
General Community Investment Plan Budget

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FY2017 – FY2021 General Community Investment Plan Available, Undesignated Resources

Funding Source	Amount	Uses/Restrictions
General Capital Debt Capacity (debt)	\$40-\$60M \$68.1M	<ul style="list-style-type: none"> • General Obligation Bonds & Certificates of Participation investments (e.g., transportation, neighborhood investments, housing diversity, and facilities) • Full use of an additional \$68.1M debt capacity would increase total obligated debt capacity for the four bond referenda (2014-2020) by 8.3%, from \$816.4M to \$884.5M
General Capital Reserves (Cash)	\$9.7M	<ul style="list-style-type: none"> • General Fund-Fund Balance in excess of 16% Reserves • High flexibility • One-time uses only (e.g., facilities, major facility maintenance, capital equipment, and special studies)
General Capital Project Balances (Current and Prior Year)	\$7.3M	<ul style="list-style-type: none"> • \$3.7M from prior transportation bonds; must be used on transportation projects • \$0.4M from Facilities Certificates of Participation; can be reallocated to other investments where the asset is the security (facilities or vehicles) • \$3.2M from Pay-As-You-Go cash; can be used for any one-time capital needs
Other Revenues & Capital Reserves	\$6.2M	<ul style="list-style-type: none"> • \$6.2M from Pay-As-You-Go cash; can be used for any one-time capital needs: <ul style="list-style-type: none"> - \$2.3M from Sale of Land - \$1.1M from Technology Reserves - \$2.8M from PAYGO Revenue Growth
Total	\$91.3M	

**FY2017 - FY2021 General Community Investment Plan
Considerations for Additions and Adjustments**

Project Description	Total (in millions)
Available Funding	\$ 91.3

*** Strategic Policy Objective (Council Priorities) Funding Requests**

Near-Term Recommended Additions and Adjustments

Category (See Footnote)

Transportation	\$ 15.6
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1 Cross Charlotte Trail-South Charlotte Connector (Additional Funding) * **\$ 3.0**

The 26-mile Cross Charlotte Trail (XCLT) will extend from the Cabarrus County line through Center City toward Pineville. This trail will be within ½ mile of approximately 100,000 jobs and 80,000 residents. In looking at the current alignment, City and County staff have identified a significant partnership opportunity that could extend the XCLT an additional 1.5 miles and connect into the heart of the Ballantyne area (via the existing McAlpine Creek Greenway and Four-Mile Creek Greenway). City Council has already approved funding for design of this section. Staff believes this connection would tie another major employment center and much of South Charlotte into the XCLT system. This project is currently under design and will be ready to build if approved by voters in the 2016 bond referendum.

3 South End Pedestrian/Bicycle Connector * **\$ 2.0**

Given the significant changes in land use and resulting economic development adjacent to the light rail system, staff has identified the need to design and construct a signalized pedestrian connection across the light rail tracks (i.e. at-grade). This connection would occur in a section of the light rail system that is roughly midway between two existing light rail stations (New Bern Station and East/West Station). Currently, there is no way for pedestrians to cross the tracks at the mid-point (near the new Publix development) without trespassing across the light rail system. This project will leverage private investment and create transportation choices.

1 Neighborhood Transportation Program (Additional Funding) * **\$ 5.0**

The Neighborhood Transportation Program received \$5.2 million one-time funding in FY2015 for projects that respond directly to community transportation issues and opportunities. This program sponsors projects that enhance safety and mobility for all travel modes on thoroughfares and local streets. Programs include Traffic Calming, Traffic Safety, State Highway Participation, Minor Roadway, Public/Private Participation, and the Bicycle Program, and provide opportunities to leverage other projects, support community development, promote bicycle use and respond to traffic safety concerns. These programs also provide options to respond to City Council and the community quickly as changing and unforeseen conditions would arise.

