

City of Fayetteville

433 Hay Street
Fayetteville, NC
28301-5537
(910) 433-1FAY (1329)

Meeting Agenda - Final City Council Work Session

Monday, January 7, 2019

5:00 PM

Lafayette Conference Room

1.0 CALL TO ORDER

2.0 INVOCATION

3.0 APPROVAL OF AGENDA

4.0 OTHER ITEMS OF BUSINESS

4.01 [18-582](#) Airport Brief to City Council

Attachments:

[Airport Review - Final](#)

[Presentation Attachments - Final](#)

4.02 [18-575](#) Stormwater Infrastructure Maintenance Policy
COUNCIL DISTRICT(S): All

Attachments:

[Infrastructure Maintenance Presentation](#)

4.03 [18-543](#) 2019-2020 CDBG & HOME Annual Action Plan

Attachments:

[CDBG 2019 Annual Plan - 20-24 Consolidated Plan](#)

[15-19 Consolidated Plan Accomplishments](#)

4.04 [18-544](#) CDBG-DR & HMGP Updates

Attachments:

[CDBG-DR & HMGP update](#)

[HMGP Status Update 11.14.18](#)

[CDBG Status Update 11.27.18](#)

4.05 [18-589](#) Legislative Priorities - Council Resolutions for 2019 NC General
Assembly Long Session

4.06 [18-572](#) City Council Agenda Item Request - Airport Operation and Growth
Review - Mayor Colvin

Attachments:

[Airport 010719](#)

- 4.07 [18-574](#) City Council Agenda Item Request - No Horn Zone - Council Member Culliton

Attachments: [CM Culliton - 120318 WKS.pdf](#)
[FRA Train Horn and Quiet Zone Fact Sheet.pdf](#)
[FRA Quiet Zone Locations.pdf](#)
[UNC School of Gov Blow Horns No More .pdf](#)
[Rail Line Quiet Zone Position Paper - Approved 20181015.docx](#)

- 4.08 [18-573](#) City Council Agenda Item Request - Citizen Committee for Commemorating former Mayor Hurley - Mayor Colvin, Council Members Arp and Crisp.

Attachments: [Commemorating Mayor Hurley 010719 \(Colvin, Arp, Crisp\)](#)

5.0 ADJOURNMENT

CLOSING REMARKS

The City of Fayetteville will not discriminate against qualified individuals with disabilities on the basis of disability in the City's services, programs, or activities. The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities. The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. Any person who requires an auxiliary aid or service for effective communications, or a modification of policies or procedures to participate in any City program, service, or activity, should contact the office of Human Relations, ADA Coordinator, e-mail: YNazar@ci.fay.nc.us, 910-433-1696, or the Office of the City Clerk at cityclerk@ci.fay.nc.us, 910-433-1989, as soon as possible but no later than 72 hours before the scheduled event.

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City Council Action Memo

File Number: 18-582

Agenda Date: 1/7/2019

Version: 2

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 4.01

TO: Mayor and Members of City Council

THRU: Barbara Hill, Interim Assistant City Manager

FROM: Bradley S. Whited, A.A.E., Airport Director

DATE: January 7, 2019

RE:

Airport Brief to City Council

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal IV: Desirable Place to Live, Work and Recreate. This brief will discuss the programs and projects that improve the airport facilities and customer experience while Flying Fayetteville.

Executive Summary:

Council has asked Airport Management to present its plan for addressing passenger traffic at FAY; to include marketing efforts, Airline Consultant support, and collaboration with FCEDC.

Background:

Airport Director has coordinated with Marketing, Airline Consultant, and FCEDC to present a joint brief to Council at its January 7th work session.

Issues/Analysis:

Loss of United Airlines service effective March 7, 2019

Budget Impact:

N/A

Options:

N/A

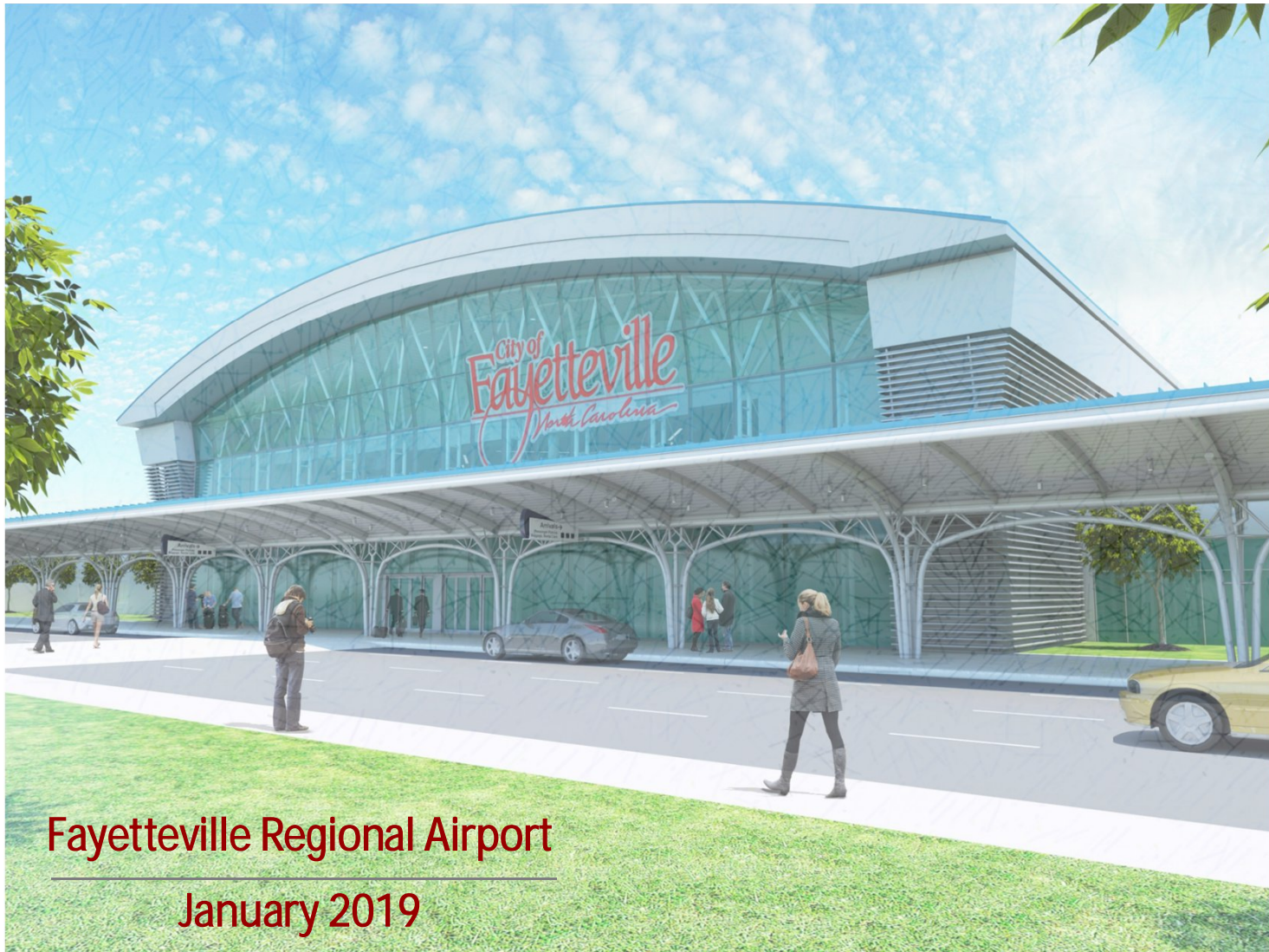
Recommended Action:

None

Attachments:

Airport Review- final

Presentation Attachments - final



Fayetteville Regional Airport

January 2019

Strategic Planning and Goals

Council's goal is to "Develop and maintain public transportation investments with high quality transit and airport services". Airport is meeting that goal via:

- No general fund dollars for operational or capital expenditures since 1994
- We established a goal to pay as we go for all capital projects and operational expenditures
- Rates and charges have sustained operational expenses with slight retained earnings
- Maximizing Federal and State grants have allowed for \$100 million in capital improvements from 1994 to present

Terminal Capital Project

- First \$10 million discretionary funding was programmed in 2016
 - Terminal Improvement Part 1 - \$19 million
- Second \$10 million discretionary funding was programmed in 2019
 - Terminal Improvement Part 2 – plan to start in late 2019 (Cost TBD)



Marketing Overview

Development of a Marketing Specialist position was created to aid in the implementation of a successful marketing strategy.

Marketing Goals:

Increase brand awareness in the Cumberland County area

Increase annual passengers that fly out of FAY

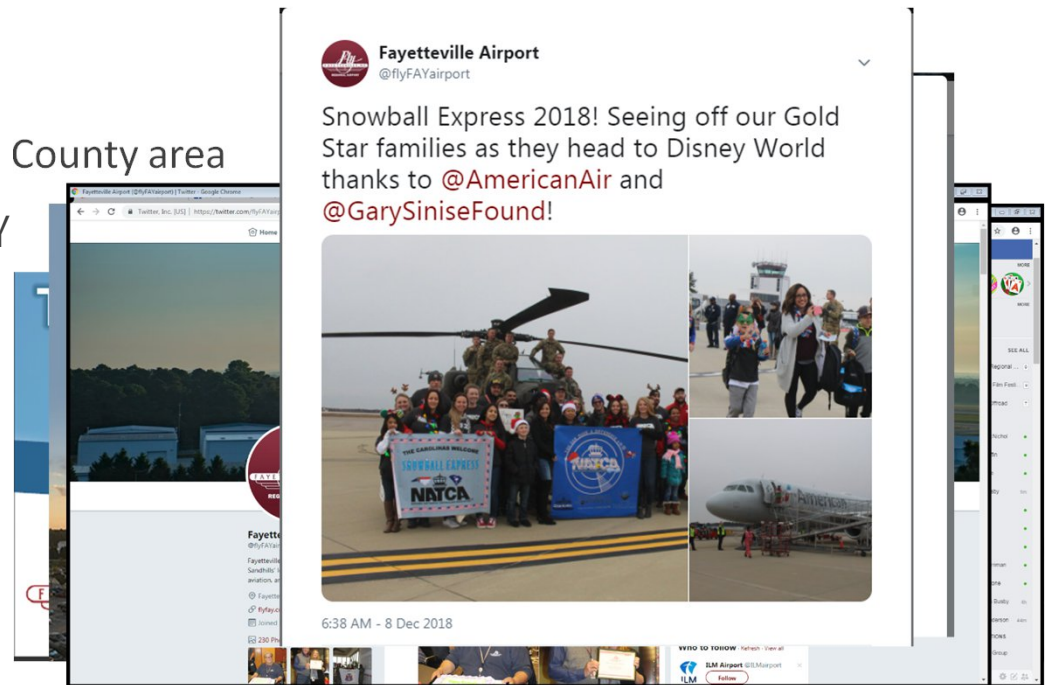
Marketing Strategy:

Expansion of Marketing Plan

Development of New Creative

Website Redesign

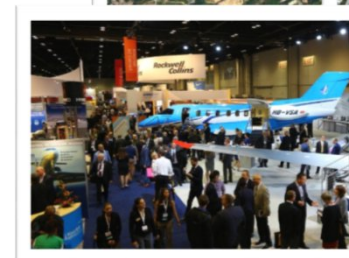
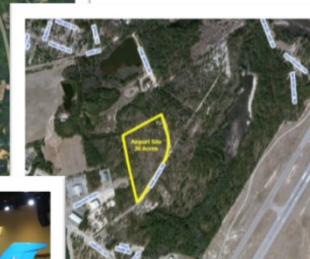
Social Media Management



Economic Development Initiatives:

- Targeted program of work - focused on attracting increased investment and economic development at and surrounding FAY
- Identifying, evaluating, and aggressively marketing potential development opportunities to operators, fleet services, site selectors & aerospace companies with site-specific recruitment packages
- Performing "due diligence" testing and infrastructure analysis, to expedite future growth
- Pursuing grants, programs, and other funding sources to achieve economic development and infrastructure goals at FAY
- Surveying existing industries to gauge corporate sentiments regarding FAY usage and opportunities for improvement

Economic Studies show FAY economic impact of \$318 million.



