

8.11.14 City Council Meeting







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Pitt-Greenville Airport Authority

Corporate Hangar Development Opportunity

Presentation to Greenville City Council

August 11, 2014

Corporate Hangar Development Opportunity

- Opportunity to acquire a new based corporate aircraft
- Tax value of \$37M
 - Combined City & County annual ad valorem property tax of \$451,400

Corporate Hangar Development Facilities Requirement

- 120 X 150' = 18,000 sqft hangar
- Capacity for 3 corporate jets
- One slot for based Falcon aircraft

Two slots available for transient aircraft or additional based

aircraft



Corporate Hangar Development Required Investment

Estimated cost for hangar construction--\$2.0M



Corporate Hangar Development Project Requires Incentives & Partnership

- PGV seeks partnership with city & county to incentivize this opportunity
- Seek short-term (6-year) agreement with city and county
- PGV funds costs of hangar construction from capital reserves
- City & county remit 80% of ad valorem property taxes to PGV over 6-year period to replenish capital reserves
- Replenishment will occur until PGV capital reserves are replenished...or at the 6-year period ending in FY 2020-21
- City & county receive 100% of taxes after capital reserves are replenished

Hangar Development Opportunity is a Win-Win for all Partners

- Inarguably, biggest economic development opportunity in PGV history
- Exceeds economic impact of a 2nd airline
- Generates significant property tax for city and county
- Hangars are a magnet for attracting corporate aircraft
- Provides superb opportunity to acquire additional corporate aircraft & further expand city and county tax base

Corporate Hangar Development

 PGV Airport Authority seeks City Council's approval of the proposed agreement



Item 14: Presentations by Boards and Commissions

b. Recreation and Parks Commission



The GRPD Goal:

Positively Impact our Community's Health, Economy, Environment & Image





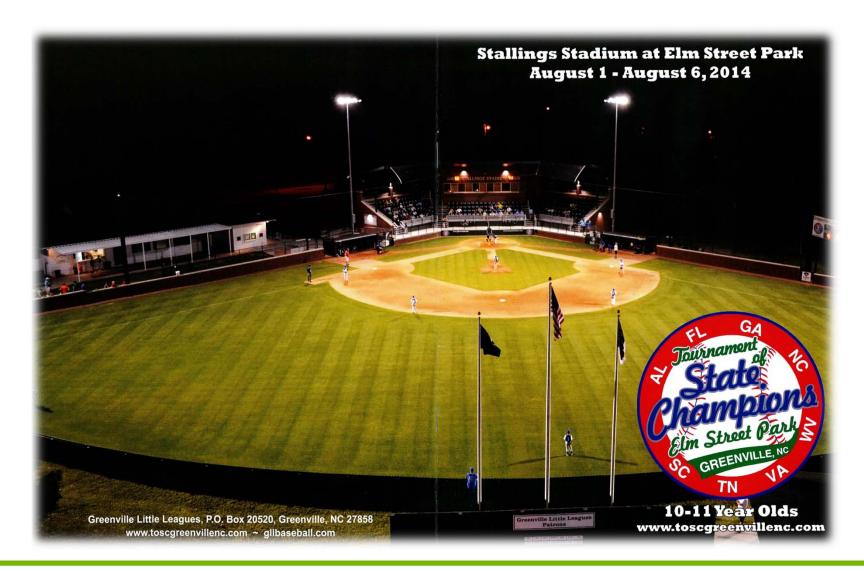
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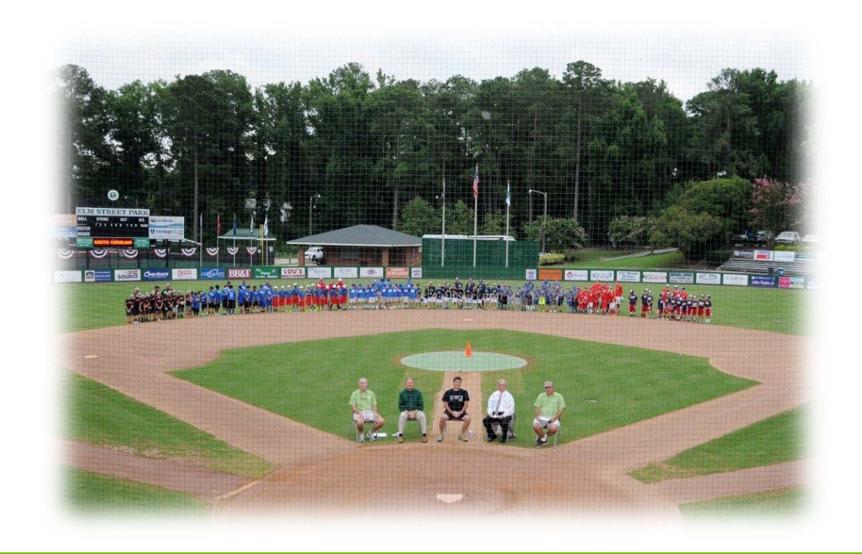
Sunday in the Park 2014 Sponsors