1 Idlewild/Monroe Intersection (Additional Funding) **\$ 1.9**

This project will plan, design, and construct improvements to the intersection of Idlewild Road and Monroe Road to improve capacity and relieve congestion at this heavily traveled intersection. The original planned improvements included extending the westbound left turn lane on Monroe Road and improving the level of service for pedestrians and bicyclists by adding pedestrian refuge islands, wider sidewalks, and bicycle lanes. The NCDOT Independence Boulevard widening project will create a new interchange at Idlewild Road and Independence Boulevard. The current intersection (Idlewild and Monroe Road) is already over vehicular capacity with substandard bicycle and pedestrian facilities. The new Independence interchange will further increase traffic at the intersection and will also create a node/destination for future developments, including Meridian Place on the northeast corner of the intersection, the Tull Development on the northwest corner, and Sonic Automotive on the southwest corner. As a result of these development activities, each approach to the intersection will require an additional left-turn lane to increase vehicular capacity, which has increased the project cost estimates from \$4.2 million to \$6.1 million. The proposed adjustments also include expediting funding for this project from the 2020 Bond Referendum to the 2016 Referendum, which will allow the City to partner with private development for a holistic intersection improvement project that would meet community needs.

Category Code:

1 = Currently approved project with existing funding

2 = Currently unfunded project previously shown on capital needs list

3 = Currently unfunded New request not previously identified on capital needs list

**FY2017 - FY2021 General Community Investment Plan
Considerations for Additions and Adjustments**

Project Description	Total (in millions)
* Strategic Policy Objective (Council Priorities) Funding Requests	
Near-Term Recommended Additions and Adjustments	
Category (See Footnote on Page 1)	
3 ADA Implementation	\$ 2.0
This program will fund improvements designed for compliance with the Federal Americans with Disabilities Act (ADA) Standards. The City conducted an ADA Compliance Assessment in preparation for the 2012 Democratic National Convention. The report revealed deficiencies in the accessibility and usability of City services, programs, and activities and recommended actions to comply with ADA Guidelines. This program will sponsor projects that ensure citizens have equal access to City facilities, outdoor spaces, and public rights of way. Specifically, the ADA Program will enable the City to develop a system-wide inventory to identify barriers to ADA compliance (referred to as Self-Evaluation); prioritize the necessary improvements and set up a financially feasible schedule for retrofits (referred to as Transition Plan); implement improvements defined in the transition plan, and maintain an ongoing inventory of improvements.	
3 John Kirk Drive Extension	\$ 1.7
This project will construct the realignment of John Kirk Drive between Mallard Creek Church Road and University City Blvd, including widening the intersection for left turns from John Kirk Drive onto northbound University City Blvd and installing various streetscape improvements. The realignment will improve traffic flow through the area and provide for safer pedestrian and bicycle access. The project has been reviewed and approved by the Charlotte Regional Transportation Planning Organization, and will be funded through a partnership between the City of Charlotte, NCDOT, and UNC Charlotte. Total project cost will be \$4.3 million, with the City providing \$1.65 million. UNCC will cover \$2.15 million, with a request to NCDOT covering the balance. NCDOT will also widen the section of University City Blvd on both sides of the intersection with John Kirk Drive.	
Neighborhoods & Housing Diversity	
	\$ 10.4
3 SouthPark CNIP (Comprehensive Neighborhood Improvement Program) *	\$ 10.0
The SouthPark area is undergoing unprecedented development as it transitions into a more dense and walkable major activity center. This area is a designated center in the City's Center, Corridors and Wedges growth strategy. While the private sector will play a major role in SouthPark's evolution, there is also a public sector role in completing key street connections, sidewalks and bikeway gaps. This funding would be used to implement strategic transportation and place-making projects that: increase street connectivity, improve transportation safety and travel options, and help address growth and congestion in the growing SouthPark center. This project will be coordinated with the ULI study recommendations that will begin in the upcoming months, and would be used to leverage significant private investment occurring in the area.	
1 HOME Grant (Additional City Match)	\$ 0.4
The HOME Grant program is funded through a federal grant received from the Department of Housing and Urban Development. Award of the grant each year requires a 25% City match. The grant award for FY2017 is increasing \$291,144 over the FY2016 award (from \$2.0 million to \$2.3 million), requiring an increase in the City's matching funds of \$72,786 per year (\$363,930 over 5 years). The HOME Grant program provides for the production of housing for low to moderate income people through tenant based rental assistance, partnerships with Community Housing Development Organizations, down payment assistance, and rehabilitation of single-family housing.	
Facilities/Infrastructure/Equipment	
	\$ 21.3
2 Infill Fire Station Land Purchase (Additional Funding) *	\$ 1.9
This project provides for land acquisition in preparation for future construction of two infill fire stations that will provide added fire protection in the areas around Clanton Road and I-77, and Selwyn Avenue and Colony Road to address deficiencies and bring these areas into alignment with the City's goal of ensuring first due fire companies arriving on scene in 6 minutes or less.	