Air Service Overview

Doug Bañez
Managing Director



Aviation industry trends are challenging air services in small communities

Consolidation in the U.S. airline industry

- **IMPACT:** Fewer independent airlines flying domestic routes

Airlines shifting to larger aircraft on domestic flights

- **IMPACT:** Reduced flight frequency & mismatches of seat supply / demand

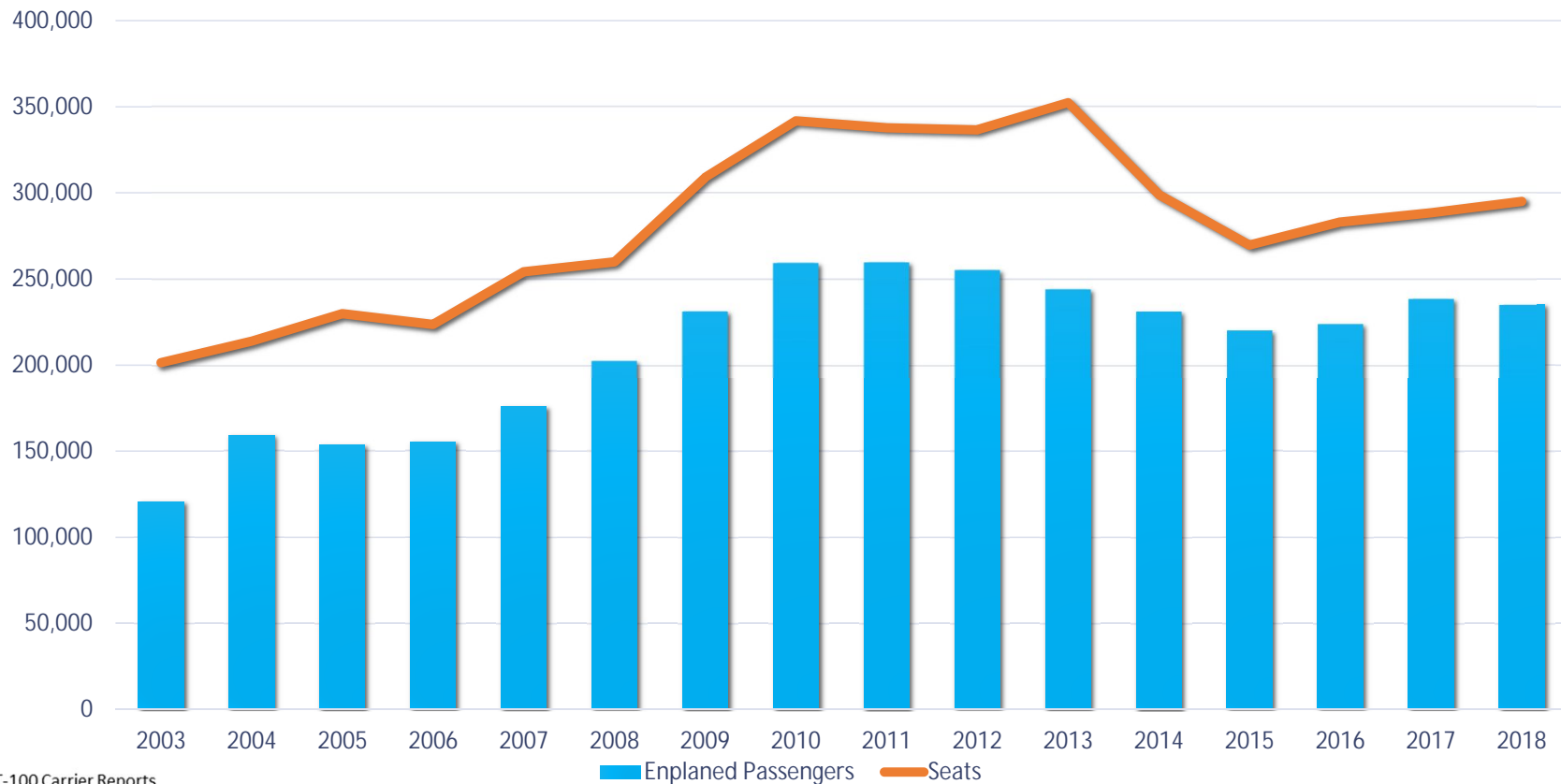
Pilot shortage in the U.S.

- **IMPACT:** Regional airlines facing increased costs and turnover

Taken together, these trends have led to air service reductions and losses at many U.S. airports in recent years – especially airports serving small communities

- In the last four years, 20 small communities in the U.S. have completely lost commercial passenger air service
- In the same period, 91 other small U.S. airports have seen departures cut by at 50%

Enplaned passenger levels at FAY have increased by 95% since 2003. Like most regional airports, FAY's passenger levels are largely driven by available seat capacity.



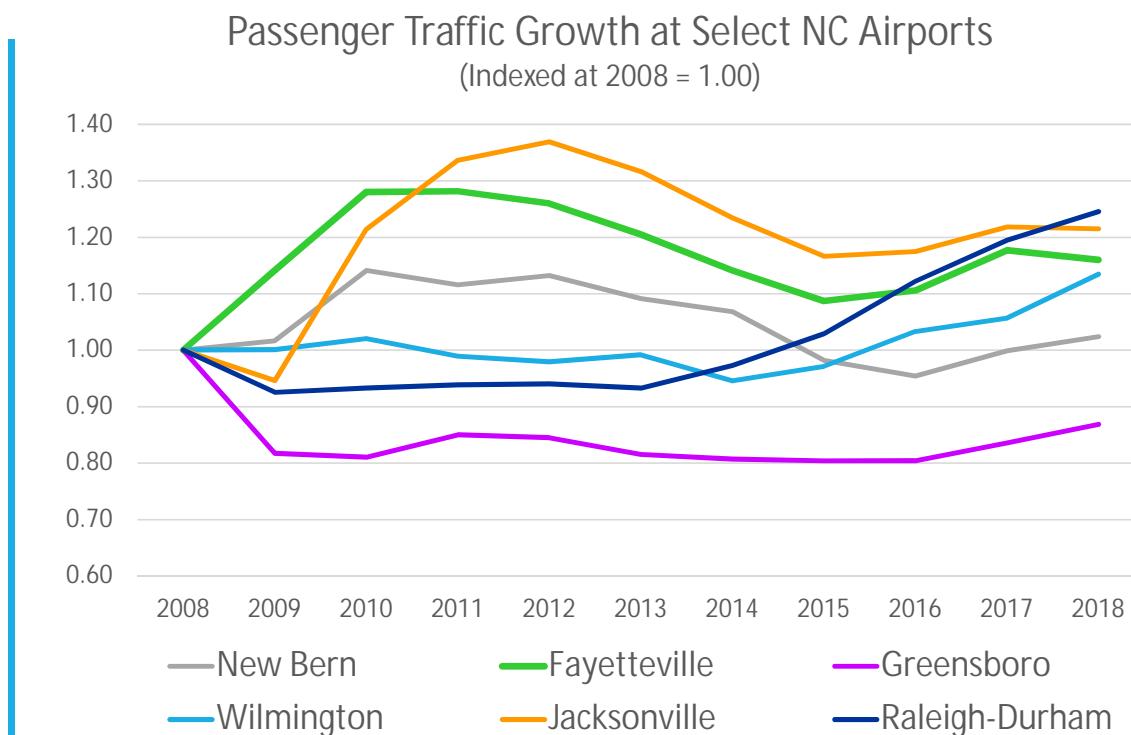
Source: U.S. DOT, T-100 Carrier Reports

Initial analysis shows FAY's overall performance is in-line with key air service metrics

Average Load Factors
at FAY and Relevant Hub Airports

Airline / Hub	FAY	Hub Average (regional aircraft)
Delta / Atlanta	78%	80%
American / Charlotte	82%	83%
United / Washington Dulles	64%	83%

- FAY flights by DL and AA are performing in-line with other markets served by the respective hubs
- United's load factor at FAY was well below the IAD hub average

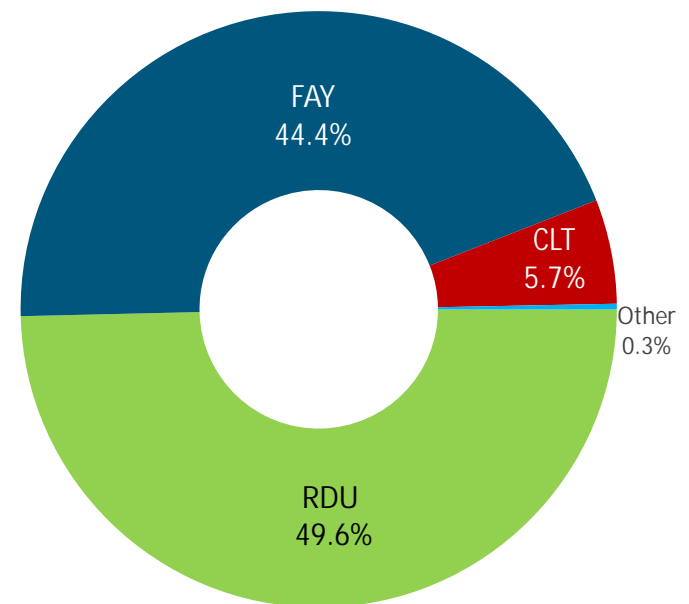


Over the past 10 years, FAY's passenger growth has followed trends of other NC regional airports

The abundance of air services at RDU and easy access to RDU from the Fayetteville region negatively impact FAY's ability to capture passengers from its core area

- In June of 2019, RDU will have over 1,400 weekly departures by 9 airlines
- RDU airline will provide nonstop service to 50 U.S. markets and 5 international destinations
- Raleigh-Durham CSA
 - Population 2.2 million / Household Income \$66,035
- Fayetteville CSA
 - Population 554,000 / Household Income \$42,124

Fayetteville Area Capture Rate by Airport



Sources: Airline Schedule data via PlaneStats, U.S. Census Bureau, Fayetteville Regional Airport Market Leakage Analysis (2016).

Air Service Development Initiatives at FAY

Competitive Environment for Air Services

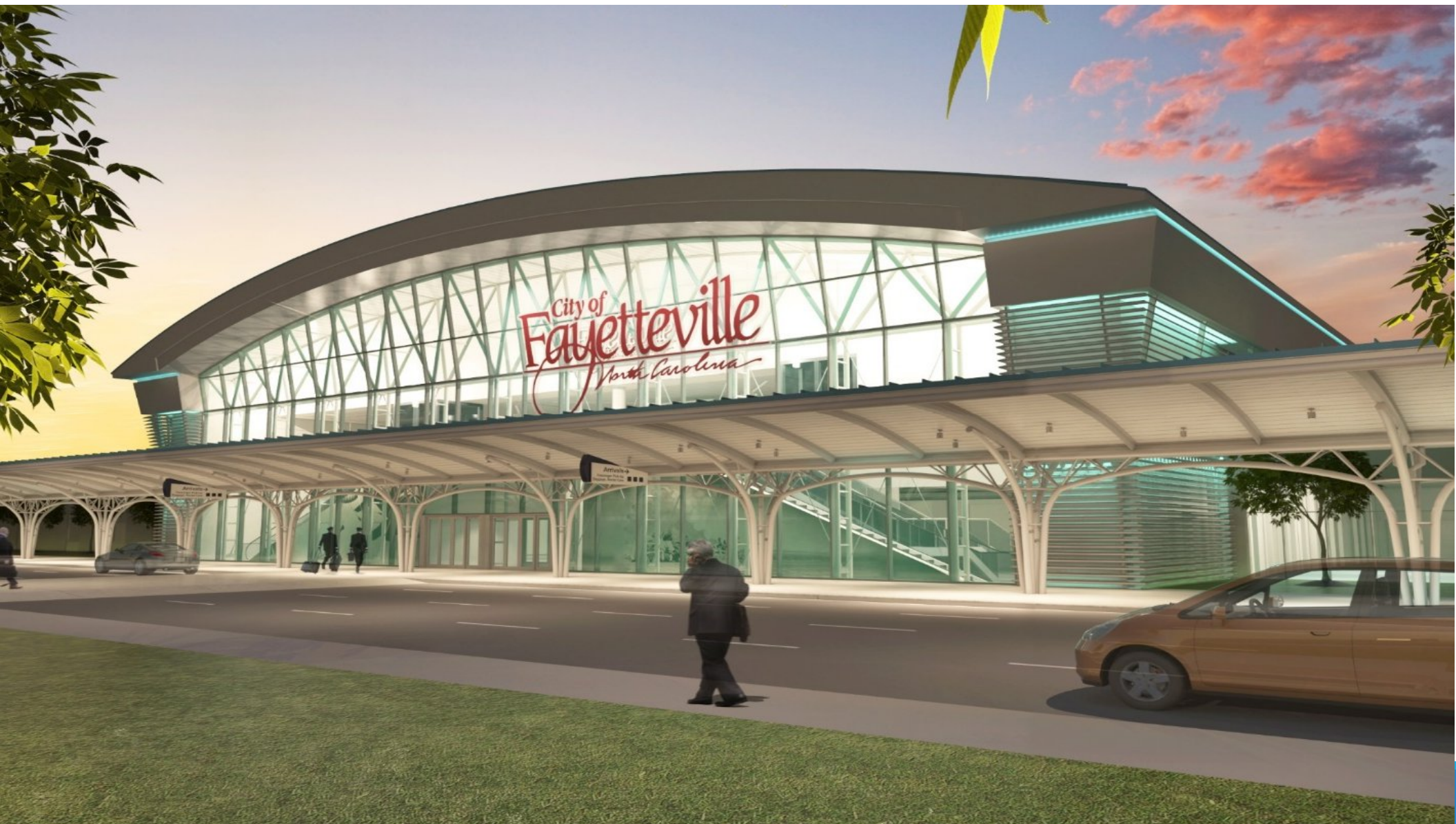
- Competition for air service is intensifying
- Airports and their communities must be pro-active and persistent

FAY Incumbent Carriers - **American Airlines** **DELTA**

- Track performance and propose enhanced services
- Retain current destinations / Add new destinations
- Meetings & Discussions with Network Planning staff at HQ

Evaluate Opportunities for New FAY Passenger Air Services

- Identify targets: new markets, new airlines, complementary services
- Analytical approach supporting established airline planning processes
- Outreach to target airlines
- Attend JumpStart air service conference and other industry events to promote FAY to airlines



Grant Process

Federal Aviation Administration (FAA) grant funding requires all airports within the National Plan of Integrated Airport Systems (NPIAS) to have a 20-year master plan document. The 20 year master plan is typically updated a minimum of every 10 years, which allows airports to reload a list of capital projects.