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The Drew Steele Center





Splashpoint at Dream Park





Splashpoint





Dream Parks Vegetable Garden



Public Art at Dream Park









Walter Stasavich Science & Nature Center





Mud Day at River Park North

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3rd Annual Mud Day – Sat., Sept. 20th, 2014





Eppes Recreation Center













Youth Soccer





2014 Kickball Champions









"Couch to 5K" Running Program



Swim Team







Summer Camps







Summer Playground Program Greenfield Terrace





Eating the Harvest - Greenfield Terrace

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Bradford Creek Clubhouse

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Greenville Gives









Perkins Complex Building "Magnolia Arts Center"









"Steel Magnolias"



"Picnic"







Carolina Panthers
Grant

First Christian Church Grant



Cal Ripken Senior Foundation Support



Jackie Robinson League



Exceptional Community Baseball League









Let's Move!





Tar River Legacy Plan







Tar River Legacy Plan Public Meeting #3







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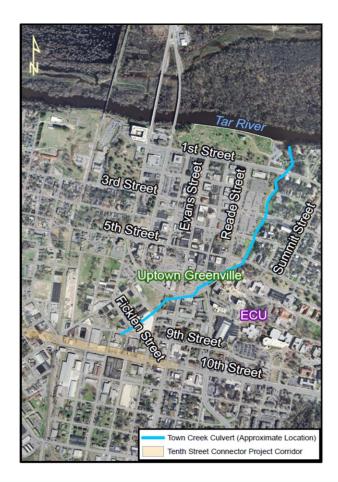


Item 15: Presentation on the Town Creek Culvert Drainage Study

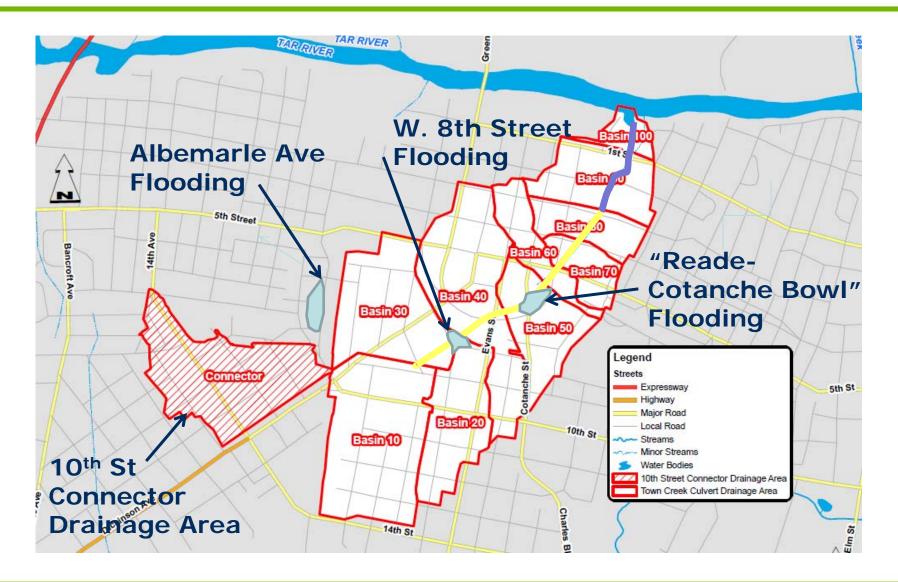


Project Overview

- 1. Field Investigations
- 2. Modeling of Town Creek Culvert
 - Existing Conditions
 - Future impacts
- 3. Alternative Analysis
- 4. Preferred Alternative