**FY2017 - FY2021 General Community Investment Plan
Considerations for Additions and Adjustments**

Project Description	Total (in millions)
* Strategic Policy Objective (Council Priorities) Funding Requests	
Near-Term Recommended Additions and Adjustments	
Category (See Footnote on Page 1)	
2 Tree Trimming & Removal Program (Additional Funding) *	\$ 1.1
<p>This program provides funding to protect one of Charlotte's most valuable assets - its tree canopy. Current funding provides \$1.4 million annually for tree removal and tree banding to control cankerworms. By systematically pruning trees, the program keeps trees stronger and safer resulting in fewer claims for property damage. Recent increases in necessary tree removals has increased costs within the program. This request would add \$225,000 per year to provide additional contracted tree removal to handle the increased workload. Total annual tree removals have increased every year since 2011, and for the past 2 years, removal numbers have risen an average of 126 trees per year. Hazard trees take longer to identify and remove, and may remain along streets for over 4 months. Current average time to remove a tree is 4 months, almost 3 times the City's maximum removal goal of 45 days. At present, there are 80 trees in the queue to be removed with some on the list since September 2015. The increased funding would allow for the removal of 75 additional trees per year.</p>	
2 Tree Replacement Program/TreesCharlotte (Additional Funding) *	\$ 1.0
<p>The Tree Replacement Program complements the Tree Trimming & Removal Program by providing funds to replant and replace removed trees. Current funding for the program is \$700,000 per year. This request would increase funding by \$200,000 per year to replant and replace additional trees throughout the city. The program also supports the Neighborhood Tree Co-op Program and is an integral part of meeting the City's 50% canopy by 2050 by planting up to 10,000 trees/year in public areas.</p>	
2 Joint Communications Center (Additional Funding)	\$ 12.6
<p>This project provides for a Joint 911 Communications Center that will co-locate the 911 call centers for Charlotte-Mecklenburg Police Department and Charlotte Fire Department, and will include a dedicated Emergency Operations Center (EOC) to provide increased operational efficiencies and infrastructure cost savings over the long term. Other occupants of this facility will include CharMeck 311, Mecklenburg County Sheriff's Department, and CDOT traffic cameras. Current funding for the project is \$78 million. The additional funding requested will provide for additional design and construction to incorporate enhanced safety and security of the facility, including façade and interior building hardening, site security, a fully redundant power backup system, and a clean agent fire suppression system. Other enhancements will include radio consoles for additional telecommunication positions, converting one passenger elevator to freight capacity, and the addition of a video cube wall for the Real Time Crime Center.</p>	
3 Fire Logistics Renovations	\$ 0.4
<p>Fire Department Logistics Division provides supplies and support for the Charlotte Fire Department 24 hours a day, 7 days a week. Logistics is responsible for delivery of fire station supplies, testing and repair of equipment, and issuing, repairing, and cleaning turnout gear. The division is currently in the process of moving from its original location on Otts Street to a recently acquired, larger facility next to the Fire Investigations facility on Graham Street. The new facility, acquired by the City as part of the land purchases associated with the Joint Communications Center project, requires some renovations and upgrades to support the operations of the Logistics Division. Renovations will include upgrades to the building's lighting and electrical infrastructure, installation of fuel tanks, and installation of motors on roll up bay doors to allow for efficient delivery of supplies and equipment.</p>	
3 Building Maintenance (Additional Funding)	\$ 1.5
<p>This program provides funding for heating, ventilation, and air conditioning (HVAC) system replacements, minor structural modifications, plumbing and electrical upgrades, building equipment purchases and energy management upgrades for 179 facilities, including 40 fire stations, and 140 unoccupied facilities such as parking decks, communication towers, EV charging stations, and equipment sheds. Annual program funding, which is used to maintain structural and operational integrity of City facilities, has not been increased in several years, while the total number of City facilities has increased 60.3% since 2000. This proposal would increase the capital budget for Building Maintenance by \$300,000 per year, an approximate increase of 8.2% in FY2017.</p>	