The process of developing a 5 year Airport Capital Improvement Program (ACIP) is closely coordinated with a regional Airports District Office (ADO), who in turn works through the regional airport office and ultimately Washington headquarters.

Within the program each commercial service airport is awarded entitlement funds distributed annually based on the number of enplaned passenger activity. In addition to entitlement funds, the FAA also awards discretionary grants on a competitive basis. The Fayetteville grant history spreadsheet details the entitlement and discretionary funding awarded to Fayetteville from 1996 to 2019.

An airport's ability to be successful in receiving discretionary dollars is a combination of building relationships and creative packaging of federal grant applications. As is demonstrated in the grant history report, Fayetteville has been very successful in obtaining discretionary dollars. The total federal grants, including pending 2019 dollars, will be \$86,285,582.

The Division of Aviation (DOA) within the North Carolina Department of Transportation (NCDOT) has a very robust program as compared to other states. The DOA has awarded Fayetteville a total of \$10,979,340 in grants for capital projects.

Fayetteville Regional Airport has a grant matching requirement for approximately 10% for most state and federal applications. Originally, Fayetteville Regional Airport was meeting this obligation via its operational budget. In 1999, Airport Management proposed to the Airport Commission, that they submit a Passenger Facility Charge Program for approval by the FAA. This would allow airport operational dollars to be used for operational purposes. In 2014, Airport Management proposed to the Airport Commission, the institution of a Customer Facility Charge (CFC) program to support rental car area improvements. CFC funding is used for improvements to rental car offices, parking facilities, and ultimately, they will fund a consolidated maintenance and operation facility.

These capital funds result in projects that are largely constructed by local contractors.

Grant History

FAA Grant History				
Year	Entitlement	Discretionary	Total	Description
1999	\$519,331.00		\$ 519,331.00	Security/Expand RSA/Modify Jet Bridge
2000	\$4,976,743.00		\$ 4,976,743.00	
2001	\$402,192.00		\$ 402,192.00	
2002	\$2,009,172.00		\$ 2,009,172.00	#26 Terminal Phase II
2003	\$1,000,000.00		\$ 1,000,000.00	#28 Gibson/Parnel land purchase
2004	\$1,457,676.00		\$ 1,457,676.00	#29 Approach Surface Clearing
2005	\$3,039,226.00		\$ 3,039,226.00	#30 Terminal Phase III
2006	\$1,127,409.00		\$ 1,127,409.00	#31 Fire Training Facility rehab
2007	\$673,474.00		\$ 673,474.00	#32 All design projects
2008	\$2,010,589.00	\$6,812,956.00	\$ 8,823,545.00	#33 RW 4/22 Overlay & light ; #34 Elect. Vault
2009	\$1,649,643.00		\$ 1,649,643.00	#36 & #35 ARFF Station 10 Rehab/Expansion
2010	\$1,863,802.00	\$4,073,102.00	\$ 5,936,904.00	#37 Tx A pavement & lighting
2011	\$1,981,210.00	\$3,000,000.00	\$ 4,981,210.00	#38 Air Carrier Apron phase I
2012	\$2,236,729.00	\$1,772,941.00	\$ 4,009,670.00	#39 RSA RW 4 & Tx A extension ; #40 FAA Reimb.
2013	\$2,129,114.00	\$1,662,563.00	\$ 3,791,677.00	#41 RW 4/22 paved shoulders
2014	\$2,075,000.00	\$3,966,751.00	\$ 6,041,751.00	#42 Term MP, Const Apron PhzII & Tx J&K rehab
2015	\$2,050,594.00		\$ 2,050,594.00	#43 Terminal design and MP part II
2016	\$1,978,267.00	\$10,000,000.00	\$ 11,978,267.00	#44 Construction Terminal Improvement Part I
2017	\$1,925,763.00		\$ 1,925,763.00	#45 Const Part I continued or Jet bridge purchase (future)
2018	\$1,978,267.00		\$ 1,978,267.00	#44 amendment - Proposed additional Jet bridges
2019	\$1,978,267.00	\$10,000,000.00	\$ 11,978,267.00	
2020	\$1,978,267.00		\$ 1,978,267.00	
2021	\$1,978,267.00		\$ 1,978,267.00	
2022	\$1,978,267.00		\$ 1,978,267.00	
Totals	\$44,997,269.00	\$41,288,313.00	\$86,285,582.00	

Grant History

NC State Grant History				
Year	Entitlement	Discretionary	Total	Description
1996	\$300,000.00		\$ 300,000.00	
1997	\$300,000.00		\$ 300,000.00	
1998	\$300,000.00		\$ 300,000.00	
1999	\$300,000.00	\$0.00	\$ 300,000.00	
2000	\$300,000.00		\$ 300,000.00	
2001	\$300,000.00		\$ 300,000.00	
2002	\$300,000.00		\$ 300,000.00	
2003	\$300,000.00		\$ 300,000.00	
2004	\$300,000.00		\$ 300,000.00	
2005	\$300,000.00		\$ 300,000.00	
2006	\$300,000.00		\$ 300,000.00	
2007	\$300,000.00		\$ 300,000.00	
2008	\$300,000.00		\$ 300,000.00	
2009	\$300,000.00		\$ 300,000.00	
2010	\$300,000.00		\$ 300,000.00	
2011	\$300,000.00		\$ 300,000.00	
2012	\$300,000.00		\$ 300,000.00	
2013	\$300,000.00		\$ 300,000.00	
2014	\$300,000.00	\$1,500,000.00	\$ 1,800,000.00	
2015	\$0.00	\$1,500,000.00	\$ 1,500,000.00	
2016	\$0.00	\$0.00	\$ -	
2017	\$0.00	\$0.00	\$ -	
2018		\$1,139,670.00	\$ 1,139,670.00	
2019		\$1,139,670.00	\$ 1,139,670.00	
Totals	\$5,700,000.00	\$5,279,340.00	\$10,979,340.00	
Local assume 10%			Grand Total	
Total Federal and State grants	\$ 9,726,492.20	\$ 97,264,922.00	\$	106,991,414.20

Marketing Summary

To enhance community awareness and promote airport services, a Marketing Specialist position was created in 2017. The summary below outlines the overall marketing efforts that have been initiated.

Expansion of Marketing Plan

The airport marketing budget has been expanded to increase the amount of advertising in efforts to enhance branding and awareness in the local and surrounding communities. During planning, a review of our current air service data was used to identify traveler demographics, market area, and peak travel seasons.

Current airport advertising includes print ads in area relocation guides, 30 second radio ads on the top 4 stations in the area, billboards in key locations surrounding the community to include I-95, Lumberton and Spring Lake, and display advertising at the Crown Complex and JP Riddle Stadium. Furthermore, the airport will place additional advertising on Ft. Bragg at MWR facilities and at the Fayetteville Woodpeckers' stadium.

Development of New Creative

To successfully build a solid brand image, a new creative advertising theme and visuals are being developed. The new creative will be utilized across all current advertising mediums (e.g. print, radio, display, etc.). In addition, the development of 30 second video and digital advertisement will be completed to be used in television schedules and digital ads.

Website Redesign

The current flyfay.com website is being re-designed. The new design includes a re-organized layout; making it more user-friendly for website visitors. Additional information and web pages will be added along with updated graphics. The overall goal is to increase digital marketing efforts and attract more customers to the website.

Social Media

With the consistent monitoring and management of social media channels in 2018, airport Facebook and Twitter pages saw significant growth. Daily postings educate and update the public, promote airport services and increase community engagement. Since April 2018 Facebook followers have increased 11.7%; going from 2,865 to 3,200. Twitter followers have increased 195.2%; going from 63 followers to 186.

Marketing Budget

ANNUAL ADVERTISING BUDGET



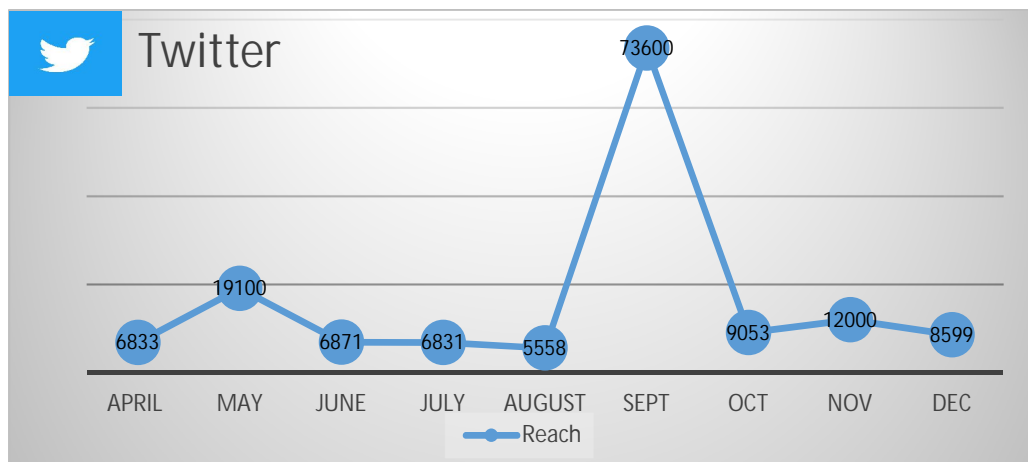
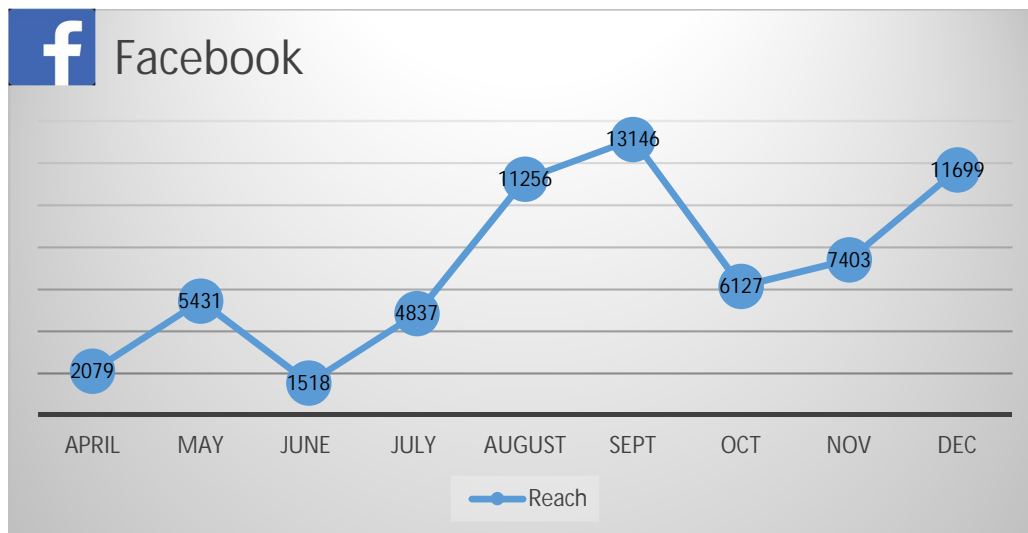
CATEGORY	Per Year	
	TOTAL EXPENSES	% OF TOTAL
Print Advertising	\$ 14,794.86	8%
Dex Media-Phone Book	\$ 1,284.00	9%
Relocation Guide	\$ 4,049.00	27%
Discover Fayetteville (Fay Observer)	\$ 1,619.00	11%
Fayetteville Press	\$ 3,000.00	20%
Ft. Bragg Guide	\$ 3,900.00	26%
Up & Coming Pocket Guide	\$ 942.86	6%
Events	\$ 8,641.01	4%
Chamber event	\$ 1,000.00	12%
NC Airports Association Conf.	\$ 1,500.00	17%
SEC-AAAE Conf.	\$ 2,000.00	23%
Festival supplies	\$ 80.77	1%
Promotional Giveaways	\$ 4,060.24	47%
Bulletins	\$ 17,167.50	9%
Billboards	\$ 17,167.50	100%
Entertainment Centers	\$ 15,255.00	8%
Crown Complex	\$ 3,600.00	24%
ScreenVision	\$ 1,605.00	11%
MWR	\$ 2,800.00	18%
Arts Council	\$ 1,000.00	7%
Swampdogs	\$ 3,750.00	25%
Astros	\$ 2,500.00	16%
Radio	\$ 33,524.00	17%
Cumulus (Q98, Magic)	\$ 14,064.00	42%
Colonial (River, Ft. Bragg Radio)	\$ 5,000.00	36%
Beasley (WKML, Foxy)	\$ 14,460.00	43%
Online	\$ 8,548.00	4%
FACVB banner ad	\$ 948.00	11%
Expedia Digital Marketing	\$ 7,500.00	88%
FB Boosted Posts	\$ 100.00	1%
TV	\$ 8,500.00	4%
Spectrum	\$ 8,500.00	113%
Other	\$ 88,600.00	45%
New Airline	\$ 50,000.00	56%
New website	\$ 16,300.00	33%
New Creative	\$ 22,300.00	45%
TOTAL EXPENSES	\$ 195,030.37	100%

ANNUAL BUDGET	\$ 200,000.00	100%
TOTAL EXPENSES	\$ 195,030.37	
REMAINING BUDGET	\$ 4,969.63	2%

Social Media Report

Reach

Reach refers to the total number of different people exposed, at least once, to a medium during a given period. The following charts show the monthly reach statistics for Twitter and Facebook posts since April 2018.