Tunnel Survey & Inspection





Structural Condition

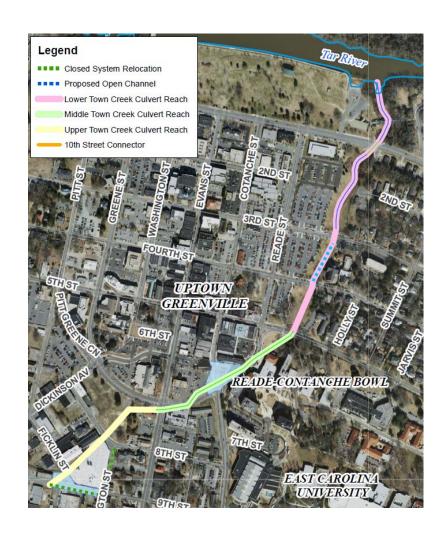






Pipe Capacity

- Existing Performance (Conveys less than 3.5" of rain)
- Minimum Design Requirement (5.8" of rain in a day)





Reade-Cotanche Bowl





Design Goals

- Provide 25-Year LOS for Roadway Flooding
- Provide 100-Year LOS for Structural Flooding
- Provide WQ Improvements
 Where Possible



Flooding from Hurricane Irene Approx. 25-Yr Storm



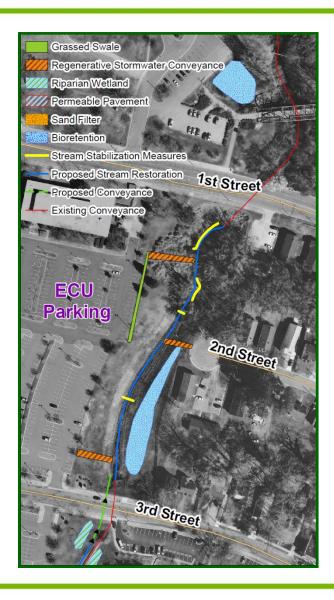
"Reade-Cotanche Bowl" Flooding

Flood Frequency	Existing System Existing Flows	Existing System Future Flows	Alternative 4
10-year	4.6 feet	6.2 feet	No flooding
25-year	6.7 feet	8.0 feet	No flooding
100-year	8.6 feet	9.0 feet	1.8 feet



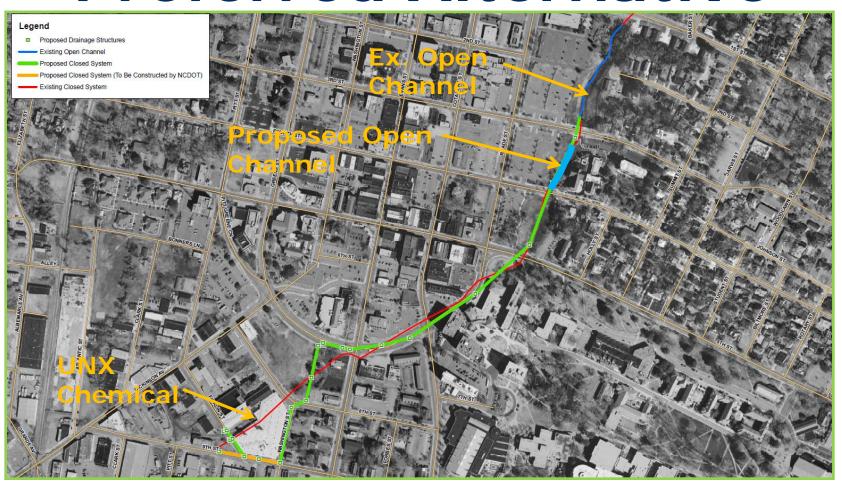
Water Quality

- 15 BMPs Are Proposed
- Open Channel Between 3rd and 4th Streets
- "Water Quality Park"
- Zero Interest Loan with CWSRF (\$7.3Million)
- Savings of \$2,000,000





