are being performed daily and include touchpoint wipe downs in common areas such as entryway doors, door handles, handrails, windows, water fountains, conference rooms, stairwells, and building elevators. On the morning of City Council meetings, the janitorial staff will thoroughly wipe down the Council Chambers and will ensure the restrooms are fully stocked with hand soap and paper products. The staff has strategically placed carts filled with hand sanitizer and wipes in the lobby areas near the elevators on each floor of RMB. Staff currently performs daily checks and replenishes the supplies, as needed. Inside Council Chambers, a standalone hand sanitizer stand, and disinfectant wipes will be placed near the podium for use by staff and other

presenters for touchpoint cleaning. All fixtures and stall partitions will be open and will be fully operational to accommodate crowd capacity for City Council meetings.

### **Systems and Enhancements**

RMB is equipped with Air Handlers Units (AHU) for cooling to support each floor level, while the heating units are zoned. At this time of the year, the heating units are not running and should not create any known issues. Each AHU can use return air from inside the facility or from an external air source. Both indoor and outdoor air intakes are controlled by dampers that can modulate from 0% to 100% of indoor or outdoor air or a mix based on both internal and external air temperatures or a customized set point to account for any situation or a specific request. Each AHU is controlled individually by the building automation system or can be manually overridden to account for an individual need or request in the space that the system serves. Each AHU is equipped with an individual filter rack, so staff can customize the replacement cycle based on each AHU's space load/demand or changing capacity levels.

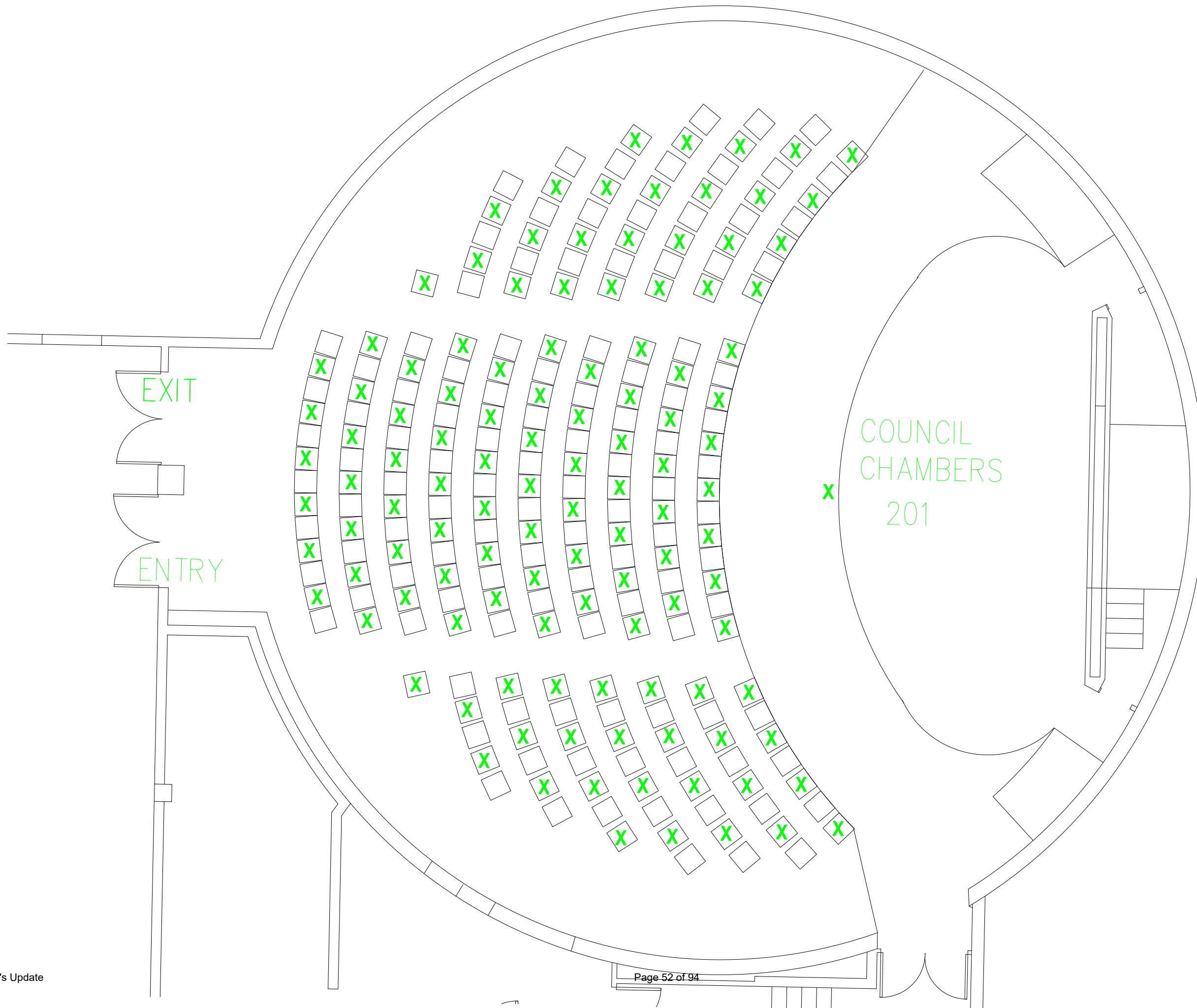
The Council Chambers is served by its own AHU that has both cooling and heating support. This unit is separate from the entire second-floor level and has a dedicated fresh air intake from the outside of the building. This unit can be manually overridden for various accommodations.

Recently a Needle Point Bi-Polar Ionization (NBPI) system, an iWave technology, was installed on each of the RMB units and can remove contaminations from the building. This has greatly enhanced the air quality throughout the facility (*see appendix C – iWave Technology*).

### **Raleigh Municipal Building Readiness for Council Meetings**

Based on protocols in place for Raleigh Police, the security guards and the Engineering Services operations teams, the capability for Communications to video in an existing built environment, the building's ADA compliance, in addition, to the recent building enhancements, the building can provide a safe venue for staff, the City Council and the general public to resume in-person meetings on June 15, 2020. The building provides familiarity to the public, who before the pandemic, was accustomed to the building rules, council rules of decorum, and parking amenities in place to attend City Council meetings. The building provides staging areas for staff and the City Council to work from that are near the City Council Chambers and is the best solution for accommodating this transitional change.

## Appendix A– City Council Chambers Layout



## Appendix B – Resolution to Adopt Rules Applicable to Certain City Buildings

## **RESOLUTION NO. 2019 - 717**

### **A RESOLUTION TO ADOPT RULES APPLICABLE TO CERTAIN CITY BUILDINGS.**

**Whereas**, the Raleigh Municipal Building, One Exchange Plaza building, and the 310 W. Martin Street building all house important parts of City government. Each of these buildings welcomes visitors, employees, and officials; and

**Whereas**, the primary purpose of these City facilities is to carry out City business; and

**Whereas**, providing a safe and welcoming environment allows City employees and officials to function effectively and encourages visitors to attend and participate in public meetings and conduct public business; and

**Whereas**, the security of citizens, employees, and officials and the protection of their rights are critically important matters; and

**Whereas**, the adoption of reasonable building rules advances the interests described above.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RALEIGH THAT:

**Section 1.** The Building Rules dated March 20, 2019 that are attached as Exhibit 1 are incorporated herein by reference and hereby adopted.

**Section 2.** This resolution is effective June 1, 2019.

Adopted: April 2, 2019

Effective: June 1, 2019

Distribution: City Manager  
Assistant City Managers  
City Attorney  
Department Heads

Building Rules  
(March 20, 2019)

The Raleigh Municipal Building, One Exchange Plaza and the 310 W. Martin Street building all house important parts of City government. Providing a safe and welcoming environment allows City employees and officials to function effectively and encourages visitors to attend public meetings and conduct public business. The primary purpose of these City facilities is to carry out City business.

Visitors are welcome to conduct business at any time that these buildings are open to the public. Areas marked “staff only” or “not open to the public” are not open to members of the public unless accompanied by an authorized City employee.

**Operating Hours**

The Raleigh Municipal Building, One Exchange Plaza and the 310 W. Martin Street building are generally open to the public from 8:15 a.m. to 5:15 p.m. Monday through Friday, except for City holidays. Meeting rooms and building entrances will be open outside these hours while official public meetings are in session, but the remainder of the building will be closed to the public.

**Sign in Procedures**

All visitors entering the Raleigh Municipal Building, One Exchange Plaza and the 310 W. Martin Street building must sign in at the security desk prior to entry into the building. All City staff must show a valid City issued photo credential or sign in at the security desk. Re-entry into the building for any reason must repeat this process.