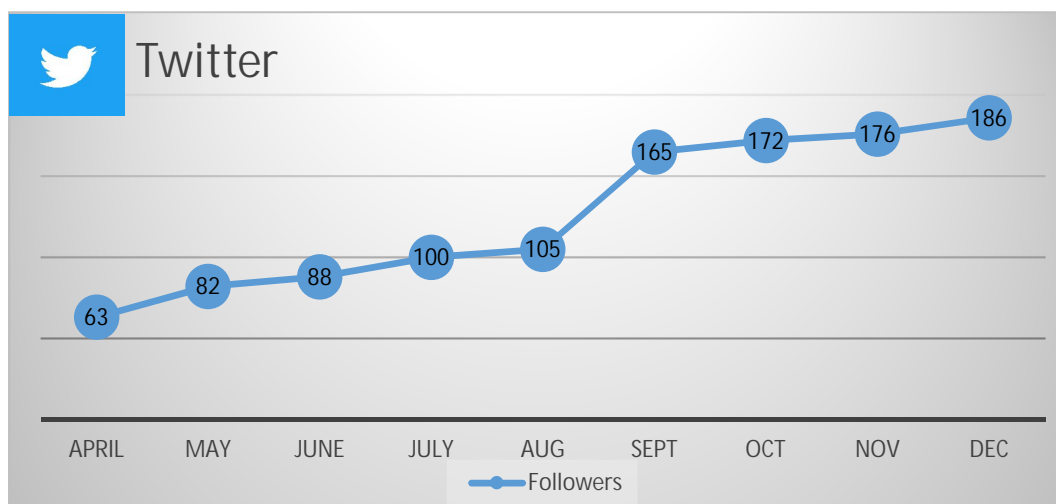
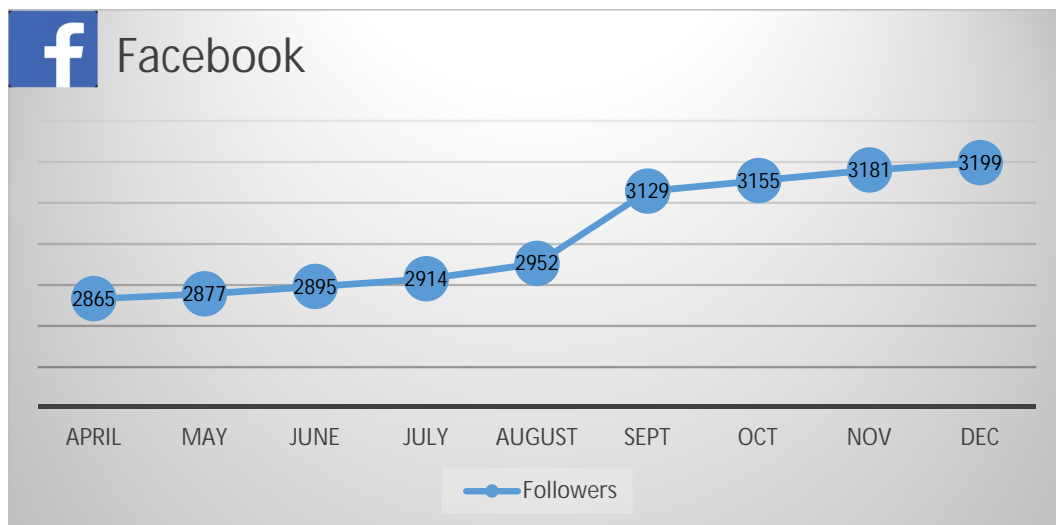


Facebook reach has increased from 2,079 in April, to 11,699, resulting in a 462.7% increase. Twitter currently has 8,599 reach, 25% more than in April. As shown in the above chart, Twitter's reach shows significant increase during peak travel seasons, as well as, throughout natural disaster and inclement weather periods.

Social Media Report

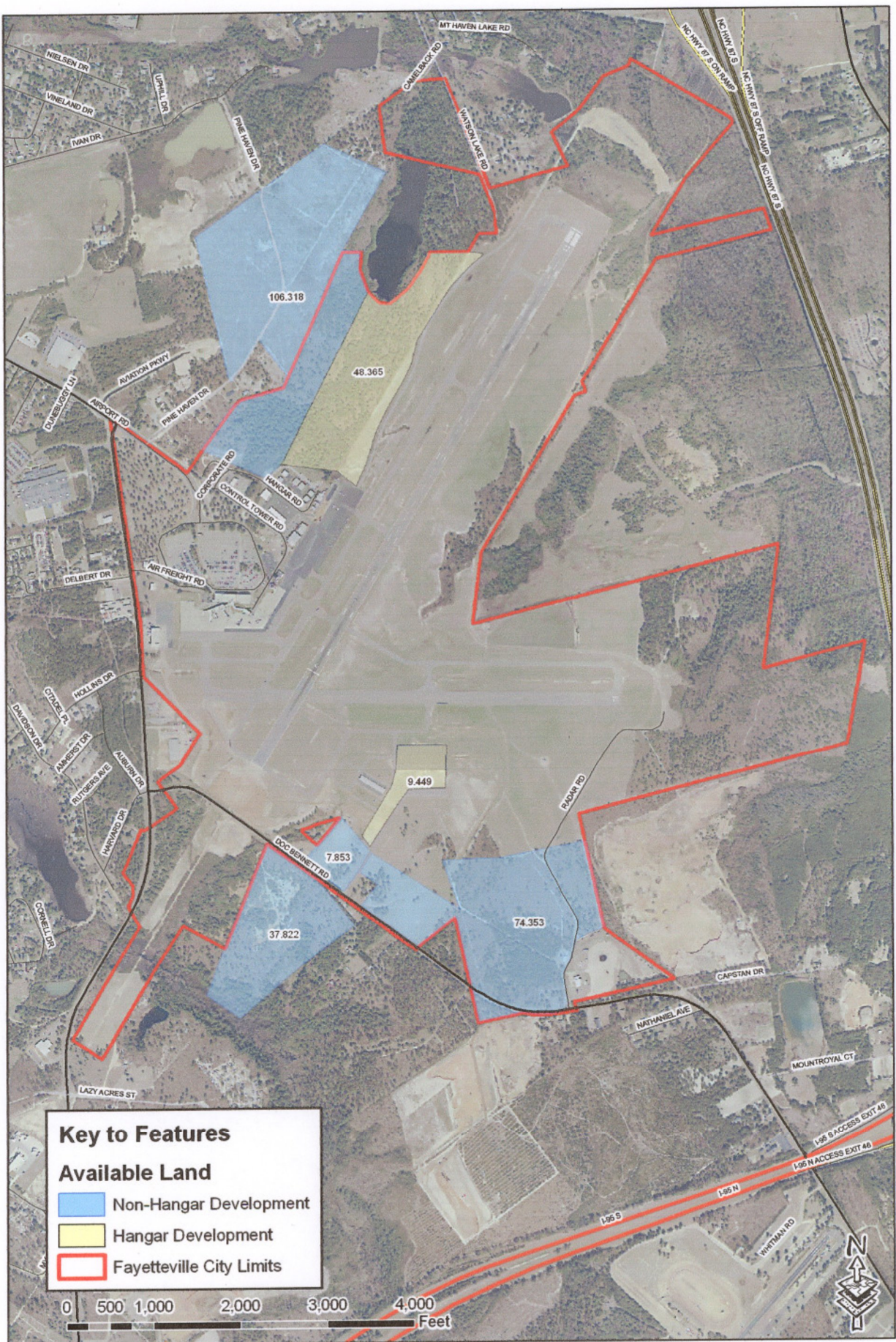
Followers

Followers are individuals who have chosen to “like” or “follow” your page in order to see your postings in their social media feed. The following charts show the growth of followers on Facebook and Twitter since April 2018.

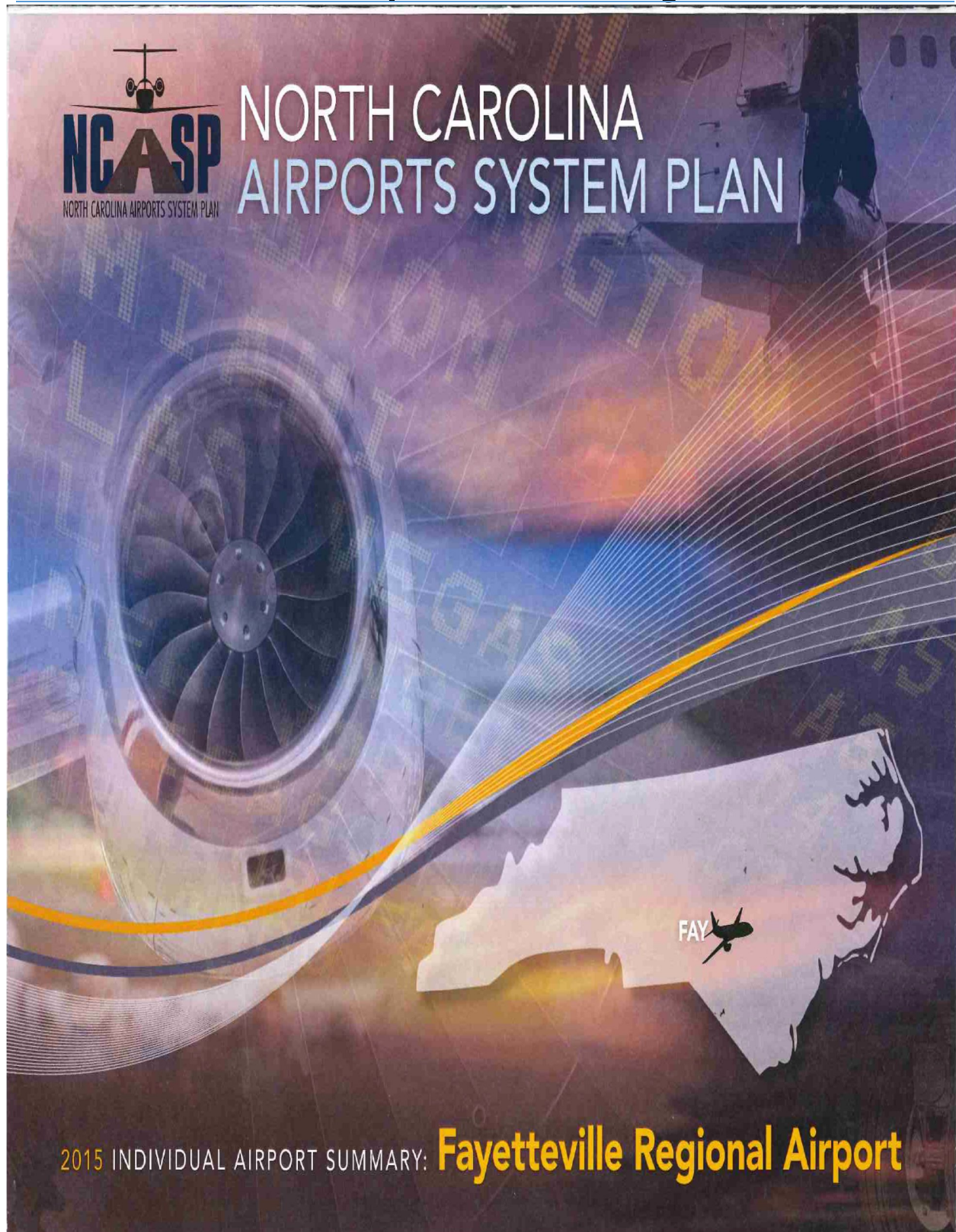


Facebook has shown an 11.7% increase in FAY followers since April. FAY Twitter followers have increased from 63 to 186; a 195% increase over the same period.

FCEDC Land Opportunity Map



Economic Impact Study



Economic Impact Study









The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About FAY

Fayetteville Regional Airport (FAY) is located in the City of Fayetteville and the County of Cumberland in the south central portion of the state. The airport is owned by the city and provides commercial airline and general aviation services to its patrons.