**FY2017 - FY2021 General Community Investment Plan
Considerations for Additions and Adjustments**

Project Description	Total (in millions)
<u>Near-Term Recommended Additions and Adjustments</u>	
Category (See Footnote on Page 1)	
3 Renovation of Parking Lot 6 at Louise Ave (Fleet & Solid Waste)	\$ 2.8
<p>Management & Financial Services- Fleet Management and Solid Waste Services jointly request CIP funding to renovate and remedy the progressing degradation of Louise Avenue Fleet Maintenance Facility Parking Lot 6 that is utilized by Solid Waste Services (SWS) department, as well as the contiguous lots containing two wash bays utilized by all City of Charlotte departments. A report conducted in February 2014 by the City's Engineering & Property Management Department revealed that 100% of Lot 6 is severely degraded and a significant portion of the ground at the 2nd wash bay is also severely degraded. The project will also address safety and functionality concerns and necessary lot modifications to support improved utilization of Lot 6 for SWS parking, Fleet Maintenance Facility equipment repair staging, and to remediate Storm Water concerns.</p>	
3 Rehabilitation of Vault	\$ 0.1
<p>North Carolina General Statute 132-7 requires the custodian of permanent records (City Clerk) to keep public records in fireproof safes, vaults or rooms fitted with noncombustible materials and in such arrangement as to be easily accessible for convenient use. All public records should be kept in the buildings in which they are ordinarily used. The City is currently not fully in compliance; the current vault is not waterproof, there are two sprinklers that need to be capped and a suppression system must be installed. The vault is also running out of storage space and needs to be expanded. The City's Engineering & Property Management Department has recommended that the vault expansion occur at the same time as the installation of the suppression system to minimize costs. Architectural assessment and design is estimated at \$5,000, the installation of the suppression system at \$20,000 (in the expanded vault); and construction costs are estimated at \$60,000 (including permits and inspections, tear down of wall, and fireproofing of expanded area), for a total project cost of \$85,000.</p>	
Technology	\$ 9.2
1 PeopleSoft Upgrade (Additional Funding)	\$ 2.6
<p>\$1.7 million was funded in FY2016 to begin the PeopleSoft Upgrade. In the course of conducting the planning and development work to prepare for the upgrade, staff has identified a need for additional enhancement and upgrade components in order to utilize all necessary features of PeopleSoft 9.2. The additional requested funding will provide for new security requirements, PeopleSoft skilled contractors for the duration of the project, an additional server, and software to write test scripts and train users. These additional enhancements will lay the ground work for creating a new compensation structure and Paycheck Modeler, implementing an Automated Workflow Engine for process improvement, bringing ACA work in-house, enhancing analytics and reporting, and reviewing Benefits & Time and Labor set ups to ensure maximum efficiencies.</p>	
2 Data Center Upfit	\$ 3.2
<p>The City's ever-growing computing needs have begun to outstrip the physical capabilities of the primary Data Center on Myers Street. The Data Center is the core of the City's network technology infrastructure and the most critical facility for computing operations. Improvements are necessary to address physical security, power redundancy, air conditioning requirements, and to maintain a resilient operating environment to support the City's operations, even under adverse conditions.</p>	
2 Radio System Upgrades (Partial Funding)	\$ 1.0
<p>The City's core radio system network is in the process of a multi-year conversion from phased-out analog technology to supported digital technologies. To complete this transition, hand-held radio units being used in the field by various City departments must be upgraded in order for them to be operational and communicate on the upgraded digital network.</p>	