**Smoking, Personal Property and Weapons**

Smoking is prohibited in all City buildings. There may be areas where smoking is permitted outside of a facility that is identified by signage.

No visitor shall leave or store any unattended personal property at or in any City building, regardless of the property's size. Personal property is any type of property that can generally be moved and includes but is not limited to: purses, backpacks, briefcases, luggage and packages.

Skateboarding, bicycle riding, scooters or operation or possession of any other wheeled device, except for walkers, wheelchairs, or similar devices to assist a person with disability are prohibited in City buildings.

Except as provided by State<sup>1</sup> or federal law, visitors cannot possess a deadly weapon or ammunition for a weapon in a City building. A deadly weapon includes, but is not limited to a firearm, explosive or incendiary device, bowie knife, dirk, dagger, slung shot, loaded cane, metallic knuckles, razor, shuriken, stun gun, or other deadly weapon of like kind. This prohibition shall not apply to a pocket knife with a blade less than 4 inches in length that is kept in a closed position or law enforcement with proper identifying credentials, including Raleigh Police Department officers, who are required by policy to carry a duty weapon.

### **Noise and Misconduct**

Visitors whose conduct prevents normal business operations will be asked to stop the behavior for the remainder of their visit at the facility. Visitors who do not stop the behavior will be asked to leave immediately and remain out of the building until the next business day. Repeated disruptions prevent City employees and other visitors from carrying out their business and will lead to further appropriate action as is necessary to prevent future disruptions.

Loud noises such as singing, disruptive clapping, shouting, playing instruments, blowing horns or use of sound amplification equipment inside City facilities that impair or interferes with business operations are prohibited.

Misconduct, which is any act that is likely to result in risk of harm to persons or property, is prohibited. Misconduct can be, but is not limited to, the following:

- Littering, dumping, or creating unsanitary conditions.
- Defacing, destroying, or otherwise vandalizing City property including the building, fixtures, grounds, signs, or other City property.

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<sup>1</sup> Under State law, this rule does not apply to the officers listed below. These persons must identify themselves and indicate to the security guard or a Facilities and Operations liaison the weapon that they will be carrying.

A. Officers and enlisted personnel of the Armed Forces of the United States when in the discharge of their official duties as such and acting under orders requiring them to carry arms and weapons.

B. Civil officers of the United States while in the discharge of their official duties.

C. Officers and soldiers of the North Carolina National Guard when on duty or called into service.

D. Officers or employees of the State, or any county, city, or town charged with the execution of the laws of the State, when acting in the discharge of their official duties if authorized by law to carry weapons.

### **Signs, Seating and Fire Code Requirements**

Signs, leaflets, posters, flyers, pamphlets, brochures, and written, or graphic material of any kind, structures, banners, and any other objects may not be posted on or affixed to City property.

Visitors may carry into any City building hand-held placards, signs, flags or similar items (collectively called “signs”) not exceeding thirty-six by thirty-six inches (36” x 36”) in size. All signs shall be made of cloth, paper, cardboard, or plastic, shall not exceed one-fourth (1/4) of an inch in thickness, shall not have sharp edges or corners and shall not include a handstick. Visitors with signs shall not interfere with others’ ability to see and hear and the visitor’s use of the sign (without regard to the sign’s content) must not otherwise disrupt business proceedings.

The City will make every reasonable effort to provide seating, including overflow seating if necessary, for public meetings. Fire Code requirements limit the number of occupants in particular spaces. Visitors may not bring personal chairs or personal tables into a City building. Visitors must not obstruct paths of egress. Blocking entrances, exits, fire exits, handicap access areas, public walkways, or obstructing pedestrian traffic or otherwise interfering with the provision of services or the use of City property is prohibited.

### **Americans with Disabilities Act (ADA) Accommodations**

The City offers reasonable accommodations to visitors in accordance with the ADA. Visitors who need assistance for matters related to access, hearing devices, or sign language interpreters should contact the ADA Coordinator and/or communicate needs to the security guard who will contact the appropriate department liaison (Communications Department or Engineering Services – Facilities and Operations Division)

### **Animals**

The City welcomes service animals, as defined by the Americans with Disabilities Act (ADA). Other animals are not allowed in City buildings.

### **Media, Cameras, Videos and Staging**

Cameras and video equipment are allowed in the buildings. They cannot be used in a manner to obstruct the view of others. Due to Fire Code requirements, no person can stand or record in the aisles of Council Chambers, except in an identified media area. No large cameras, monopods, tripods or selfie sticks are allowed, except in an identified media area. All recordings in a non-public area must be approved by the Communications Department.

## **Parking**

Visitors parking at City buildings are subject to all posted rules. Vehicles shall be parked only in authorized parking areas.

Vehicular traffic is not permitted on the sidewalk or apron around the Raleigh Municipal Building campus. All vehicles parking in the alleyway for more than 15 minutes must obtain approval from Facilities and Operations. (examples: blood mobile, mammogram)

## **Deliveries and Contractors**

All deliveries shall be routed through the security guard, prior to dropping off packages at the Raleigh Municipal Building, One Exchange Plaza, or the 310 W. Martin Street building.

For security purposes, all contractors are to communicate with a Facilities and Operations liaison prior to engaging in any work at any City facility.

## **Drills and Emergency Events**

If a drill is being conducted within a City facility and visitors are present, it is the responsibility of the department receiving the visitors to escort them to a safe location exterior to the building. If City employees evacuate a building, visitors must also evacuate.

In the event activation of an emergency occurs, departments receiving visitors, or the public shall follow standard procedures to ensure their safety.

## **Compliance with Building Rules**

Visitors must comply with these building rules in order to provide a safe environment for everyone who attends meetings, conducts public business, or works in a City facility. If a visitor fails to follow these rules, a City staff member, a chairperson leading a meeting, or another official may intervene.

A failure to follow these building rules can lead to:

- Directions in a public meeting to stop disruptive conduct;
- A warning, written or oral, about the inappropriate conduct;
- Issuance of a Notice of Exclusion from a particular meeting for a specified, reasonable period of time;
- Revocation of a person's permission to enter or remain in designated City buildings and/or on the adjacent premises for a specified, reasonable period of time (a "trespass directive"); and/or
- Arrest or citation for a violation of State law or of the City Code.

As the administrative head of the City, the City Manager and his designees are authorized to control access to City buildings and property. Accordingly, City administration will establish procedures for exclusion notices and trespass directives.