Preferred Alternative





Project Costs





- Planning Level Costs
- Range of Construction Costs: \$10 to \$16M
- Preferred Alternative Const. Costs: \$10M+ Alt. = Open Cut; 72inch to Twin 84-inch RCP pipe.
- CWSRF \$7.3M zerointerest loan



Schedule

Phase	Start	End	Duration
Design	Sept 2014	Sept 2015	1 Year
Construction	Nov 2015	Nov 2017	2 Years



Micro-Tunneling





Micro-Tunneling



Planning Level Costs

Range of Construction Costs: \$10 to \$16M for open-cut to tunneling

Preferred Alternative Construction Costs: \$10+ Million



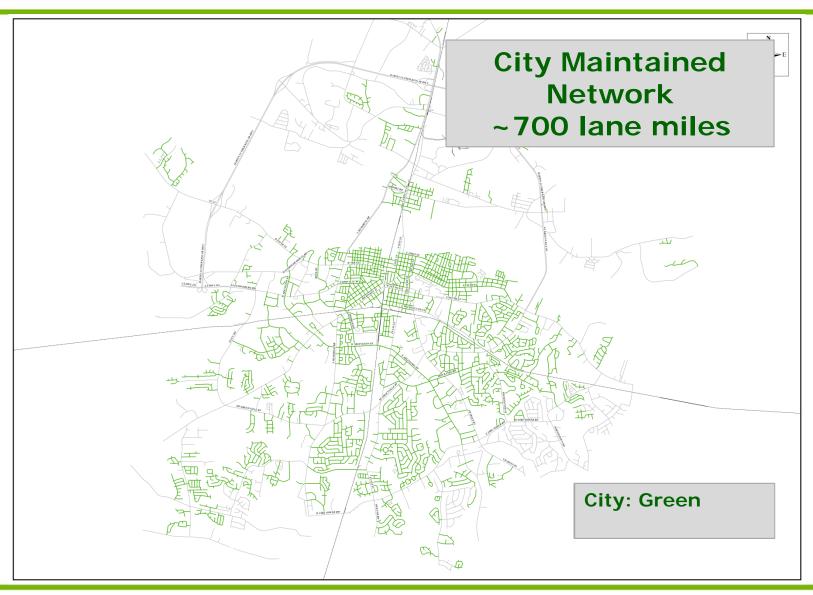
Item 18: Update of the Right-of-Way Asset and Pavement Condition Survey



Background on Roadway Infrastructure

- City Streets Approximately 700 lane miles
- Maintenance Responsibility Public Works
- > Road Resurfacing Required every 20-25 years
- ➤ Required Resurfacing= 30–35 Miles/Year
- > \$2.5 Million/Year Required for Resurfacing to Achieve a 20-25 Year Life

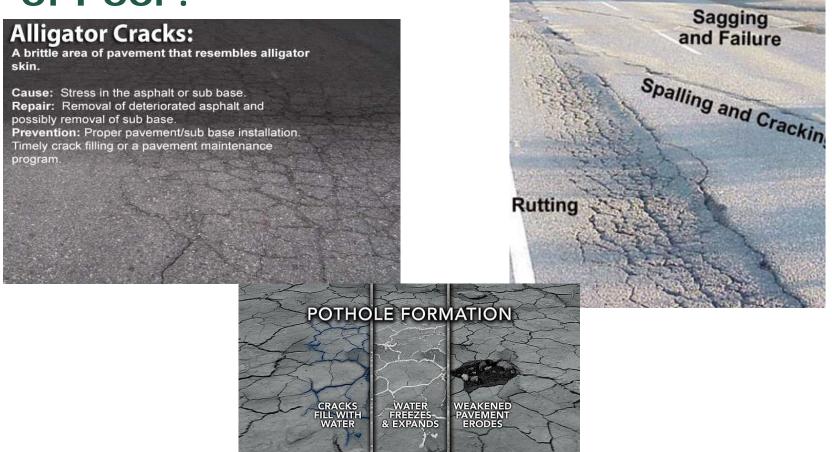






What is meant by a road description

of Poor?