**FY2017 - FY2021 General Community Investment Plan
Considerations for Additions and Adjustments**

Project Description	Total (in millions)
* Strategic Policy Objective (Council Priorities) Funding Requests	
Near-Term Recommended Additions and Adjustments	
Category (See Footnote on Page 1)	
3 Voice Over IP (VoIP) Conversion	\$ 2.5
This project will provide for the replacement of the City's Centrex phone service and conversion of legacy telephony solutions to a hosted Cisco VoIP solution. The cost sharing agreement between the City and Mecklenburg County for AT&T Centrex telephony service expired on June 30, 2015 and the County has since migrated to its own VoIP service. This project will expand the current hosted Cisco VoIP being used by CharMeck311 in order to replace the Centrex system. The expanded Unified Communications capabilities will reduce annual costs for the City and allow for increased collaboration and productivity using web and video conferencing capabilities. The expanded VoIP system will also be able to leverage mobile phones and "softphone" software on computers to reduce reliance on traditional desk phones.	
Other Considerations	\$ 1.2
3 Disparity Study	\$ 0.4
The purpose of the Disparity Study is to determine whether disparity exists between the number of Minority and Women Business Enterprise (MWBE) firms available to perform on City contracts and the City's utilization of these firms; the extent to which any disparities found are attributable to discrimination; and recommend modifications to remedy the effects of any identified disparities. The City last conducted a Disparity Study in 2011. Results from the Study provide the basis for City Council's current race and gender conscious measures in the Charlotte Business INCLUSION Policy. The legal justification for the establishment of MWBE goals sunsets in June 2017.	
3 CBI-Small Business Loans	\$ 0.2
On March 26, 2012, City Council unanimously approved implementation of the Small Business Mobilization Loan Program (SBMLP). Management & Financial Services-Charlotte Business Inclusion (CBI) is requesting CIP funding of \$150,000 to support the continuation of the Small Business Mobilization Loan Program (SBMLP). This important program assists "Certified MWSBEs" in acquiring supplemental short-term financing for working capital. Eligible small businesses must be a private for-profit business located in Mecklenburg County and be engaged in contracting on an eligible municipal "City" contract and demonstrate a need for working capital to support account receivables, acquisition of inventory, and/or materials.	
3 National League of Cities	\$ 0.6
The National League of Cities (NLC) annually convenes its Congress of Cities and Exposition in various cities around the country. Charlotte has been selected to host this annual four-day conference in October/November 2017. The NLC Congress of Cities was last held in Charlotte in December 2005, with attendance of 5,000 including over 2,800 paid delegates and 2,200 spouses and guests. Funding of \$600,000 is requested to support the City's role as host of the conference, including designating a Host City Coordinator to work with NLC staff, conducting Mobile Workshops to highlight successful City programs, and sponsoring the NLC Board of Directors/VIP welcoming dinner and Host City closing event.	
1 Economic Opportunity Task Force	\$ 0.1
This initiative is borne out of a recent Harvard University study that ranked Charlotte at the bottom among the country's 50 largest cities for economic mobility. FY2017 funding of \$50,000 will support the efforts of the Economic Opportunity Taskforce to broaden access to economic opportunity for all residents of Charlotte-Mecklenburg.	
Total NEAR-TERM Recommended Adjustments	\$ 57.7
3 Hold for matching funds, cost overrun contingencies, and unanticipated opportunities (such as Charlotte Gateway Station *)	\$ 33.6
Net Remaining Available Funding	\$ -

**FY2017 - FY2021 General Community Investment Plan
Considerations for Additions and Adjustments**

Project Description	Total (in millions)
* Strategic Policy Objective (Council Priorities) Funding Requests	
Mid-Term Capital Needs (to be funded as capacity permits)	
Category (See Footnote on Page 1)	
Facilities/Infrastructure/Equipment	\$ 12.3
2 Infill Fire Station Construction - Clanton Rd and 77 *	\$ 5.4
This project provides for construction of one infill fire station to provide added fire protection in the area around Clanton Road and I-77 to address deficiencies and bring the area into alignment with the City's goal of ensuring first due fire companies arriving on scene in 6 minutes or less.	
2 Infill Fire Station Construction - Selwyn Rd and Colony *	\$ 5.9
This project provides for construction of one infill fire station to provide added fire protection in the area around Selwyn Road and Colony Road to address deficiencies and bring the area into alignment with the City's goal of ensuring first due fire companies arriving on scene in 6 minutes or less.	
2 Tree Trimming & Removal Program (Balance of Request) *	\$ 0.5
This program provides funding to protect one of Charlotte's most valuable assets - its tree canopy. Current funding provides \$1.4 million annually for tree removal and tree banding to control cankerworms. By systematically pruning trees, the program keeps trees stronger and safer resulting in fewer claims for property damage. Recent increases in necessary tree removals has increased costs within the program. Staff has recommended additional funding of \$225,000 per year to provide additional contracted tree removal to handle the increased workload. This request would provide the remaining funds of \$100,000 per year requested by Engineering & Property Management.	
2 Tree Replacement Program/TreesCharlotte (Balance of Request) *	\$ 0.5
The Tree Replacement Program complements the Tree Trimming & Removal Program by providing funds to replant and replace removed trees. Current funding for the program is \$700,000 per year. Staff has recommended additional funding of \$200,000 per year. This request would provide the remaining funds of \$100,000 per year requested by Engineering & Property Management to replant and replace additional trees throughout the city.	
Technology	\$ 13.0
2 Radio System Upgrades (Balance of Request)	\$ 3.6
The City's core radio system network is in the process of a multi-year conversion from phased-out analog technology to supported digital technologies. To complete this transition, hand-held radio units being used in the field by various City departments must be upgraded in order for them to be operational and communicate on the upgraded digital network. Staff has recommended funding of \$1.0 million to begin the upgrade. This request would provide the remaining funds requested by the Innovation & Technology Department to complete the upgrade.	
2 High-risk Infrastructure Items	\$ 9.4
This request would provide funding for technology projects that support the continuation of existing core technology platforms and services. Many of the items that would be funded through this request are focused on maintaining infrastructure that either has an impact on public safety or on the City as a whole, supporting every service area. Some of the items in this high-risk category are being recommended for funding by staff, including the Data Center Upfit, VoIP Conversion, and Radio System Upgrades.	
Total MID-TERM Capital Needs	\$ 25.3