## Appendix C – iWave Technology



# iWave<sup>®</sup>

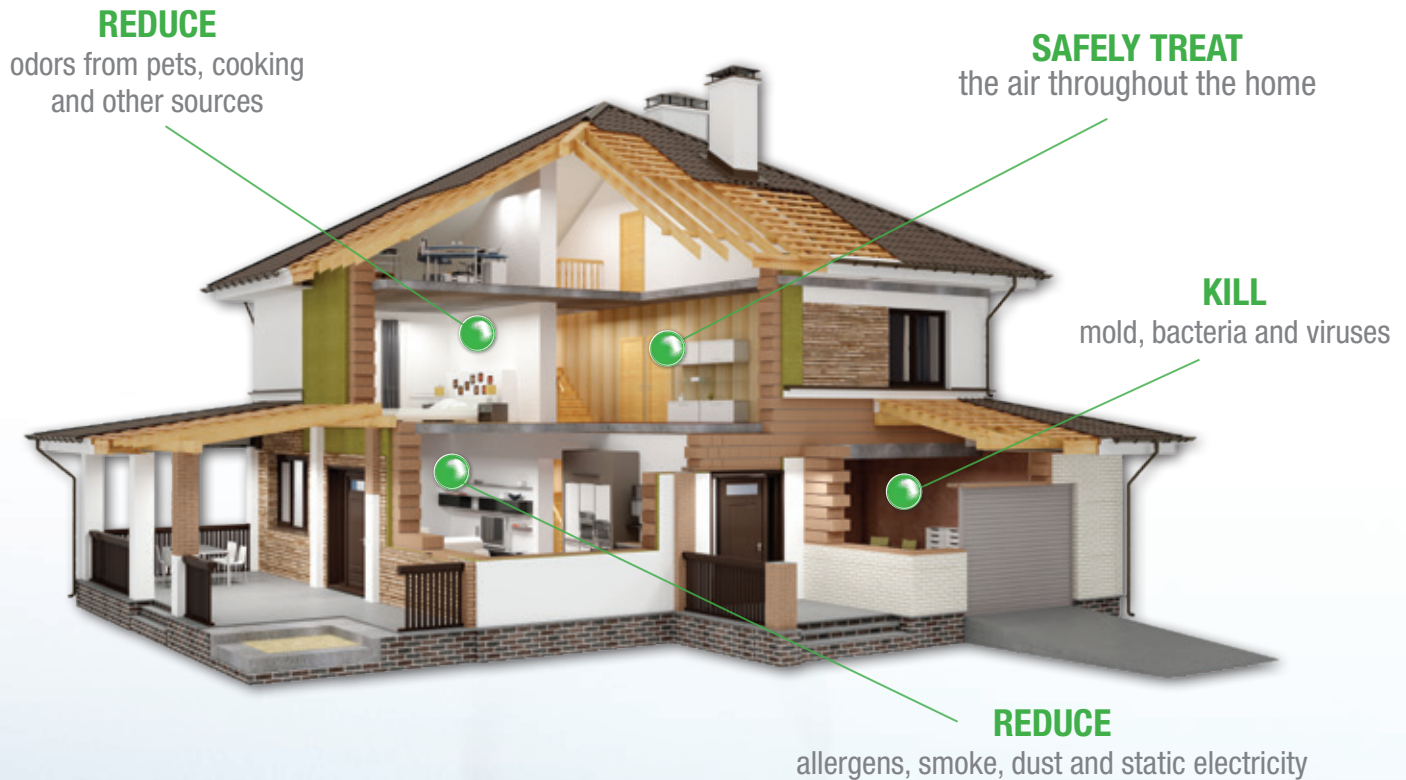
**BREATHE CLEANER, FRESHER AIR!**



**REDUCES ODORS & ALLERGENS • KILLS MOLD, BACTERIA & VIRUSES**

# IS YOUR HOME'S INDOOR AIR QUALITY

## iWAVE AIR PURIFIERS ADDRESS THESE ISSUES AND MORE...



## BREATHE CLEANER, FRESHER AIR!



Have you noticed odors from pets, cooking or from your air conditioning system? iWave reduces odors, smoke, static electricity and dust in the air.



iWave safely treats the air, producing no ozone or harmful byproducts. Unlike other air purifiers, iWave requires no bulbs or replacement parts.



Are members of your family more susceptible to allergies or viruses in your home? iWave reduces allergens and kills mold, bacteria and viruses.

# MAKING YOUR FAMILY SICK? *iWave*

## HOW iWAVE WORKS

iWave is an air purifying device that installs in any air conditioning or heating system. When air passes over the iWave, ions produced by the device reduce pathogens, allergens, particles, smoke and odors in the air, creating a healthy environment without producing any harmful byproducts.

### **Needle-point bi-polar ionization**

iWave uses needle-point bi-polar ionization to create equal amounts of positive and negative ions. When these ions are injected into the air stream and the breathable air space, they break down passing pollutants and gases into harmless compounds like oxygen, carbon dioxide, nitrogen and water vapor. The illustration below demonstrates this process.

### **Ions attack pathogens and allergens**

When the ions come in contact with viruses, bacteria or mold, their reaction decomposes surface proteins of these pathogens, thereby inhibiting their activity. The ions also attach to allergens like pollen and other particles like dust and dander, causing them to band together until they are large enough to be caught by your ventilation system's air filter.

### **Nature's technology**

iWave's technology generates the same ions that nature creates with lightening, waterfalls, and ocean waves, etc. Nature uses energy to break apart molecules, naturally cleaning the air and producing a healthy environment. The only difference between the iWave's technology and nature is that the iWave does it without developing harmful ozone.

**POLLUTED AIR**

**CLEAN AIR**



iWAVE ION GENERATOR

# BREATHE CLEANER,

## HOW iWAVE COMPARES TO OTHER TECHNOLOGIES



You'll find iWave's advanced technology provides the most effective air purification method. Other common air purification technologies require ongoing maintenance with bulb/cell replacement every year or two, making the cost of ownership undesirable.

The iWave models require no replacement parts, and most models require no ongoing maintenance. In fact, with the iWave-R's patent-pending self-cleaning design, you can enjoy years of maintenance-free performance.

| Feature                                  | iWave   | UVPCO Ionizers                                | UV Lights                     |
|--|---|---|-------------------------------|
| Kills pathogens downstream               | Yes   | Yes   | Only line-of-sight pathogens  |
| Controls odors                           | Yes   | Yes   | No                            |
| Reduces airborne particles               | Yes   | Poor <sup>1</sup>                             | No                            |
| Replacement parts required               | No  | UV cell replaced every 1-2 years              | Bulb replaced every 1-2 years |
| Self-cleaning options                    | Yes   | No  | No                            |
| Performance                              | Self-cleaning provides continual peak performance | Fades with UV output                          | Fades with UV output          |
| Harmful byproducts                       | No  | Creates ozone & other byproducts <sup>2</sup> | Some bulbs emit ozone         |
| Cleans entire depth of coil              | Yes   | Yes   | Cleans only one side          |
| Mercury in airstream                     | No  | Yes   | Yes                           |
| Energy required                          | < 10 watts  | > 60 watts                                    | > 60 watts                    |
| Universal voltage                        | Most models                                       | Most models don't                             | No                            |
| Robust construction                      | Solid state design                                | UV bulbs can break                            | UV bulbs can break            |
| UV material breakdown                    | No  | UV lights hard on plastic                     | UV lights hard on plastic     |
| Contains Titanium Dioxide                | No  | Typically                                     | No                            |
| Three Year Limited Warranty <sup>3</sup> | Yes   | Replace parts in 1-2 years                    | Replace parts in 1-2 years    |

<sup>1</sup> Based on third party data comparing market technologies.

<sup>2</sup> ASHRAE position document on filtration and air cleaning, January 2015

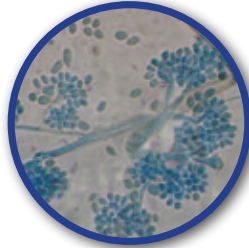
<sup>3</sup> Nu-Calgon offers a three-year limited warranty on iWave products. For a valid warranty claim within three years, proof of purchase and proof of installation by a licensed HVAC or electrical contractor must be provided. See full warranty for complete details.

# FRESHER AIR! *iWave*



## **E.COLI**

Reduced 99.68% after 15 minutes  
of iWave purification



## **AIRBORNE MOLD SPORES**

Reduced 99.5% by iWave purification  
as tested by Green Clean Air



## **STAPH**

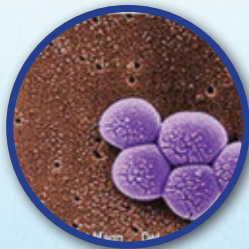
Reduced 96.24% after 30 minutes  
of iWave purification

## **iWAVE AIR PURIFIERS REDUCE THESE DEADLY PATHOGENS**



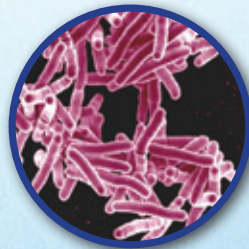
## **CLOSTRIDIUM DIFFICILE (C-DIFF)**

Reduced 86.87% after 30 minutes  
of iWave purification



## **MRSA**

Reduced 96.24% after  
30 minutes  
of iWave purification



## **TUBERCULOSIS (TB)**

Reduced 69.01% after  
60 minutes of iWave  
purification



## **LEGIONELLA PNEUMOPHILA**

Reduced 99.71% from a solid  
surface after 30 minutes  
of iWave purification

**EMSL Labs**, a laboratory rated as “Elite” by the Center for Disease Control, has tested the effectiveness of iWave products against the pathogens listed above. All testing was done in a large environmental chamber in an effort to simulate a home environment.  
The testing resulted in very high kill rates “in the space.”