Road Map for City Road Improvements

Spring, 2013 - Of the 700 lane miles approximately 100 lanes miles were in poor condition. (Basis – street maintenance and 2007 windshield survey results)

July 2013 – City Council sets aside reserves for \$4M to upgrade City roads in FY 14 budget.

Summer/Fall 2013 – City (FY14) begins rehab on 15 lane miles



Road Map for City Road Improvements (cont'd)

September, 2013 - Sedgefield micro-surfacing contract awarded. City's pilot program for alternative road improvements.

December 2013 – Contract awarded to TransMap to perform survey and pavement assessment on all City Roads (MPO project saves \$160k)

Summer 2014 – City receives initial assessment, draft report, provides comments, meets with utilities, begins work on 5-yr plan and FY15 resurfacing.



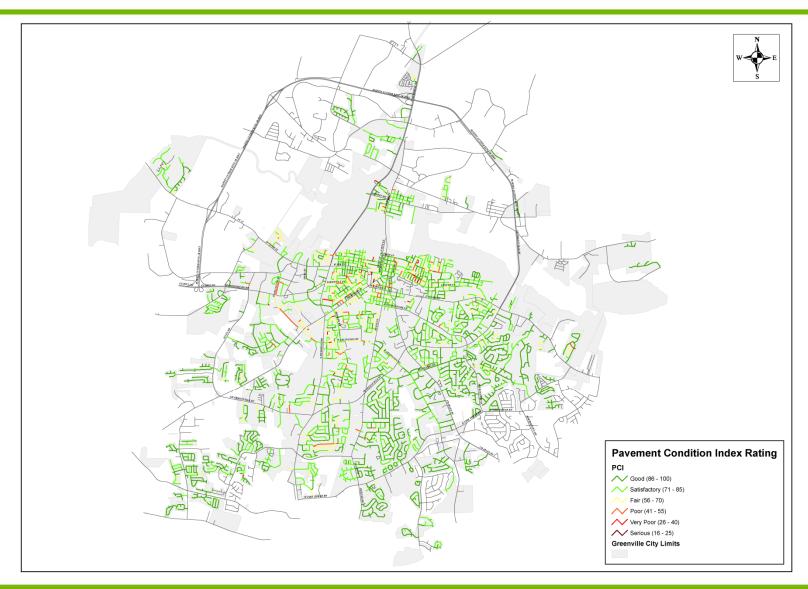
Development of a Road Improvement Program

Tool 1 – TransMap produces a pavement condition analysis that provides a baseline and a first step in

developing our 5-year roadway improvement plan.









Development of a Road Improvement Program

Tool 2 – Project Level – physically inspecting each road listed in poor condition

- Core samples...are they asphalt?...concrete?...
 asphalt over concrete?...can we mill & resurface
 or is there 1-inch of asphalt over sand?
- Are the subsurface soil conditions acceptable?
 East Carolina soils extremely challenging clay, bog, high water table, high in organics
- What is the traffic count (ADT)?