**FY2017 - FY2021 General Community Investment Plan
 Considerations for Additions and Adjustments**

Project Description	Total (in millions)
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Long-Term Capital Needs (to be considered in future capital programs)
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Note: Long-Term Capital Needs List is not a recommendation, but an identification of future needs over the next five to ten years for consideration. Cost estimates in this category are preliminary, "order of magnitude" calculations.

Category (See Footnote on Page 1)

1-3 Neighborhoods & Housing Diversity	\$ 6.3
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Funding requested in this program area would provide additional support for housing and neighborhood programs and initiatives, including Innovative Housing, Neighborhood Matching Grants, and Economic Development & Business Grants. Many of the programs and initiatives in this category are existing programs with current approved funding. These requests would provide an increased level of support.

1-3 Transportation	\$ 87.5
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Funding requested in this program area would provide for additional street and transportation infrastructure. Staff has recommended partial funding for some of these programs, including the Neighborhood Transportation Program and ADA Implementation.

1-3 Facilities/Infrastructure/Equipment	\$ 253.5
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Project requests in this program area would provide new or additional funding for City facility renovation, expansion, or new construction, including long-term planning for new police stations and infill fire stations, and additional funding for capital maintenance of the Charlotte Mecklenburg Government Center and various other City buildings. Staff has recommended funding for several projects in this program category, including land purchases for two infill fire stations, renovations of the Fire Logistics building and Solid Waste Services facility parking lot, increased support for the Building Maintenance Program, and additional construction funds for the Joint Communications Center.

1-3 Technology	\$ 82.9
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Funding requested in this program area would provide for long-term technology needs throughout the City, including medium- and low-risk technology infrastructure upgrades. These technology needs are primarily focused on scheduling the replacement of equipment over the long term as they approach the end of their life cycles.

Total LONG-TERM Capital Needs	\$ 430.2
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Total ALL Requests	\$ 546.8
Total Requests Recommended for Funding at This Time	\$ 91.3
Requests Remaining for Further Assessment & Consideration	\$ 455.5

**City Council Approved Allocation of Bonds and Certificates of Participation
For General Community Investment Plan
Updated to include Near-Term Recommended Adjustments for FY2017 - FY2021**