# BREATHE CLEANER,

## APPLICATIONS & FEATURES

| Application                            | iWave-R<br>4900-20 | iWave-V<br>4900-40 | iWave-C<br>4900-10 | iWave-F<br>4900-30 | iWave-M<br>4900-35 |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|
| Residential Duct HVAC Systems          | ✓                  | ✓                  | ✓                  |                    |                    |
| Light Commercial Duct HVAC Systems     |                    |                    | ✓                  |                    |                    |
| Residential - Mini-Split A/C Systems   |                    |                    |                    | ✓                  | ✓                  |
| Commercial - VRF A/C Systems           |                    |                    |                    | ✓                  | ✓                  |
| PTAC Systems                           |                    |                    |                    | ✓                  | ✓                  |
| Transport HVAC Systems                 |                    |                    |                    | ✓                  | ✓                  |
| Ice Machines to Reduce Mold in Cabinet |                    |                    |                    | ✓                  | ✓                  |

| Features   | iWave-R           | iWave-V           | iWave-C           | iWave-F           | iWave-M           |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|
| Patented Self-Cleaning Technology                                | ✓                 |                   | ✓                 |                   |                   |
| No Replacement Parts Required                                    | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |
| No Maintenance   | ✓                 | *                 | ✓                 | *                 | *                 |
| Kills Mold, Bacteria, and Viruses                                | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |
| Controls Odor (Cooking, Pet, VOCs)                               | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |
| Reduces Allergens  | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |
| Prevents/Eliminates Dirty Sock Syndrome                          | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |
| Controls Particles in Air  | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |
| Reduces Smoke  | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |
| Reduces Static Electricity                                       | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |
| Actively Treats Pathogens in Space<br>(entire coil/living space) | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |
| Universal Voltage (24-240VAC)                                    | ✓                 | 24VAC             | ✓                 | 110-240VAC        | 110-240VAC        |
| UL and cUL Approved  | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |
| Universal Mounting   | ✓                 | ✓                 | Duct<br>Mounted   | ✓                 | ✓                 |
| Customizable Length  |                   |                   |                   | ✓                 | ✓                 |
| Digital Display/Weatherproof Housing                             |                   |                   | ✓                 |                   |                   |
| Alarm Contact Option for Notification                            | ✓                 |                   | ✓                 |                   |                   |
| Replaceable Emitters   | ✓                 |                   | ✓                 |                   |                   |
| Service Temperature Range  | -40°F to<br>160°F | -40°F to<br>160°F | -40°F to<br>160°F | -40°F to<br>140°F | -40°F to<br>140°F |
| Three Year Limited Warranty                                      | ✓                 | ✓                 | ✓                 | ✓                 | ✓                 |

\* The iWave-F, iWave-M, and iWave-V require low maintenance. The emitters may require a wipe with damp cloth or compressed air from time to time to ensure ionizer tips are clear of particles. After power is turned off, the carbon bristles on the iWave-V should be looked at periodically (every time the air filter is replaced) to ensure they are clean for optimum performance.

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Service Manager —  
Dring Air Conditioning & Heating

"...I have to say the overall impact on what it accomplished was dramatic...I immediately noticed a difference in the smell, and within 24 hours, the smell was completely gone."

Dr. Jeff Young—Planned Pethood Plus

"...As someone who suffers with allergies and asthma, I have seen vast improvement in my health after installation...I can say that the energy savings in commercial applications and health benefits of the device appear to be well worth the cost."

Thomas—M&H Engineering LL

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**Raleigh**

## **MEMO**

TO: Marchell Adams-David, City Manager

FROM: Oscar Carmona, Director, PRCR

DEPARTMENT: Parks, Recreation and Cultural Resources

DATE: May 20, 2021

SUBJECT: Falls Park Project Overview

### Project Background

In 2011, the Raleigh City Council approved the Falls Whitewater Park Concept Plan and Feasibility Study (Currently referred to as “Falls Park”). The proposed project area, located downstream of the Old Falls of Neuse Rd Bridge, is on Federal property owned by the United States Army Corps of Engineers (USACE) and leased by the City of Raleigh. The parcels owned by the City of Raleigh adjacent to the whitewater concept area are internally known as the “Leonard Tracts”. These parcels total over 80 acres and are split by Falls of the Neuse Road.

Following completion of a feasibility study and concept plan in 2011, the City of Raleigh explored the process of environmental and regulatory permitting prerequisite to final design and construction of the proposed Falls Park. Due to insufficient funding necessary to complete the full scope of required regulatory permitting, as well as some additional uncertainty raised by the 2017 designation of the Neuse River as critical habitat for the endangered Atlantic Sturgeon, work on the Falls Park project was suspended.

At a City Council Work Session in October 2016, staff was directed to pursue opportunities for improving public recreational access to the Neuse River, including the development of a Neuse River Blueway concept. In March 2021, City Council reviewed and approved the Neuse River Blueway Plan, which was completed by staff in partnership with representatives from Wake County and Johnston County, multiple municipalities along the Neuse River, nonprofit landowners such as Triangle Land Conservancy, interested local businesses such as Frog Hollow and Paddle Creek, and advocacy organizations such as the Carolina Canoe Club and Falls Whitewater Park Committee.

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## Consideration of Associated Projects and Potential Challenges

Developing a water park with “in river” improvements at the proposed location involves the following project considerations and challenges:

- The Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) is required for the development of the proposed water park in river improvements.
  - If determined that the project will not have significant environmental impacts, a Finding of No Significant Impact (FONSI) will be issued and project can proceed with design and other permitting.
  - If determined that the environmental impacts will be significant, an Environmental Impact Statement (EIS) is required
- Additional permitting at local, State and Federal levels is required including USACE, 401/404, NCDEQ and City of Raleigh site review.
- The Neuse River as critical habitat for the endangered Atlantic Sturgeon was designated after the completion of the feasibility study. Further investigation of the water park activity impact to the designated habitat is necessary.
- Although the launch point is proposed to be located on the leased United States Army Corps of Engineers parcel, some of the support amenities including parking and infrastructure are proposed on the adjacent Leonard tracts which are undeveloped parcels in the city park system. A park master plan is recommended before partial implementation to better serve the neighborhood as well as the adjacent uses.
- Water parks similar to the Falls Park concept have been implemented in various rivers across the United States. Examples and locations of similar projects include: Nantahala River: Bryson City, NC; Payette River, Horseshoe Bend, ID; River Run Park, Denver, CO.
- Currently, the location of the proposed Falls Park is a major greenway trailhead and parking location for the Neuse River Greenway. Parking is currently at capacity. This site is popular for walkers, joggers and bikers. Another popular use for this area is fishing. This includes directly below the dam all the way south near the new Falls of the Neuse Bridge.

Overall staff would recommend a full master plan for the Leonard Tracts (Falls Park) first to develop a comprehensive vision for the site including the water park concept as a part of it.

Project schedule is “estimated” as follows:

- 12 month master plan with public engagement
- 12-18 months for standard EA assuming FONSI (Finding of No Significant Impact)
- 12-18 months for design and other local, State and USACE permitting with some overlapping with EA
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An estimated cost for a master plan for would be approximately \$250,000. The 2016 consultant fee estimate associated with federal permitting and regulatory costs was approximately \$500,000, excluding design, local and State permitting, bidding, construction administration and public engagement services. By combining these two processes, some reduction in costs would be expected.

#### Attachments

October 18, 2016 City Council Work Session Minutes

October 27, 2016 Falls Whitewater Park Feasibility Study follow up memo

## FALLS WHITEWATER PARK PROJECTION UPDATE/NEUSE RIVER BLUEWAY CORRIDOR – INFORMATION RECEIVED

Planner TJ McCort presented the following information:

### **Background Information**

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Since the adoption of the 2011 Feasibility Study, several issues have surfaced which impact total expected project cost and future operation of the Falls Whitewater Park.



As you will see by comparing this image with the next one, the project site varies considerably depending on how much water is being released from Falls Dam. The picture here shows the project area at a period of low flow (measured in CFS, or cubic feet per second)...



And this picture shows the site during a time of high flow.

During low releases, the water level of the Neuse here is shallow and slow.

But heavy releases create currents, eddies, and rapids that provide paddlers with whitewater features. These existing features are concentrated primarily right at the tail race area just below the dam, but also in the Southern Channel of the river, as it diverts around the central island. And it is in that southern channel of the River that the Falls Whitewater Park concept plan calls for developing a 600-foot long whitewater course and other improvements.

The full concept plan calls for modifications of the stream bank, in-stream construction designed to concentrate water flow and enhance existing drops, and the construction of additional support amenities such as parking, restrooms, access paths, observation area, and formalized put-ins and take-outs.

In July 2012, the City of Raleigh entered into a Memorandum of Understanding with the Falls Whitewater Park Committee, a nonprofit organization formed by citizen stakeholders in support of the whitewater park project. Under the terms of the MOU, the FWPC was designated as the fiscal agent responsible for fundraising and procurement of grants and other resources necessary for ultimate design and construction of the project.

The Falls Whitewater Park project was considered for funding through the 2014 Parks Bond, but ultimately Council voted, in June 2014, not to include the whitewater park in the list of bond-funded projects.

**Environmental Assessment and Regulatory Permitting**

In order to maintain momentum associated with the project, to keep the process moving forward while the Falls Whitewater Park Committee pursued fundraising, PRCR budgeted \$115K for the FY16 CIP to fund the preparation of a NEPA Environmental Assessment. This figure was based on a scope and fee proposal provided by Stewart Engineering, the firm which prepared the concept plan and feasibility study.