Development of a Road Improvement Program

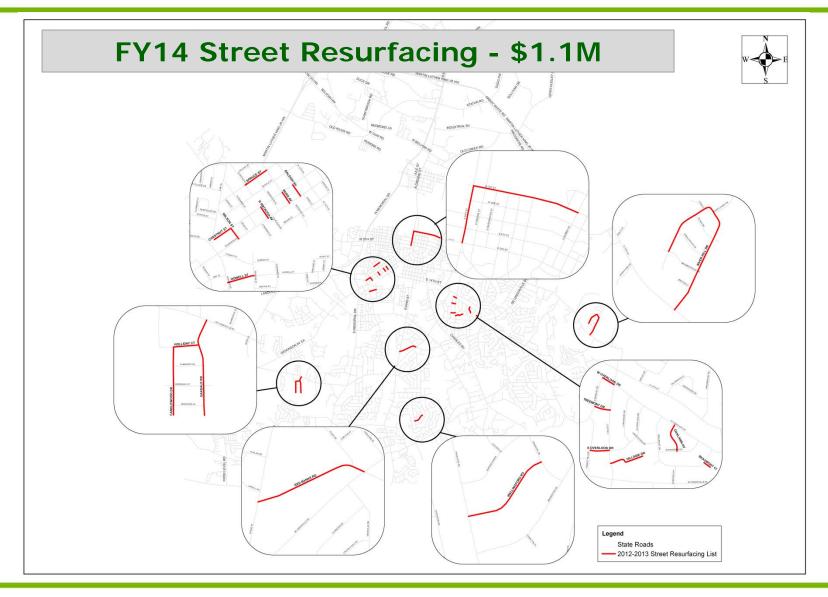
Tool 3 – Coordinate with Utilities – where will they be working in the next 5 years. Coordinate efforts avoiding premature pavement cuts – Save \$\$\$.



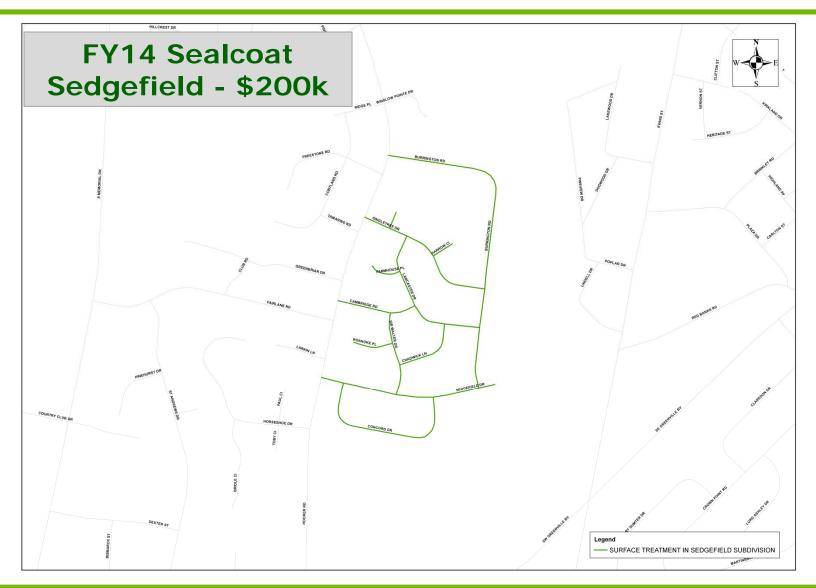
Current Funding for Roadways

- \$4.0 Million Approved by City Council
- \$1.3 Million Spent in FY14
- \$2.7 Million available for Improvements