Associated County / City	 Cumberland / Fayetteville
Annual Operations (2013)	 45,032
Number of Based Aircraft (2013)	 46
Enplanements (2013)	 246,349
Primary Runway	 04/22
Dimensions	 7,709 FT X 150 FT
Approach/Approach Lighting	 Precision / MALSR
Population Within 60-Min. Drive	 1,066,820



Economic Benefit of the Fayetteville Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT		740 jobs
PAYROLL		\$22,530,000
ECONOMIC OUTPUT		\$318,810,000

FAYETTEVILLE REGIONAL AIRPORT

City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
(910) 433-1FAY (1329)

City Council Action Memo

File Number: 18-575

Agenda Date: 1/7/2019

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 4.02

TO: Mayor and Members of City Council

THRU: Kristoff Bauer, Deputy City Manager

FROM: Sheila Thomas-Ambat, P.E., Interim Public Services Director

DATE: January 7, 2019

RE: Stormwater Infrastructure Maintenance Policy

COUNCIL DISTRICT(S): All

Relationship To Strategic Plan:

High quality built environment

Executive Summary:

The City has grown significantly over the past two decades however policies related to stormwater infrastructure maintenance have not kept up with this growth. Staff will provide an informative presentation to Council that highlights the challenges of maintaining, repairing, and replacing stormwater infrastructure in a City of over 200,000 residents.

Background:

Stormwater infrastructure consists of a network of catch basins, drop inlets, swales, pipes, and stormwater control measures (SCM's) that carry stormwater runoff away from roadways and property, ultimately discharging it into creeks and streams. A great deal of this infrastructure is maintained by the City but an even larger portion is located on private property and considered the responsibility of property owners.

Responsibility for stormwater infrastructure comes at a cost for the City. Equipment, supplies, and personnel are needed to perform maintenance with a cost proportional to the size of the system being maintained. Additionally, stormwater infrastructure has a life cycle cost that typically requires greater funding for repairs with age and ultimately capital funding for full replacement after the functional life of the system is over.

Peer cities of Fayetteville generally have well defined policies regarding the responsibility

for stormwater infrastructure. Almost all North Carolina cities the size of Fayetteville or larger maintain stormwater infrastructure only in the public right-of-way.

Issues/Analysis:

City staff are not currently resourced with the personnel or equipment to proactively and consistently maintain the infrastructure located within the right-of-way in accordance with a defined level-of service. Maintaining the infrastructure outside of the right-of-way would require a significant increase in the operational budget and eventually an enormous investment in capital replacement. Without adoption of ordinance and policy changes, the City is in a position to inherit a significant liability in the form of future stormwater infrastructure maintenance, repair, and replacement.

Budget Impact:

Maintenance of off right-of-way stormwater infrastructure is estimated to be nearly \$1.53 million annually and is projected to increase overtime. If the City were to take responsibility for off right-of-way infrastructure, it is estimated that capital replacement costs would be \$4.17 million annually and increase significantly over time.

Options:

City Council adopts future revisions to the ordinance that articulates scope of responsibility for stormwater infrastructure maintenance based on a desired level of service, adopts a policy of performing operations & maintenance only within the City public Right-of-Way, and directs staff to develop a “Drainage Assistance Program” for future consideration by Council.

Do not adopt future ordinance revisions, do not direct staff to develop a “Drainage Assistance Program” and direct staff to provide specific budgetary and staffing needs to meet an alternate level of service for stormwater maintenance.

Recommended Action:

Staff recommends the City Council adopts future revisions to the ordinance that articulates scope of responsibility for stormwater infrastructure maintenance based on a desired level of service, adopts a policy of performing operations & maintenance only within the City public Right-of-Way, and directs staff to develop a “Drainage Assistance Program” for future consideration by Council.

Attachments:

Infrastructure Maintenance Presentation PDF

Stormwater Infrastructure

Maintenance, Repair and Replacement

Stormwater Infrastructure - Maintenance, Repair and Replacement

Direction Needed:

- What is the appropriate “Level of Service” or scope of responsibility for Fayetteville stormwater maintenance?

Key questions:

- Cost
- Sustainability
- Peer Communities

Stormwater Infrastructure - Maintenance, Repair and Replacement

Goal Provide background on the extent of City responsibility to maintain, repair, remove and replace stormwater infrastructure within City Limits.

What is
Stormwater
Infrastructure

Easements &
Legal
Responsibility

Peer City/CoF
Comparison

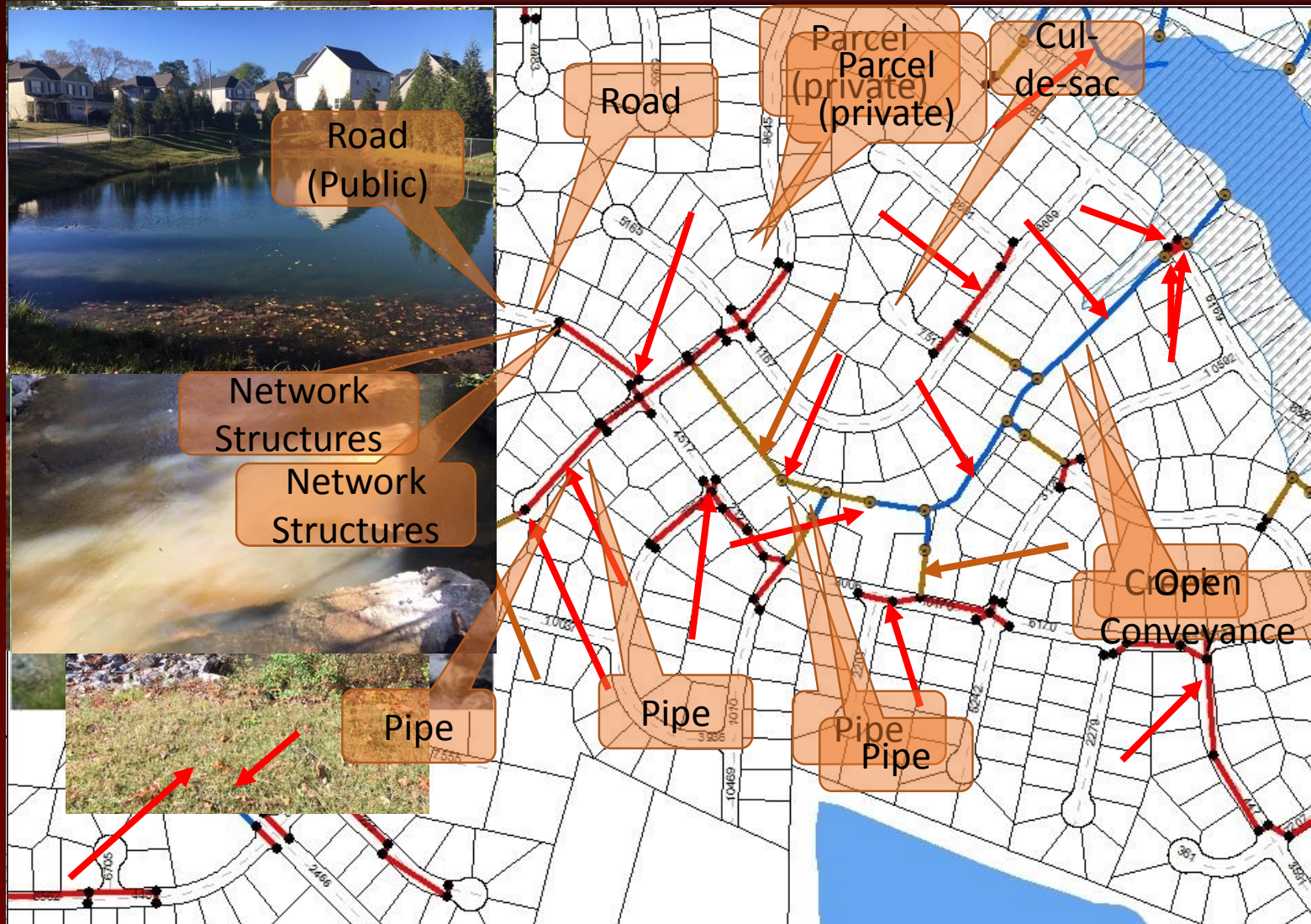
Potential
Liability

Options for
Private
Properties

Council
Direction

What is Stormwater Infrastructure

What is Stormwater Infrastructure



Assets

- Stormwater Pipe network
 - In the road (Public RoW)- Red
 - Off RoW - Brown
- Stormwater Network Structures
 - Catchbasins
 - Inlets
 - Headwalls
- Open Conveyance
 - Roadside Swale
 - Backyard creek or ditch
 - Stream
 - Retention Basin (SCM)

What stormwater or
drainage infrastructure
does the City have legal
responsibility to
maintain and/or repair?

Helpful Distinction:

**PUBLIC
RIGHT-OF-
WAY**

Commonly
referred to as
a “city street”

Triggers a
DUTY under
STATE LAW

EASEMENT
(on private
property)

No duty
triggered

Grants
PERMISSION
for a purpose

CITY'S MAINTENANCE DUTY UNDER STATE LAW FOR **PUBLIC RIGHTS-OF-WAY or STREETS**

**NCGS 160A -
296(a)(1)**

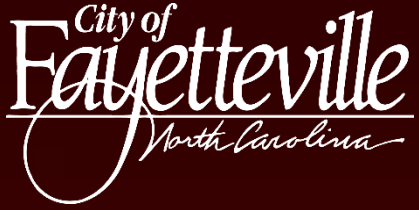
“A city shall have general authority and control over **all public streets**, sidewalks, alleys, bridges, and **other ways of public passage** within its corporate limits ... [and has] [t]he **duty** to keep the public streets, sidewalks, alleys, and bridges in proper repair.”

CITY'S MAINTENANCE DUTY UNDER STATE LAW FOR **PUBLIC RIGHTS-OF-WAY or STREETS**

When does a City assume the duty or OBLIGATION to maintain streets (which includes drainage)?

When streets are dedicated for public use, and

The City accepts the streets for maintenance either **EXPLICIT** OR **IMPLICIT**



CITY'S MAINTENANCE DUTY UNDER STATE LAW FOR **PUBLIC RIGHTS-OF-WAY or STREETS**

More on the City's IMPLICIT acceptance of rights-of-way for maintenance (including drainage). Cases have found municipal control when a city has:

Maintained or repaired drainage, sewer lines and other utilities in a private right-of-way or easement;

**PUBLIC
RIGHT-
OF-WAY**

Commonly
referred to as
a “city street”

Triggers a
DUTY under
STATE LAW

**EASEMENT
(on private
property)**

Grants PERMISSION for a
purpose

No duty triggered

**BUT a legal obligation to
maintain could be legally
triggered by the city’s implicit
acceptance for maintenance.**

Peer City/CoF Comparison

What do other Municipalities in NC do

Durham (267,743,
108 mi²)

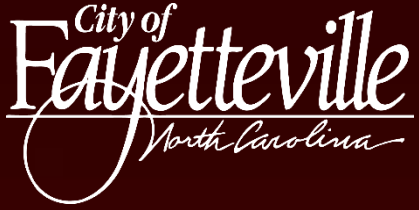
- Drainage System Ownership and Maintenance Responsibility: The owner of the property where a drainage system is located is legally responsible for its maintenance. This includes all features of the drainage system such as ditches, stream banks, and even buried pipes. **The city only owns and maintains the stormwater drainage system within the public right-of-way and other property owned by the city.**

Winston-Salem (244,605,
133 mi²)

- The mission of the Stormwater Management Program is to restore, protect, and preserve the surface waters within the City of Winston-Salem and to **maintain, repair, map, and evaluate drainage systems within the street right-of-ways.**

Cary (165,904,
59 mi²)

- Storm drainage features such as streams, swales, pipes and culverts on a homeowner's property are the responsibility of the home owner as stated in the Certificate of Ownership and Dedication, required on all subdivision plats recorded in the Town of Cary. **The Town only maintains drainage in the right-of-way.**



What do other Municipalities in NC do

City	Population	Area (Sq. Mile)	Public RoW	off RoW
Raleigh	464,758	145	✓	x
Durham	267,743	108	✓	x
Winston-Salem	244,605	133	✓	x
Cary	165,904	59	✓	x
Wilmington	119,045	41	✓	x
Highpoint	111,513	55	✓	x
Asheville	91,902	45	✓	x
Chapel Hill	59,862	19	✓	x

Others vs City of Fayetteville

CoF Article 3, Section 23

Prior to 10-27-2008

There was no ordinance for stormwater systems in the city communicated via easement.

Stormwater management facilities shall mean those structures and facilities that are designed for the collection, conveyance, storage, treatment and disposal of stormwater runoff into and through the drainage system. This includes all stormwater quantity and quality facilities.

for

Post 10-27-2008

All stormwater management facilities shall be privately owned and maintained unless the city accepts the facility for city ownership and maintenance.


The City shall accept functional maintenance responsibility of structural stormwater management facilities that are installed pursuant to this article following a warranty period provided the stormwater management facility only serves a single-family detached residential development or townhomes all of which have public street frontage.

Summary - What does the City have to do?