Through due diligence and more detailed seeping discussions with the United States Army Corps of Engineers (USACE), the City Attorney's Office, and the EA project consultant, it has been determined that additional environmental and regulatory permitting requirements will exceed the current budget.

Unanticipated requirements include USACE review fees in excess of \$45,000, a formal Recreation Outgrant Request for projects on USACE-owned land, and additional plans and studies required for the EA and 401/404 permitting. The cost for completing all permitting and regulatory compliance prerequisites to final design and construction is now estimated at approximately \$450,000-\$500,000.

**Falls Lake Reallocation Study**

The USACE is currently engaged in a reallocation study to evaluate the potential of reallocating surplus water in the Falls Lake water quality pool to the Falls Lake water supply pool. The final reallocation plan could result in changes to the release schedule of water from Falls Dam, which may impact the number of useable boating days at the whitewater park.

The whitewater park features are proposed for a segment of the Neuse River which currently receives adequate flow for whitewater rafting (200 cfs) approximately 35 days per year. The proposed whitewater park design would increase the number of useable boating days to an estimated 66 days per year under the current release schedule. Any reduction in the water release schedule from Falls Dam could result in fewer useable boating days per year at the whitewater park.

**Proposed Endangered Species Critical Habitat**

The National Marine Fisheries Service has proposed a critical habitat designation of the Neuse River for the endangered Atlantic Sturgeon. If this proposed designation is adopted, then additional Endangered Species Act (ESA) consultation requirements could cause time delays, design modifications, and increased regulatory costs associated with the Falls Whitewater Park. Furthermore, it is possible that the City of Raleigh would be required to suspend operation of the whitewater park during the spawning season (February-May), which historically coincides with the heaviest water releases from Falls Dam.

**Project Alternatives**

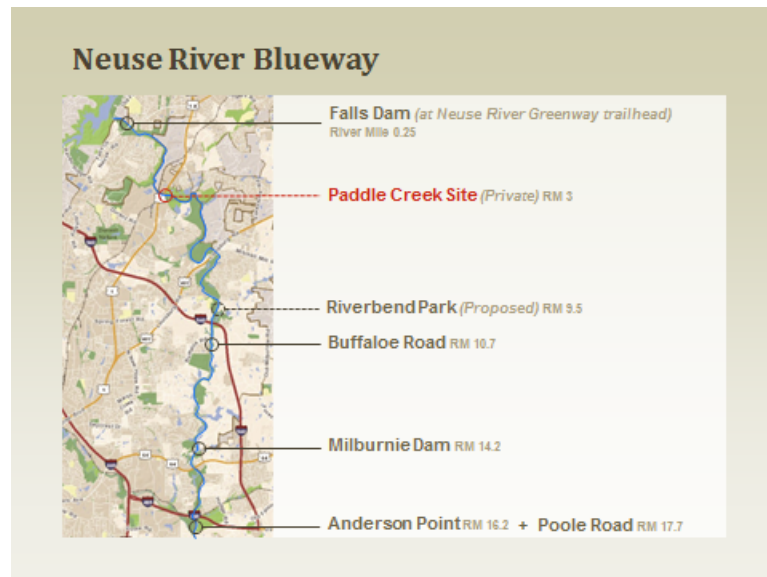
In light of these issues, the Parks, Recreation and Cultural Resources Department (PRCR) has reviewed several options intended to advance the broader goals of the Falls Whitewater Park project within existing budget parameters.

**Option 1: Phasing of the Regulatory Process**—Maintain project continuity and ultimately deliver on the original vision for the Falls Whitewater Park Project.

- Due to the interrelated nature of these regulatory processes, it is common practice and highly advisable to pursue all permitting and public agency review simultaneously.
- Completing all documentation and studies at one time ensures consistent and predictable review and comment from USACE and other public agencies.
- However, it is possible for us to pay the USACE review fees and begin the EA/Recreation Outgrant Request process, pending future funding to complete the regulator)' process and apply for the additional permits required.

**Option 2: Neuse River Blueway**—Promote the broader goal of the Falls Whitewater Project to bring attention, activity, and appreciation to the Neuse River through reinvestment in existing facilities.

- A "blueway" is a linear water path or trail that is developed with launch points and points of interest for canoeists, kayakers and paddle boarders. Blueways are typically developed by state, county or local municipalities to encourage water based recreation, ecological education and preservation of wildlife resources.
- Public access along the Neuse River could be enhanced with improvements to existing boat launches and greenway trailheads. This approach would build on the success of the Neuse River Greenway Trail, to promote the Neuse River as a multi-use linear park asset.
- PRCR currently maintains 5 access points along the Neuse River, and one additional boat launch is proposed in the Master Plan for Riverbend Park. Construction of this launch could become a top priority in the development of Riverbend Park.
- \$115,000 currently budgeted for the EA process could be reallocated for upgrades and improvements to existing boat launches. A multi-year funding strategy would be developed to prioritize additional boat launch improvements, parking enhancements, and other facility investments.
- This approach allows investment in water-based recreation to be distributed along a broader geographic area and among users of all skill levels, rather than concentrated in a single asset such as the whitewater park.



### **Recommendation**

After review of these alternatives with staff from PRCR and the City Manager's Office, it is staff's recommendation that the City pursue using the \$115,000 currently budgeted for the Environmental Assessment to Construct improvements to existing boat launches in furtherance of the Neuse River Blueway concept.

- (1) This would include a staff assessment of our existing launches to develop a prioritization plan for which launch locations to improve first, what our needs are at each site, and what future investments we would need to make over time.
- (2) Also, in furtherance of this plan, the boat launch that's proposed in the master plan for Riverbend Park could be prioritized in Phase I development of that park (there is currently \$1.5 - \$2 million allocated for Phase I construction). The master plan for Riverbend will be on an upcoming Council agenda for approval.
- (3) PRCR has already expanded programming through our summer camps and outdoor recreation group to provide more opportunities for guided recreation on the Neuse River, and we would propose to continue looking at adding new programming opportunities, while also pursuing partnerships with Paddle Creek (and other recreation companies) as well as the Neuse Riverkeeper (and other preservation organizations), and continued work with the Falls Whitewater Park Committee to be sure we are doing everything we can to market and promote the Neuse River as a natural feature and an outdoor recreation opportunity for the whole city

- (4) Finally, we would propose to bring forward a budget amendment to Council, to re-allocate the \$115,000 in the FY16 budget for the EA, to be used to construct the first improvements to our existing launches.

Permitting and regulatory compliance required for the Falls Whitewater Park project could be pursued pending future budget availability.

Mr. Cox questioned when the feasibility studies were conducted with Mr. McCort responding the studies were conducted between 2005 and 2011. Mr. Cox pointed the City was coming out of a drought at that time and questioned whether there were updated figures available with Assistant Public Utilities Director Ken Waldroup responding flow rates over an 83 year period were included in the study and Mr. Cox expressing his desire to see that information. Mr. Cox also questioned whether there were concrete figures available regarding current flow rates with Mr. McCort indicating Staff has not yet received those figures from USACE.

Discussion took place regarding the proposed whitewater availability dates, seasons, as well as endangered species critical habitat designation possibilities with Mr. McCort stating out the current critical habitat designation runs up the Neuse River as far as Milburnie Dam and indicated there is no current information available on possible expansion to Falls Lake Dam.

Mr. Stephenson questioned the availability of data on other whitewater parks when these issues arose with Mr. McCort indicating area whitewater advocates have provided studies where environmental concerns were addressed. Discussion took place on potential impact on shad species.

Mr. Cox indicated he Googled™ whitewater parks and indicated there are hundreds of them all over the country and questioned how their operations compare to the one proposed here with Mr. McCort responding the proposed park's operation is tied to the water release from the Dam, and USACE decides the schedule for water release. Mr. Cox requested information on the hours and days of operation for other whitewater parks.

Mrs. Crowder questioned whether money for this park could be re-allocated to other parks should the Council decide to not proceed with the project with Mr. Branch suggesting some of those funds could be reallocated to Chavis Park.

Mr. Cox expressed concern regarding the lack of sufficient parking available at Falls Dam and suggested staff look in to providing additional parking now. He went on to indicate Sig Hutchinson had informed him money may be available from Wake County with Ms. Baldwin pointing out the City would have to apply for the funds.

Discussion took place regarding whether the nonprofit organization will be able to raise funds to contribute to the project.

Ms. Baldwin questioned the projected timeline for project completion and expressed her desire to open the river to public use with City Manager Hall indicating staff will bring back options to the Council at a future work session.

The Council received the information.

**ADJOURNMENT**

There being no further business, Mayor McFarlane announced the meeting adjourned at 1:00 p.m.