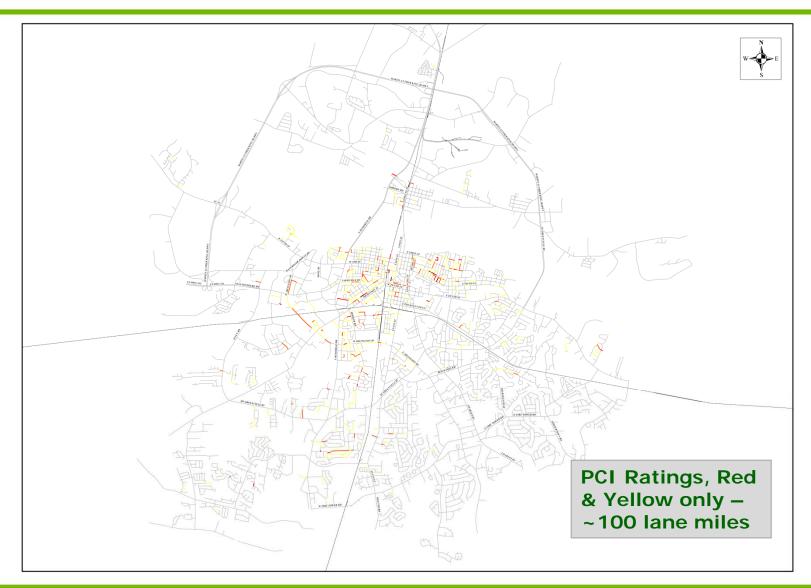


Current Funding for Roadways

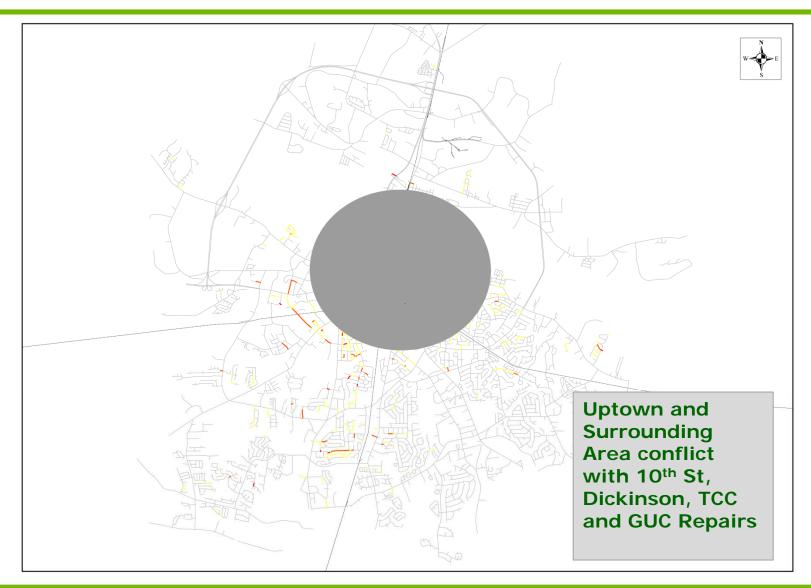
What will we achieve with the remaining \$2.7 Million?

Resurface 30-40 Lane Miles of Local Roads

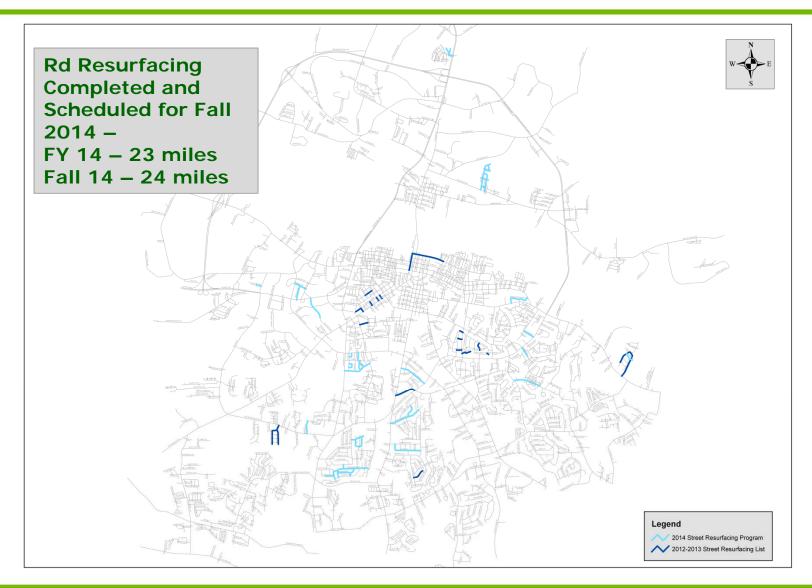














Next Steps

- Roadways for Fall, 2014 are currently advertised for bid - 24 lane miles - \$2M
- Expect \$1M in Road Rehab in Spring 2015
- Complete 5-year Road Resurfacing Plan upon finalizing Utility Coordination