Responsibility to Maintain, Remove and Replace

Except ~ 42 Stormwater Management Facilities from Single Family Residential Development's post 2008 ordinance


RoW (Non-DOT) ✓



743 Miles

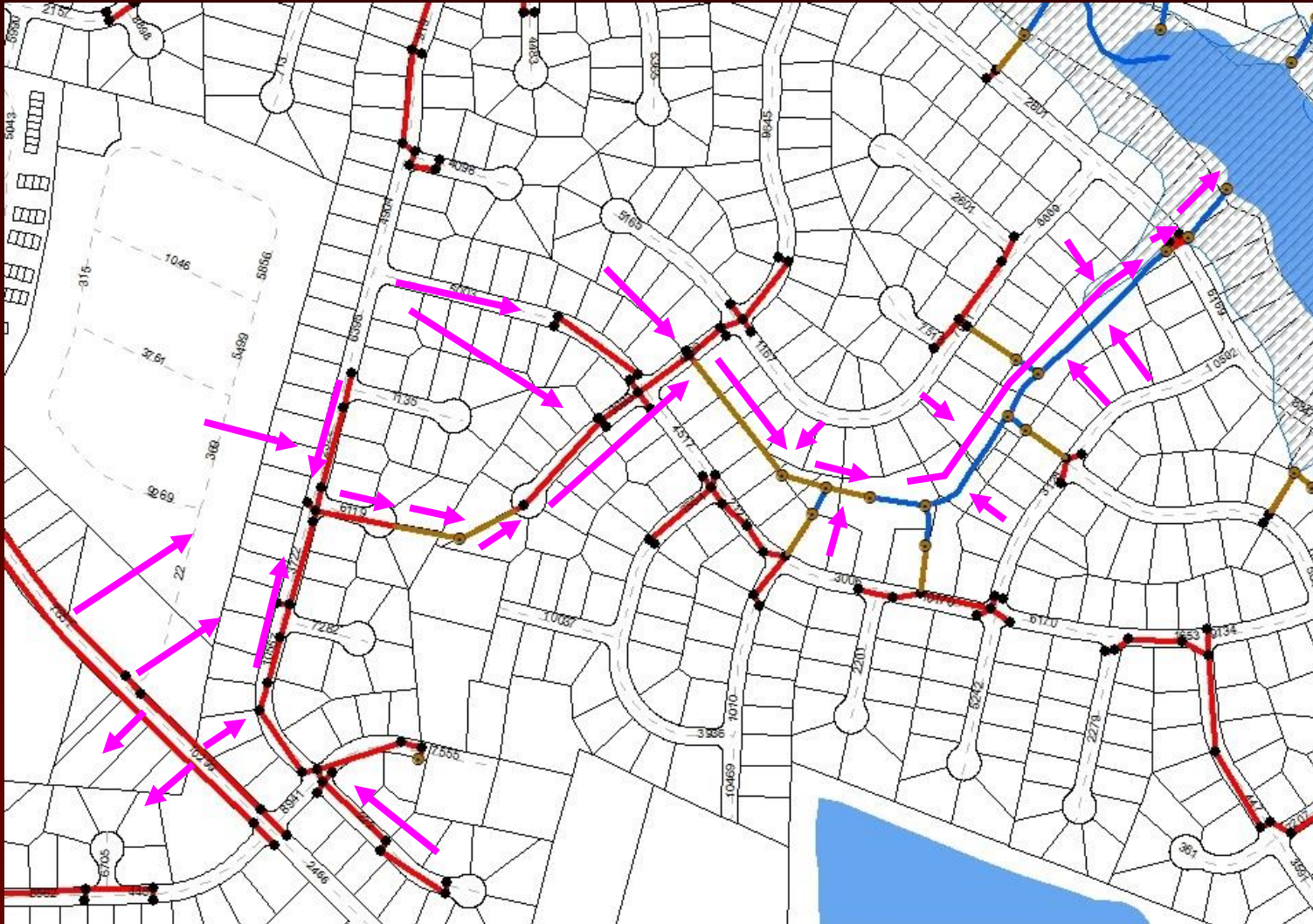
- 19 Bridges
- 6 CoF Dams
- ~ 243 mi. Pipes-Culverts
- ~ 20 mi. of Open Conveyance
- ~17401 Network Structures
- 743 mi. - Street Sweeping
- <1 mi. Streams

Off RoW – Private ✗



- ~13 Bridges
- ~45 Dams, 4 PWC
- ~ 180 mi. Pipes-Culverts
- ~ 106 mi. Open Conveyance
- ~9354 Network Structures
- 0 mi. Street Sweeping
- ~180 mi. Streams

What is Stormwater Infrastructure: Public RoW versus Off RoW - Stormwater Flow



Stormwater Flow Path

- Stormwater flows through the storm sewer systems, ditches, and channels located in the:
 - public RoW
 - on a dedicated private storm sewer easements
 - private property without easement
- Majority of the runoff is off private property

Legal Responsibility versus Practice

Off Row - Removed and cleared debris in ditches, removed sediment and blockages, fixed sinkholes and inlet structures, removed trees in creeks, provided grading and realignments to prevent yard flooding

RoW ✓

Off RoW

Inconsistent in applying administration of core responsibilities

Staff have offered and applied various interpretations of easement and plat language in an attempt to be customer focused

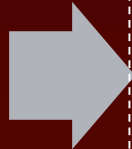
Conflicting Information

Not been focused and/or unable to provide services uniformly and fairly within the bounds of a vetted process

What is our Potential Liability

Potential Liability – Asset Management Approach

RoW ✓



off
RoW ✗

Asset management is a strategic approach to maintaining and sustaining infrastructure in order to meet the needs of the community at the lowest overall life cycle cost.

Calculate Financial Liability for Stormwater Infrastructure in CoF

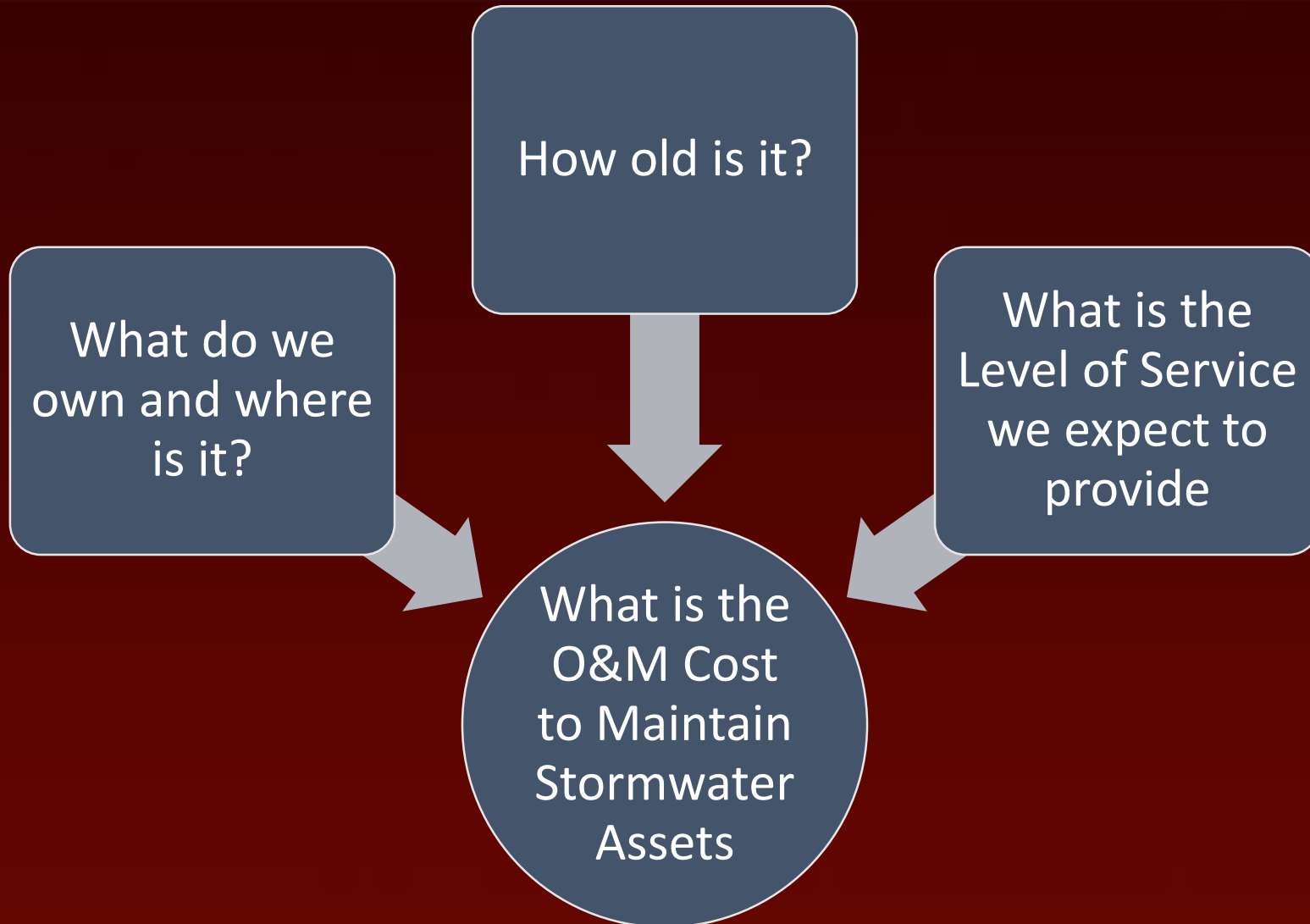
- Operations and Maintenance Cost (~100 yrs.)
- Replacement Cost (~100 yrs.)

This approach helps communities know how and where to prioritize limited funds in order to achieve the greatest benefit.

Asset management is a strategic approach to maintaining and sustaining infrastructure in order to meet the needs of the community at the lowest overall life cycle cost.

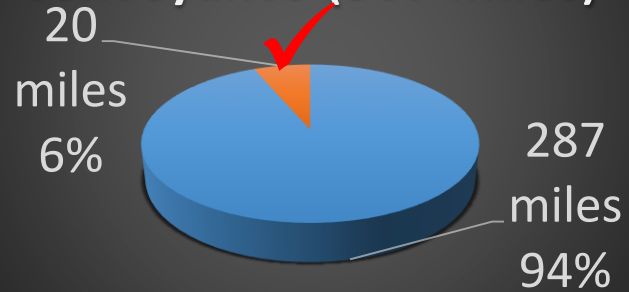
This approach helps communities know how and where to prioritize limited funds in order to achieve the greatest benefit.

What is the O&M Cost to Maintain Stormwater Assets

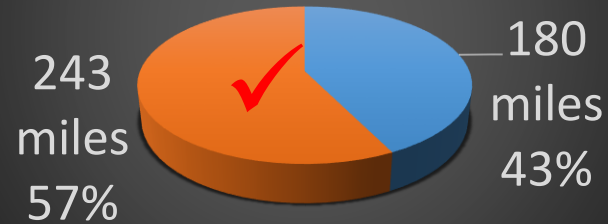


Potential Liability - What do we own and Where is it?

Streams and Open Conveyance (307 Miles)

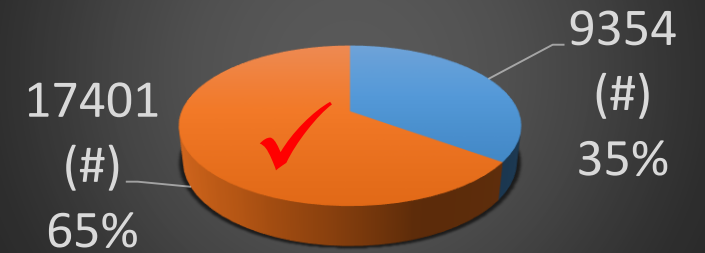


Stormwater Pipes and Culverts (423 Miles)

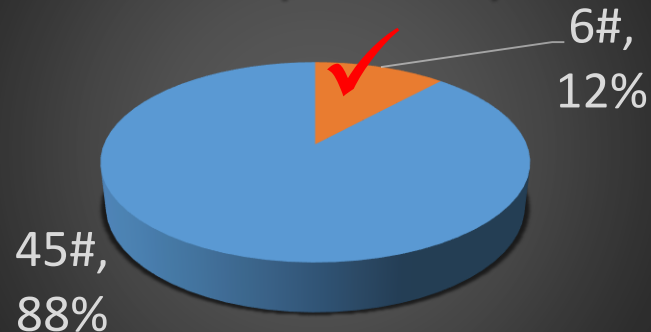


■ Off RoW - Private
■ Non DoT Public RoW

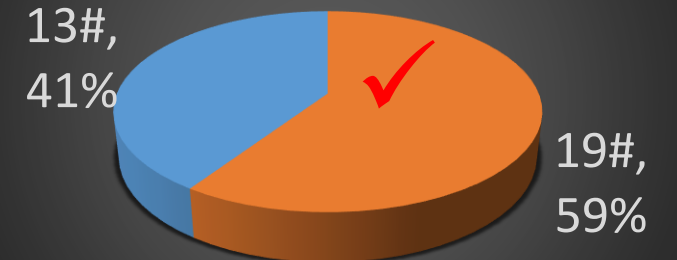
Stormwater Network Structures 26755 (#)