Ralph L. Puccini  
Assistant Deputy Clerk



## City Of Raleigh North Carolina

**DATE:** October 27, 2016

**TO:** Ruffin Hall  
City Manager

**FROM:** TJ McCourt  
Parks, Recreation and Cultural Resources Department

**SUBJECT:** Falls Whitewater Park Feasibility Study

---

### Information Request from City Council Work Session on October 18, 2016

*Councilmember Cox requested that staff provide council the feasibility study for the Falls Whitewater Park. He is particularly interested in the dam release schedule and how the proposed operations schedule compares to those in other cities.*

### 2011 Feasibility Study for Falls of Neuse Whitewater Park

The 2011 Feasibility Study for Falls of Neuse Whitewater Park can be accessed online at <http://www.raleighnc.gov/parks/content/ParksRec/Articles/Projects/WhitewaterPark.html>, or by going to [raleighnc.gov](http://www.raleighnc.gov) (keyword search: "whitewater").

The feasibility study process was led by a Steering Committee comprised of representatives from the local paddling community, staff from the City of Raleigh, staff from the USACE, and other stakeholders.

The proposed project site is located just downstream of Falls Lake Dam where the river bifurcates at a large island into two distinct channels. The South Channel is the desired location for whitewater features; however, it receives the minority of the river flow. The feasibility study analysis presents an estimate of the average number of boating days in the South Channel with and without a diversion weir, based on twenty-five years of historic river flow data (see **Hydraulics**, pp. 9-16).

This estimate of useable boating days in the South Channel was based upon criteria established by the Steering Committee. These criteria defined useable boating days as *a minimum net flow of 200 CFS (cubic feet per second) in the South Channel* (see **Hydrology/Boating Days**, p.10). The 200 CFS figure was selected as an objective threshold because it corresponds with the low range of discharge in man-made whitewater parks of similar channel width and fall. The Feasibility Study also established a minimum threshold for simple navigability through the South Channel at a net flow of 50 CFS.

Hydraulic analysis indicated that, in order for the South Channel to receive 200 CFS, total river flow needs to exceed 1500 CFS. Based on historic data from 1985-2009 this flow rate occurs approximately 35 days per year in the site's present condition (see **Figure 8**, p.12). Therefore, a diversion weir was

proposed to redirect a portion of the total river flow from the North Channel to the South Channel in order to increase the number of useable boating days.

The diversion weir would provide an additional 31 boating days, increasing the total number of boating days by 90%. A chart showing the number of additional boating days provided by the preferred diversion weir design is shown in **Figure 13** (p.15) of the Feasibility Study, and is reproduced below.

| <b>Boating Days 200 CFS Flow</b>  | <b>Jan</b> | <b>Feb</b> | <b>Mar</b> | <b>Apr</b> | <b>May</b> | <b>Jun</b> | <b>Jul</b> | <b>Aug</b> | <b>Sep</b> | <b>Oct</b> | <b>Nov</b> | <b>Dec</b> | <b>Total</b> |
|-----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Existing Conditions, No Diversion | 4.56       | 5.36       | 6.88       | 5.68       | 0.72       | 0.72       | 1.12       | 0.80       | 1.32       | 1.16       | 2.16       | 4.04       | <b>34.52</b> |
| Proposed Smaller Fixed Diversion  | 6.84       | 9.90       | 11.50      | 9.00       | 2.20       | 2.50       | 2.10       | 2.05       | 2.80       | 2.75       | 4.85       | 7.50       | <b>65.70</b> |
| Increased Days                    | 2.28       | 4.54       | 4.62       | 3.32       | 1.48       | 1.78       | 0.98       | 1.25       | 1.48       | 1.59       | 2.69       | 3.46       | <b>30.70</b> |
| Percentage Increase               | 50%        | 85%        | 67%        | 58%        | 206%       | 247%       | 88%        | 156%       | 112%       | 137%       | 125%       | 86%        | <b>90%</b>   |

*Reproduced from Falls Whitewater Park Feasibility Study (Figure 13, p.15)*

## Falls Dam Release Schedule

The amount of water flowing in the Neuse River is controlled at the Falls Lake Dam by the U.S. Army Corps of Engineers (USACE). Water releases from Falls Lake Reservoir into the Neuse River are highly regulated by the USACE for the purpose of flood control and managing the water quality, water supply, and storage capacity of the reservoir.

The Raleigh Field Office of the USACE provides current and historic data on discharges from Falls Dam (measured at USGS Gauge No. 087183) online [here](#). This gauge is located less than 200 yards from the Falls Whitewater Park project site and is an excellent indicator of site hydrology. No changes in the release schedule would be requested for the Falls Whitewater Park.

## How the Proposed Operation Schedule Compares to Whitewater Parks in Other Cities

Most whitewater parks based in rivers have peak seasons beginning in April or May and ending in late summer. Based on the Feasibility Study calculations, peak use for Falls Whitewater Park would be December through April, with prime paddling conditions available for approximately 7 to 11 days per month during that time.

The number of days per year that other whitewater courses operate varies considerably. Many whitewater courses are open daily during the peak season, in locales where river levels are more consistent and predictable based on seasonal changes. As river flows begin to wane in late summer and early autumn, these water courses are attractive to more casual users such as tubers, waders, and paddle boarders. The Falls Whitewater Park site would receive the minimum 50 CFS flow necessary for navigability approximately 165 days per year, clustered primarily around the months of December through April (see **Existing vs. Proposed Conditions**, p.12, p.15).

Since 2014, plans for the Falls Whitewater Park project have been based on a Total Project Cost estimate of approximately \$3.6 million.

**Table 1: 2014 Estimate of Project Costs**

| <b>Project Costs</b>  |                                    |
|---|------------------------------------|
| Environmental Assessment ( <i>City committed to complete - FY16</i> ) | \$115,000                          |
| Design and Permitting <sup>1</sup>                                    | \$500,000                          |
| Construction  | \$2,750,000                        |
| Add Alternates (Rounded boulder in lieu of quarried stone)            | \$200,000                          |
| <b>Total Project Cost (25% contingency)</b>                           | <b>Approximately \$3.6 million</b> |

PRCR budgeted \$115,000 in FY16 to complete the required NEPA Environmental Assessment.

A number of regulatory and permitting requirements were not considered in forming this estimate, including the USACE Recreation Outgrant Request, USACE fees associated with review of the Environmental Assessment, 401/404 permitting, and additional studies and documentation required to support the public review process of the EA. The costs of these requirements are broken down below.

However, there are additional environmental permitting and regulatory requirements beyond the EA that were not anticipated in the \$3.6 million Total Project Cost estimate. The total project budget estimate from Cardno to complete all necessary approvals to begin final design and construction is **\$474,891**. This figure includes:

**Table 2: 2016 Estimate of Permitting & Regulatory Costs**

| <b>Permitting &amp; Regulatory Costs</b> |                  |
|--|------------------|
| USACE Review Fees                        | \$46,500         |
| Preparation of EA                        | \$97,060         |
| USACE Recreation Outgrant Request        | \$73,241         |
| 401/404 permitting                       | \$21,346         |
| Data collection + mapping                | \$21,885         |
| Project management + meetings            | \$112,484        |
| Supporting documentation + studies       | \$102,375        |
| <b>Total</b>                             | <b>\$474,891</b> |

The total cost for all environmental permitting and regulatory approvals (\$450-\$500K) will be significantly greater than the \$115,000 originally anticipated, which will push the estimate for Total Project Cost to above \$4 million.

<sup>1</sup> Note: The \$500,000 allocated for “Design and Permitting” was based on an *A/E design and construction services* estimate of 8% of the Total Construction Costs, plus estimated fees for construction permitting and stream & buffer mitigation. This does not include costs for any environmental or regulatory permitting, as discussed above.



**Raleigh**

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TO: Marchell Adams-David, City Manager

FROM: Oscar Carmona, Director, PRCR

DEPARTMENT: Parks, Recreation and Cultural Resources

DATE: May 20, 2021

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Manager's Update

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But heavy releases create currents, eddies, and rapids that provide paddlers with whitewater features. These existing features are concentrated primarily right at the tail race area just below the dam, but also in the Southern Channel of the river, as it diverts around the central island. And it is in that southern channel of the River that the Falls Whitewater Park concept plan calls for developing a 600-foot long whitewater course and other improvements.

The full concept plan calls for modifications of the stream bank, in-stream construction designed to concentrate water flow and enhance existing drops, and the construction of additional support amenities such as parking, restrooms, access paths, observation area, and formalized put-ins and take-outs.