	2014	2016	2018	2020	Total	\$ Change
PROJECTS FUNDED WITH GENERAL OBLIGATION BONDS (Requires Bond Referendum Vote)						
Airport/West Corridor						
Dixie Berryhill Area Roads		31,200,000	13,520,000		44,720,000	
Dixie Berryhill Area Roads		(15,000,000)	15,000,000		-	No \$ Change
East/Southeast Corridor						
Land Acquisition and Street Connections	12,500,000	12,500,000			25,000,000	
Land Acquisition and Street Connections		(5,000,000)	5,000,000		-	No \$ Change
Monroe Road Streetscape		2,080,000	8,320,000		10,400,000	
Public/Private Redevelopment Opportunities		10,000,000	10,000,000		20,000,000	
Idlewild Road/Monroe Road Intersection				4,160,000	4,160,000	
Idlewild Road/Monroe Road Intersection		6,100,000		(4,160,000)	1,940,000	1,940,000
Sidewalk and Bikeway Improvements		2,000,000	4,000,000	2,000,000	8,000,000	
Northeast Corridor						
Research Drive - J.W. Clay Connector over I-85 (North Bridge)	3,000,000		12,480,000		15,480,000	
Research Drive - J.W. Clay Connector over I-85 (North Bridge)		12,480,000	(12,480,000)		-	No \$ Change
University Pointe Connection - IBM Dr. to Ikea Blvd (South Bridge)	15,080,000				15,080,000	
Northeast Corridor Infrastructure (NECI)	16,640,000	35,360,000	27,300,000	27,300,000	106,600,000	
Applied Innovation Corridor	12,480,000	7,720,000	8,760,000		28,960,000	
Applied Innovation Corridor		(5,000,000)	5,000,000		-	No \$ Change
Road/Infrastructure Projects						
Neighborhood Transportation Programs	5,200,000	5,000,000			10,200,000	5,000,000
Eastern Circumferential	12,064,000				12,064,000	
Park South Drive Extension		8,632,000			8,632,000	
Park South Drive Extension		(4,632,000)	4,632,000		-	No \$ Change
Southend Pedestrian/Bicycle Connector		2,000,000			2,000,000	2,000,000
Cross Charlotte Multi-Use Trail	5,000,000	30,000,000			35,000,000	
Cross Charlotte Multi-Use Trail		(5,000,000)	5,000,000		-	No \$ Change
Cross Charlotte Trail - South Charlotte Connector		3,000,000			3,000,000	3,000,000
Sidewalks and Pedestrian Safety	15,000,000	15,000,000	15,000,000	15,000,000	60,000,000	
Traffic Control and Bridges						
Upgrade Traffic Signal System Coordination	3,000,000	3,000,000	3,000,000	6,000,000	15,000,000	
Upgrade Traffic Control devices	7,000,000	4,000,000	4,000,000	4,000,000	19,000,000	
Repair and Replace Bridges	4,000,000	3,000,000	3,000,000	4,000,000	14,000,000	
Housing						
Housing Diversity	15,000,000	15,000,000	15,000,000	15,000,000	60,000,000	
Neighborhood Improvements						
Comprehensive Neighborhood Improvement Program (CNIP)	20,000,000	40,000,000	40,000,000	20,000,000	120,000,000	
Southpark CNIP		5,000,000	5,000,000		10,000,000	10,000,000
Total General Obligation Bonds	\$ 145,964,000	\$ 218,440,000	\$ 191,532,000	\$ 93,300,000	\$ 649,236,000	21,940,000
PROJECTS FUNDED WITH CERTIFICATES OF PARTICIPATION (Does Not Require Voter Approval)						
East/Southeast Corridor						
Bojangles/Ovens Area Redevelopment	25,000,000				25,000,000	
Public Safety Facilities						
Joint Communications Center	68,000,000				68,000,000	
Joint Communications Center		12,565,000			12,565,000	12,565,000
6 Police Division Stations	10,500,000	18,750,000	21,900,000	9,750,000	60,900,000	
Independence Division Police Station Land		2,900,000	(2,900,000)		-	No \$ Change
University City Division Police Station Land		3,100,000	(3,100,000)		-	No \$ Change
Northwest Division Police Station Land			2,700,000	(2,700,000)	-	No \$ Change
Land Purchase for Future Fire Stations		4,000,000			4,000,000	
Maintenance Facilities/Customer Service						
Sweden Road Maintenance Yard Replacement			3,120,000	19,500,000	22,620,000	
Northeast Equipment Maintenance Facility		2,080,000	6,500,000		8,580,000	
Hold for Charlotte Gateway Station and Other Contingencies		33,600,000			33,600,000	33,600,000
Total Certificates of Participation	\$ 103,500,000	\$ 76,995,000	\$ 28,220,000	\$ 26,550,000	\$ 235,265,000	46,165,000
REVISED Total All Projects	\$ 249,464,000	\$ 295,435,000	\$ 219,752,000	\$ 119,850,000	\$ 884,501,000	68,105,000
ORIGINAL Total All Projects	\$ 249,464,000	\$ 244,322,000	\$ 195,900,000	\$ 126,710,000	\$ 816,396,000	-
\$ Change		\$ 51,113,000	\$ 23,852,000	\$ (6,860,000)	\$ 68,105,000	