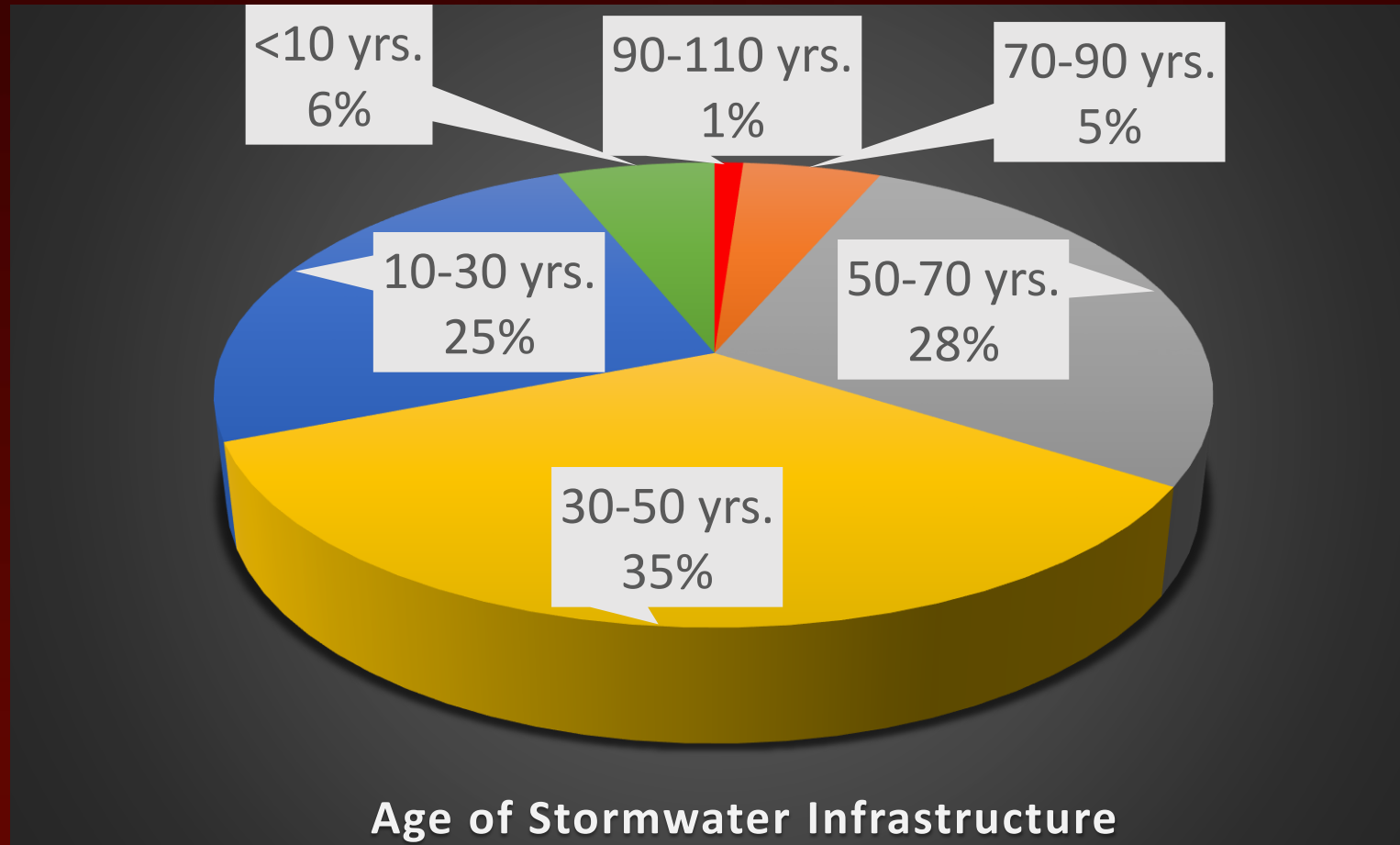
Dams (Total 51)



Bridges (Total 32)



O&M –What is the age of Infrastructure



Age ↑
O&M ↑
Replace →

O&M Cost based on Level of Service

Level of Service is defined as the service quality for a given activity. Levels of Service are often documented as a commitment to carry out a given action or actions within a specified time frame in response to an event or asset condition data.

Minor Rehab. – Pipe/Structures – 20 Yr. Cycle
Minor Rehab. Dams – 10 Yr. Cycle
Minor Rehab. Bridge Structures – 10 Yr. Cycle

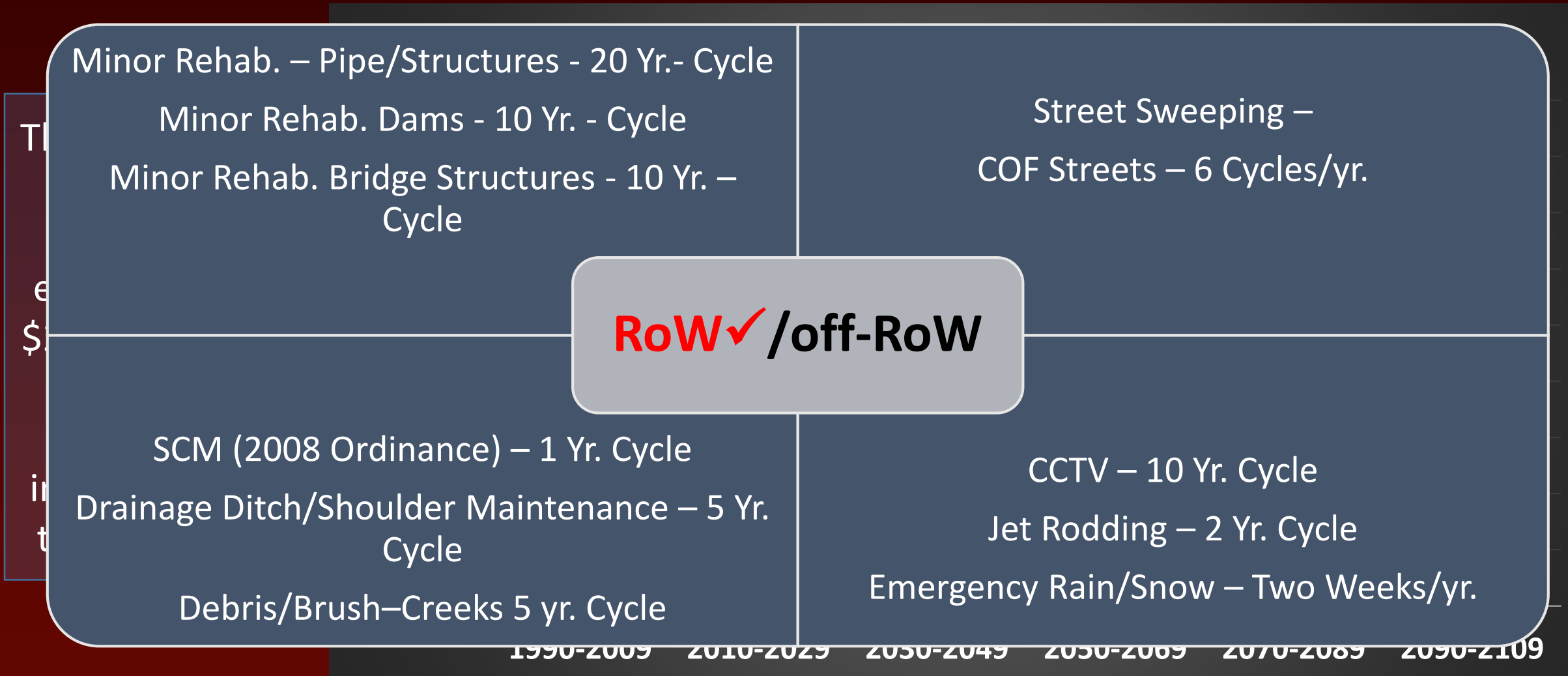
Street Sweeping –
OF Streets – 6 Cycles/yr.

RoW✓/off-RoW

SCM (2008 Ordinance) – 1 Yr. Cycle
Drainage Ditch/Shoulder Maintenance – 5 Yr. Cycle
Debris/Brush–Creeks 5 yr. Cycle

CCTV – 10 Yr. Cycle
Jet Rodding – 2 Yr. Cycle
Emergency Rain/Snow – Two Weeks/yr.