In July 2012, the City of Raleigh entered into a Memorandum of Understanding with the Falls Whitewater Park Committee, a nonprofit organization formed by citizen stakeholders in support of the whitewater park project. Under the terms of the MOU, the FWPC was designated as the fiscal agent responsible for fundraising and procurement of grants and other resources necessary for ultimate design and construction of the project.

The Falls Whitewater Park project was considered for funding through the 2014 Parks Bond, but ultimately Council voted, in June 2014, not to include the whitewater park in the list of bond-funded projects.

### **Environmental Assessment and Regulatory Permitting**

In order to maintain momentum associated with the project, to keep the process moving forward while the Falls Whitewater Park Committee pursued fundraising, PRCR budgeted \$115K for the FY16 CIP to fund the preparation of a NEPA Environmental Assessment. This figure was based on a scope and fee proposal provided by Stewart Engineering, the firm which prepared the concept plan and feasibility study.

Through due diligence and more detailed seeping discussions with the United States Army Corps of Engineers (USACE), the City Attorney's Office, and the EA project consultant, it has been determined that additional environmental and regulatory permitting requirements will exceed the current budget.

Unanticipated requirements include USACE review fees in excess of \$45,000, a formal Recreation Outgrant Request for projects on USACE-owned land, and additional plans and studies required for the EA and 401/404 permitting. The cost for completing all permitting and regulatory compliance prerequisites to final design and construction is now estimated at approximately \$450,000-\$500,000.

### **Falls Lake Reallocation Study**

The USACE is currently engaged in a reallocation study to evaluate the potential of reallocating surplus water in the Falls Lake water quality pool to the Falls Lake water supply pool. The final reallocation plan could result in changes to the release schedule of water from Falls Dam, which may impact the number of useable boating days at the whitewater park.

The whitewater park features are proposed for a segment of the Neuse River which currently receives adequate flow for whitewater rafting (200 cfs) approximately 35 days per year. The proposed whitewater park design would increase the number of useable boating days to an estimated 66 days per year under the current release schedule. Any reduction in the water release schedule from Falls Dam could result in fewer useable boating days per year at the whitewater park.

### **Proposed Endangered Species Critical Habitat**

The National Marine Fisheries Service has proposed a critical habitat designation of the Neuse River for the endangered Atlantic Sturgeon. If this proposed designation is adopted, then additional Endangered Species Act (ESA) consultation requirements could cause time delays, design modifications, and increased regulatory costs associated with the Falls Whitewater Park. Furthermore, it is possible that the City of Raleigh would be required to suspend operation of the whitewater park during the spawning season (February-May), which historically coincides with the heaviest water releases from Falls Dam.

### **Project Alternatives**

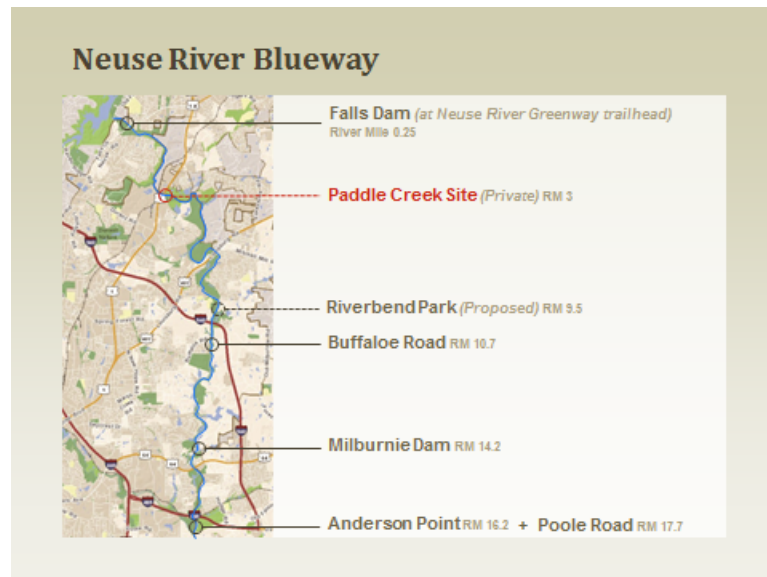
In light of these issues, the Parks, Recreation and Cultural Resources Department (PRCR) has reviewed several options intended to advance the broader goals of the Falls Whitewater Park project within existing budget parameters.

**Option 1: Phasing of the Regulatory Process**—Maintain project continuity and ultimately deliver on the original vision for the Falls Whitewater Park Project.

- Due to the interrelated nature of these regulatory processes, it is common practice and highly advisable to pursue all permitting and public agency review simultaneously.
- Completing all documentation and studies at one time ensures consistent and predictable review and comment from USACE and other public agencies.
- However, it is possible for us to pay the USACE review fees and begin the EA/Recreation Outgrant Request process, pending future funding to complete the regulator)' process and apply for the additional permits required.

**Option 2: Neuse River Blueway**—Promote the broader goal of the Falls Whitewater Project to bring attention, activity, and appreciation to the Neuse River through reinvestment in existing facilities.

- A "blueway" is a linear water path or trail that is developed with launch points and points of interest for canoeists, kayakers and paddle boarders. Blueways are typically developed by state, county or local municipalities to encourage water based recreation, ecological education and preservation of wildlife resources.
- Public access along the Neuse River could be enhanced with improvements to existing boat launches and greenway trailheads. This approach would build on the success of the Neuse River Greenway Trail, to promote the Neuse River as a multi-use linear park asset.
- PRCR currently maintains 5 access points along the Neuse River, and one additional boat launch is proposed in the Master Plan for Riverbend Park. Construction of this launch could become a top priority in the development of Riverbend Park.
- \$115,000 currently budgeted for the EA process could be reallocated for upgrades and improvements to existing boat launches. A multi-year funding strategy would be developed to prioritize additional boat launch improvements, parking enhancements, and other facility investments.
- This approach allows investment in water-based recreation to be distributed along a broader geographic area and among users of all skill levels, rather than concentrated in a single asset such as the whitewater park.



### **Recommendation**

After review of these alternatives with staff from PRCR and the City Manager's Office, it is staff's recommendation that the City pursue using the \$115,000 currently budgeted for the Environmental Assessment to Construct improvements to existing boat launches in furtherance of the Neuse River Blueway concept.

- (1) This would include a staff assessment of our existing launches to develop a prioritization plan for which launch locations to improve first, what our needs are at each site, and what future investments we would need to make over time.
- (2) Also, in furtherance of this plan, the boat launch that's proposed in the master plan for Riverbend Park could be prioritized in Phase I development of that park (there is currently \$1.5 - \$2 million allocated for Phase I construction). The master plan for Riverbend will be on an upcoming Council agenda for approval.
- (3) PRCR has already expanded programming through our summer camps and outdoor recreation group to provide more opportunities for guided recreation on the Neuse River, and we would propose to continue looking at adding new programming opportunities, while also pursuing partnerships with Paddle Creek (and other recreation companies) as well as the Neuse Riverkeeper (and other preservation organizations), and continued work with the Falls Whitewater Park Committee to be sure we are doing everything we can to market and promote the Neuse River as a natural feature and an outdoor recreation opportunity for the whole city

- (4) Finally, we would propose to bring forward a budget amendment to Council, to re-allocate the \$115,000 in the FY16 budget for the EA, to be used to construct the first improvements to our existing launches.

Permitting and regulatory compliance required for the Falls Whitewater Park project could be pursued pending future budget availability.

Mr. Cox questioned when the feasibility studies were conducted with Mr. McCort responding the studies were conducted between 2005 and 2011. Mr. Cox pointed the City was coming out of a drought at that time and questioned whether there were updated figures available with Assistant Public Utilities Director Ken Waldroup responding flow rates over an 83 year period were included in the study and Mr. Cox expressing his desire to see that information. Mr. Cox also questioned whether there were concrete figures available regarding current flow rates with Mr. McCort indicating Staff has not yet received those figures from USACE.

Discussion took place regarding the proposed whitewater availability dates, seasons, as well as endangered species critical habitat designation possibilities with Mr. McCort stating out the current critical habitat designation runs up the Neuse River as far as Milburnie Dam and indicated there is no current information available on possible expansion to Falls Lake Dam.

Mr. Stephenson questioned the availability of data on other whitewater parks when these issues arose with Mr. McCort indicating area whitewater advocates have provided studies where environmental concerns were addressed. Discussion took place on potential impact on shad species.

Mr. Cox indicated he Googled™ whitewater parks and indicated there are hundreds of them all over the country and questioned how their operations compare to the one proposed here with Mr. McCort responding the proposed park's operation is tied to the water release from the Dam, and USACE decides the schedule for water release. Mr. Cox requested information on the hours and days of operation for other whitewater parks.

Mrs. Crowder questioned whether money for this park could be re-allocated to other parks should the Council decide to not proceed with the project with Mr. Branch suggesting some of those funds could be reallocated to Chavis Park.

Mr. Cox expressed concern regarding the lack of sufficient parking available at Falls Dam and suggested staff look in to providing additional parking now. He went on to indicate Sig Hutchinson had informed him money may be available from Wake County with Ms. Baldwin pointing out the City would have to apply for the funds.

Discussion took place regarding whether the nonprofit organization will be able to raise funds to contribute to the project.

Ms. Baldwin questioned the projected timeline for project completion and expressed her desire to open the river to public use with City Manager Hall indicating staff will bring back options to the Council at a future work session.

The Council received the information.

**ADJOURNMENT**

There being no further business, Mayor McFarlane announced the meeting adjourned at 1:00 p.m.

Ralph L. Puccini  
Assistant Deputy Clerk



## City Of Raleigh North Carolina

**DATE:** October 27, 2016

**TO:** Ruffin Hall  
City Manager

**FROM:** TJ McCourt  
Parks, Recreation and Cultural Resources Department

**SUBJECT:** Falls Whitewater Park Feasibility Study

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### Information Request from City Council Work Session on October 18, 2016

*Councilmember Cox requested that staff provide council the feasibility study for the Falls Whitewater Park. He is particularly interested in the dam release schedule and how the proposed operations schedule compares to those in other cities.*

### 2011 Feasibility Study for Falls of Neuse Whitewater Park

The 2011 Feasibility Study for Falls of Neuse Whitewater Park can be accessed online at <http://www.raleighnc.gov/parks/content/ParksRec/Articles/Projects/WhitewaterPark.html>, or by going to [raleighnc.gov](http://www.raleighnc.gov) (keyword search: "whitewater").

The feasibility study process was led by a Steering Committee comprised of representatives from the local paddling community, staff from the City of Raleigh, staff from the USACE, and other stakeholders.

The proposed project site is located just downstream of Falls Lake Dam where the river bifurcates at a large island into two distinct channels. The South Channel is the desired location for whitewater features; however, it receives the minority of the river flow. The feasibility study analysis presents an estimate of the average number of boating days in the South Channel with and without a diversion weir, based on twenty-five years of historic river flow data (see **Hydraulics**, pp. 9-16).

This estimate of useable boating days in the South Channel was based upon criteria established by the Steering Committee. These criteria defined useable boating days as *a minimum net flow of 200 CFS (cubic feet per second) in the South Channel* (see **Hydrology/Boating Days**, p.10). The 200 CFS figure was selected as an objective threshold because it corresponds with the low range of discharge in man-made whitewater parks of similar channel width and fall. The Feasibility Study also established a minimum threshold for simple navigability through the South Channel at a net flow of 50 CFS.

Hydraulic analysis indicated that, in order for the South Channel to receive 200 CFS, total river flow needs to exceed 1500 CFS. Based on historic data from 1985-2009 this flow rate occurs approximately 35 days per year in the site's present condition (see **Figure 8**, p.12). Therefore, a diversion weir was

proposed to redirect a portion of the total river flow from the North Channel to the South Channel in order to increase the number of useable boating days.

The diversion weir would provide an additional 31 boating days, increasing the total number of boating days by 90%. A chart showing the number of additional boating days provided by the preferred diversion weir design is shown in **Figure 13** (p.15) of the Feasibility Study, and is reproduced below.

| <b>Boating Days 200 CFS Flow</b>  | <b>Jan</b> | <b>Feb</b> | <b>Mar</b> | <b>Apr</b> | <b>May</b> | <b>Jun</b> | <b>Jul</b> | <b>Aug</b> | <b>Sep</b> | <b>Oct</b> | <b>Nov</b> | <b>Dec</b> | <b>Total</b> |
|-----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Existing Conditions, No Diversion | 4.56       | 5.36       | 6.88       | 5.68       | 0.72       | 0.72       | 1.12       | 0.80       | 1.32       | 1.16       | 2.16       | 4.04       | <b>34.52</b> |
| Proposed Smaller Fixed Diversion  | 6.84       | 9.90       | 11.50      | 9.00       | 2.20       | 2.50       | 2.10       | 2.05       | 2.80       | 2.75       | 4.85       | 7.50       | <b>65.70</b> |
| Increased Days                    | 2.28       | 4.54       | 4.62       | 3.32       | 1.48       | 1.78       | 0.98       | 1.25       | 1.48       | 1.59       | 2.69       | 3.46       | <b>30.70</b> |
| Percentage Increase               | 50%        | 85%        | 67%        | 58%        | 206%       | 247%       | 88%        | 156%       | 112%       | 137%       | 125%       | 86%        | <b>90%</b>   |

*Reproduced from Falls Whitewater Park Feasibility Study (Figure 13, p.15)*

## Falls Dam Release Schedule

The amount of water flowing in the Neuse River is controlled at the Falls Lake Dam by the U.S. Army Corps of Engineers (USACE). Water releases from Falls Lake Reservoir into the Neuse River are highly regulated by the USACE for the purpose of flood control and managing the water quality, water supply, and storage capacity of the reservoir.

The Raleigh Field Office of the USACE provides current and historic data on discharges from Falls Dam (measured at USGS Gauge No. 087183) online [here](#). This gauge is located less than 200 yards from the Falls Whitewater Park project site and is an excellent indicator of site hydrology. No changes in the release schedule would be requested for the Falls Whitewater Park.

## How the Proposed Operation Schedule Compares to Whitewater Parks in Other Cities

Most whitewater parks based in rivers have peak seasons beginning in April or May and ending in late summer. Based on the Feasibility Study calculations, peak use for Falls Whitewater Park would be December through April, with prime paddling conditions available for approximately 7 to 11 days per month during that time.

The number of days per year that other whitewater courses operate varies considerably. Many whitewater courses are open daily during the peak season, in locales where river levels are more consistent and predictable based on seasonal changes. As river flows begin to wane in late summer and early autumn, these water courses are attractive to more casual users such as tubers, waders, and paddle boarders. The Falls Whitewater Park site would receive the minimum 50 CFS flow necessary for navigability approximately 165 days per year, clustered primarily around the months of December through April (see **Existing vs. Proposed Conditions**, p.12, p.15).

Since 2014, plans for the Falls Whitewater Park project have been based on a Total Project Cost estimate of approximately \$3.6 million.

**Table 1: 2014 Estimate of Project Costs**

| <b>Project Costs</b>  |                                    |
|---|------------------------------------|
| Environmental Assessment ( <i>City committed to complete - FY16</i> ) | \$115,000                          |
| Design and Permitting <sup>1</sup>                                    | \$500,000                          |
| Construction  | \$2,750,000                        |
| Add Alternates (Rounded boulder in lieu of quarried stone)            | \$200,000                          |
| <b>Total Project Cost (25% contingency)</b>                           | <b>Approximately \$3.6 million</b> |

PRCR budgeted \$115,000 in FY16 to complete the required NEPA Environmental Assessment.

A number of regulatory and permitting requirements were not considered in forming this estimate, including the USACE Recreation Outgrant Request, USACE fees associated with review of the Environmental Assessment, 401/404 permitting, and additional studies and documentation required to support the public review process of the EA. The costs of these requirements are broken down below.

However, there are additional environmental permitting and regulatory requirements beyond the EA that were not anticipated in the \$3.6 million Total Project Cost estimate. The total project budget estimate from Cardno to complete all necessary approvals to begin final design and construction is **\$474,891**. This figure includes:

**Table 2: 2016 Estimate of Permitting & Regulatory Costs**

| <b>Permitting &amp; Regulatory Costs</b> |                  |
|--|------------------|
| USACE Review Fees                        | \$46,500         |
| Preparation of EA                        | \$97,060         |
| USACE Recreation Outgrant Request        | \$73,241         |
| 401/404 permitting                       | \$21,346         |
| Data collection + mapping                | \$21,885         |
| Project management + meetings            | \$112,484        |
| Supporting documentation + studies       | \$102,375        |
| <b>Total</b>                             | <b>\$474,891</b> |

The total cost for all environmental permitting and regulatory approvals (\$450-\$500K) will be significantly greater than the \$115,000 originally anticipated, which will push the estimate for Total Project Cost to above \$4 million.

<sup>1</sup> Note: The \$500,000 allocated for “Design and Permitting” was based on an *A/E design and construction services* estimate of 8% of the Total Construction Costs, plus estimated fees for construction permitting and stream & buffer mitigation. This does not include costs for any environmental or regulatory permitting, as discussed above.