Potential Liability – Public RoW O&M Costs

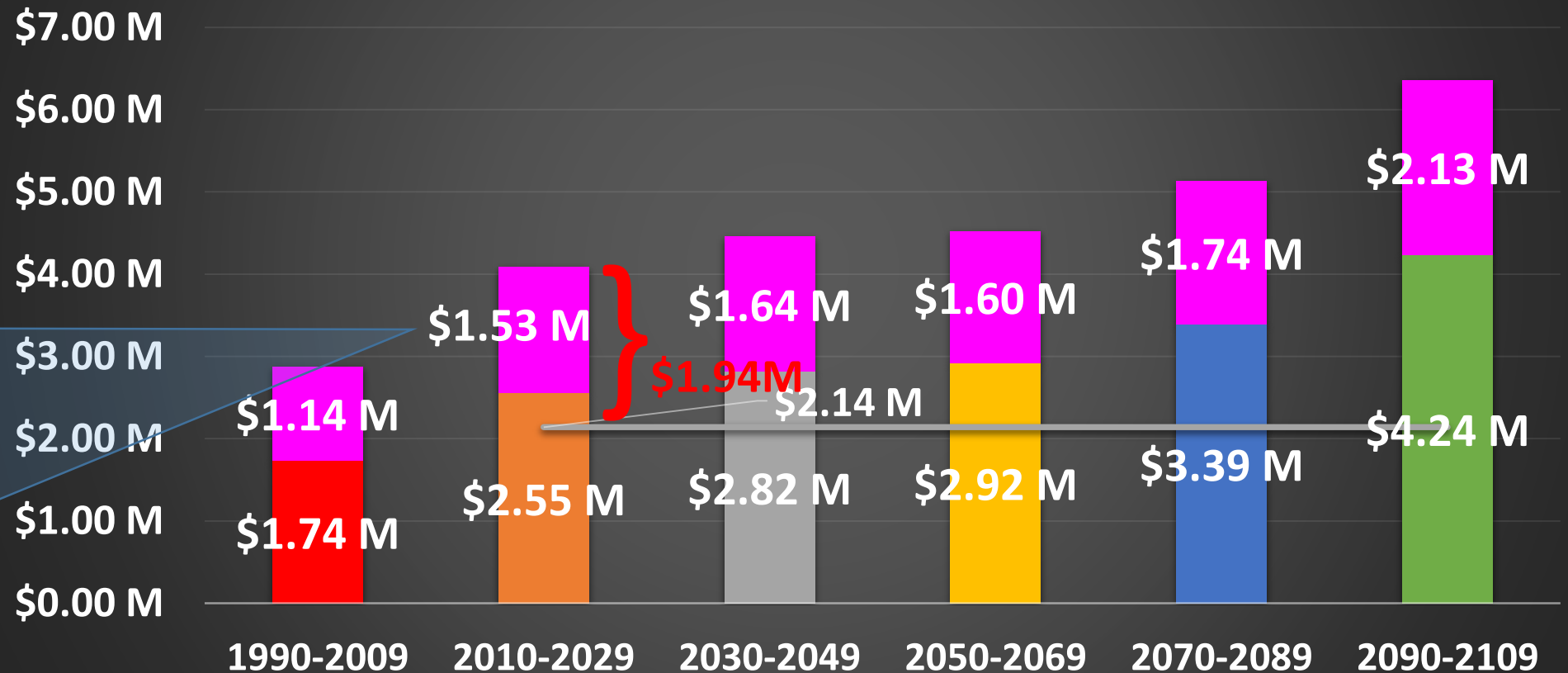


RoW ✓ / off-RoW

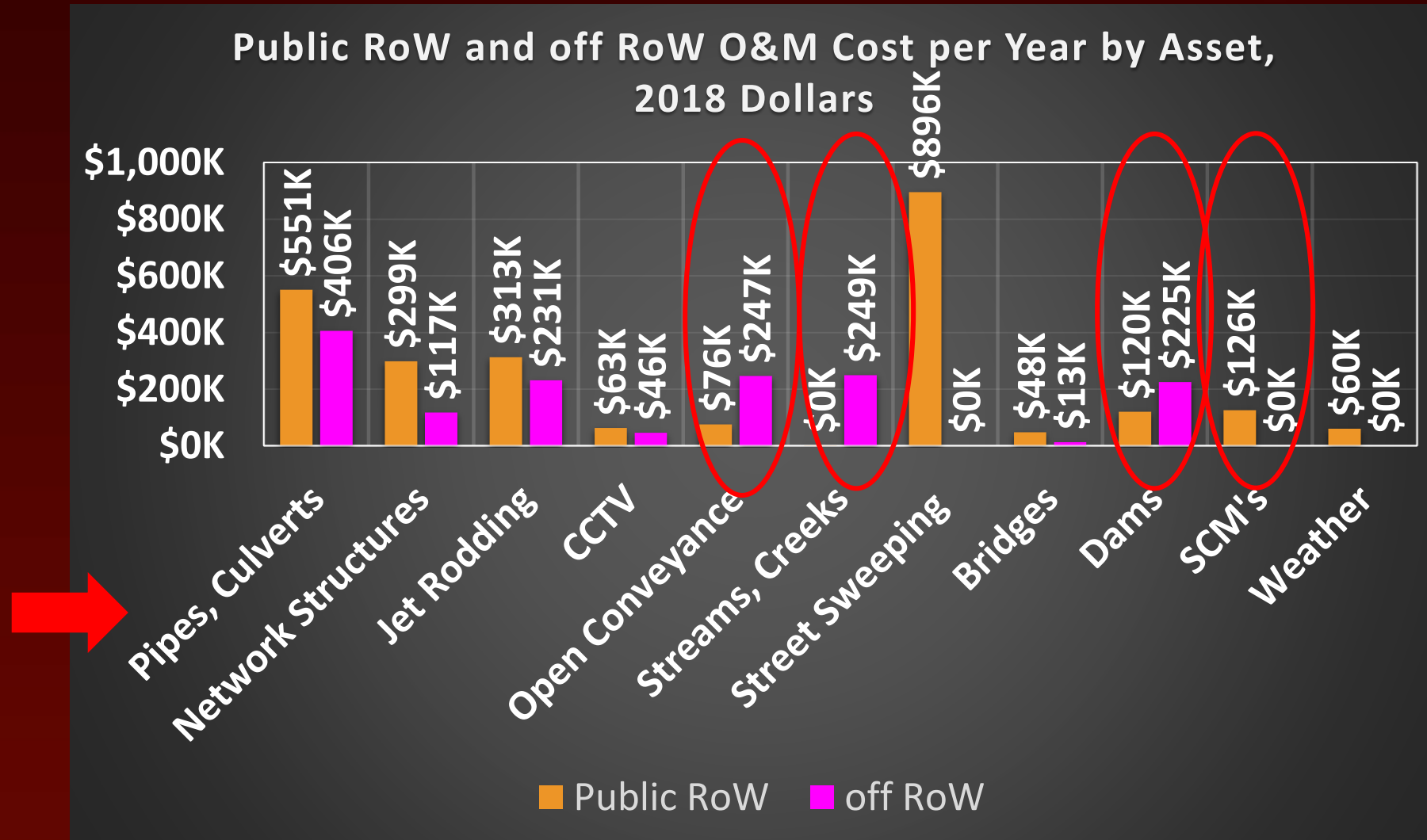
Potential Liability – Public RoW and off RoW O&M Costs

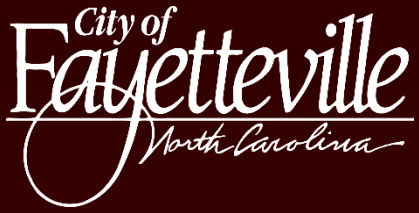
The O&M cost to meet the LOS described is estimated to increase by \$1.53M per year for the years 2010-2029 for additional services outside the public RoW

Public RoW and Off RoW O&M Costs Per Year (2018 Dollars)

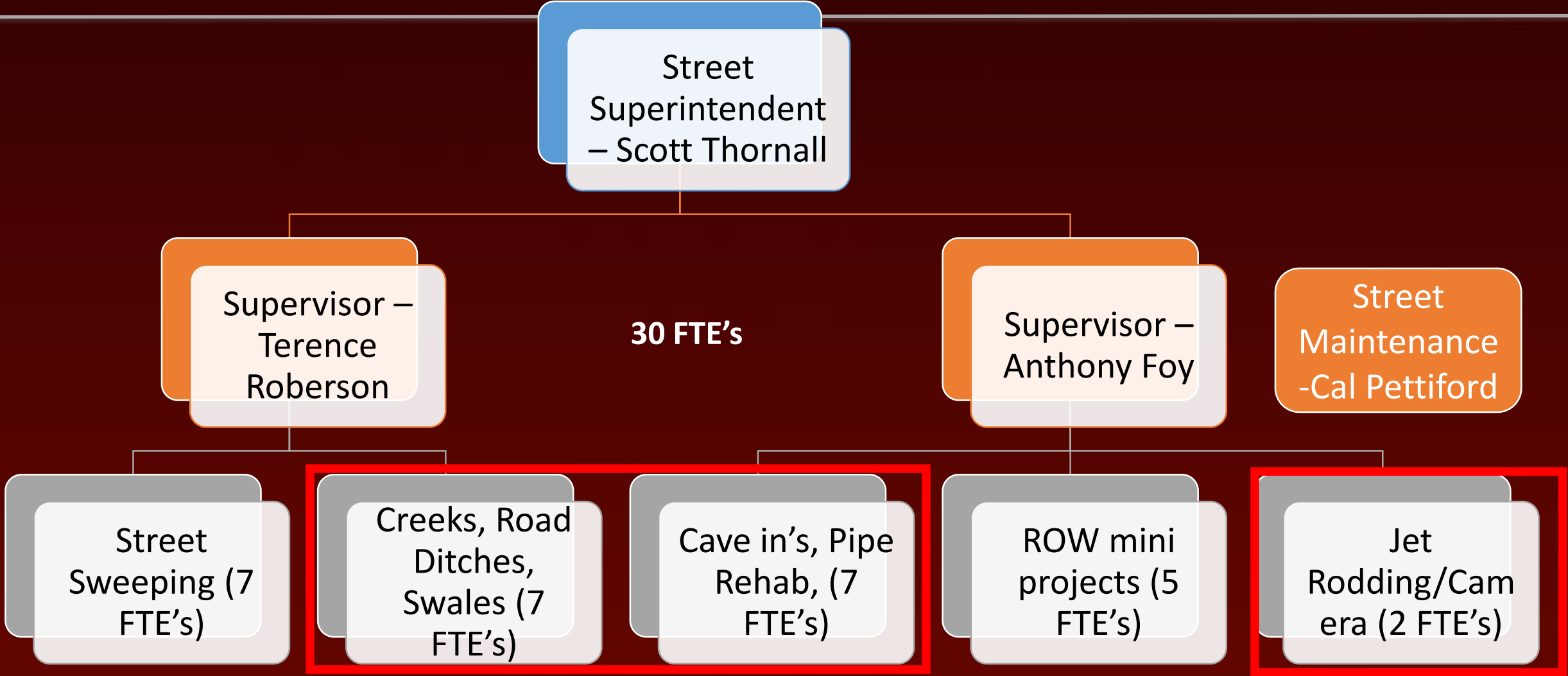


Public RoW and off RoW O&M Cost per Year by Asset, 2010-2029

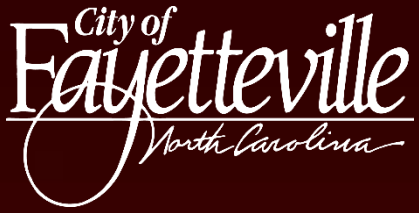




CoF O&M Staff Resources-Stormwater Maintenance



~Approximately add these three units – minimum 18 FTE's plus equipment for off RoW at LOS



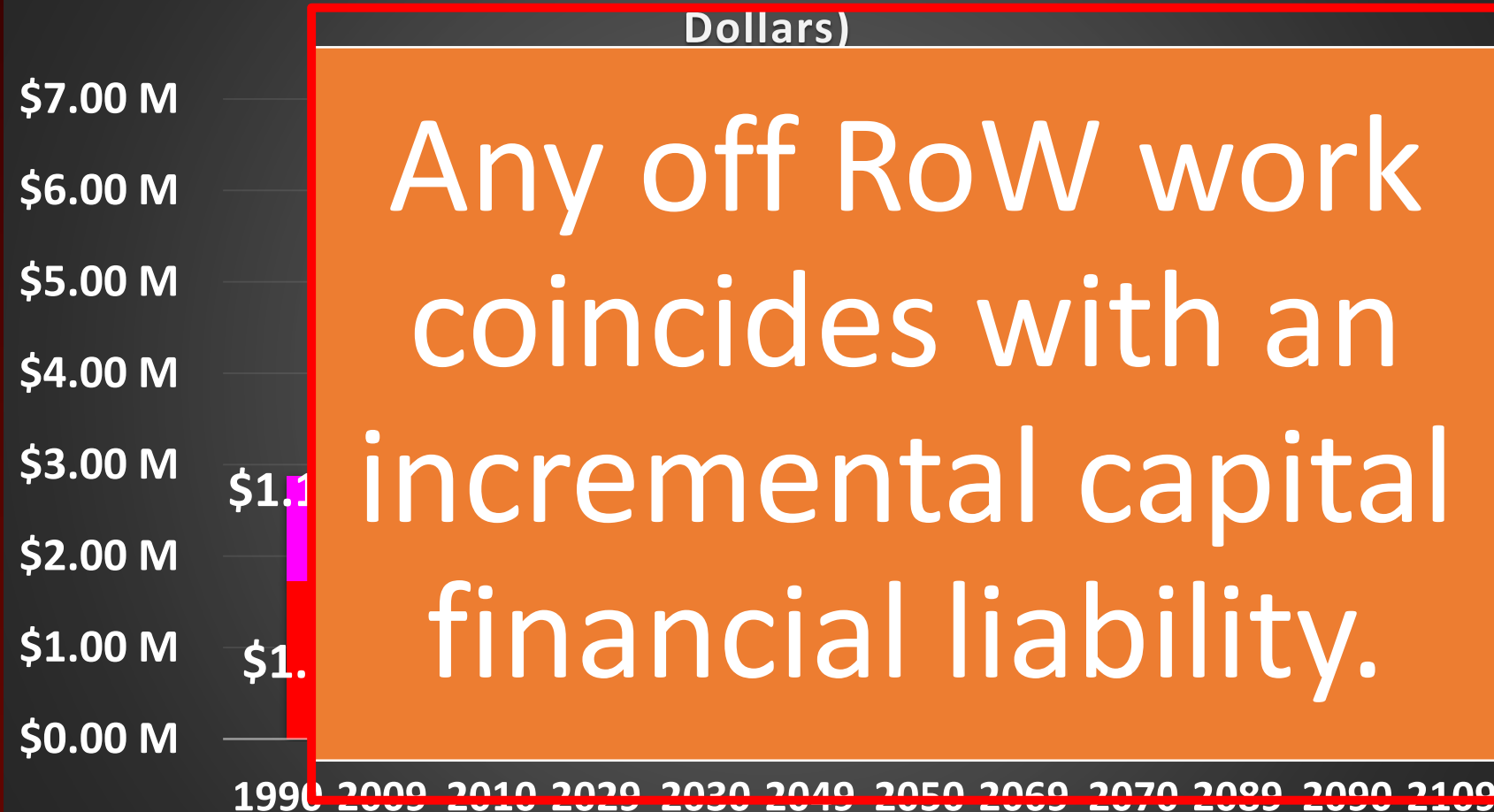
Staff Resources - Comparison with other Municipalities

Municipality	Area (Square Miles)	RoW	Off RoW	FTE's	Square Miles per FTE	CoF % greater workload
Raleigh	145	✓	✗	52	2.8	12%
Durham	108	✓	✗	45	2.4	24%
Fayetteville	95	✓	✗	30	3.2	

Maintain, repair,
replace in the public
RoW

Summary Potential Liability - O&M

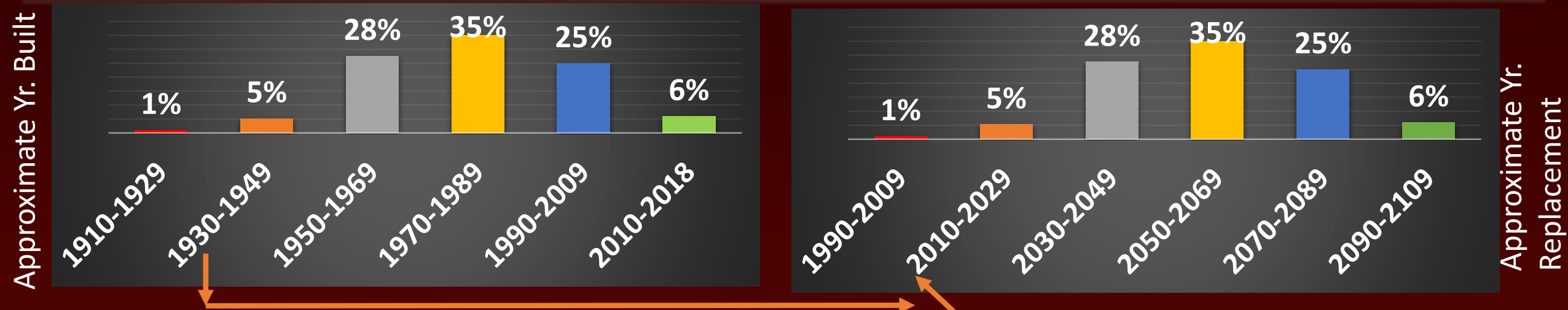
Public RoW and Off RoW O&M Costs Per Year (2018 Dollars)



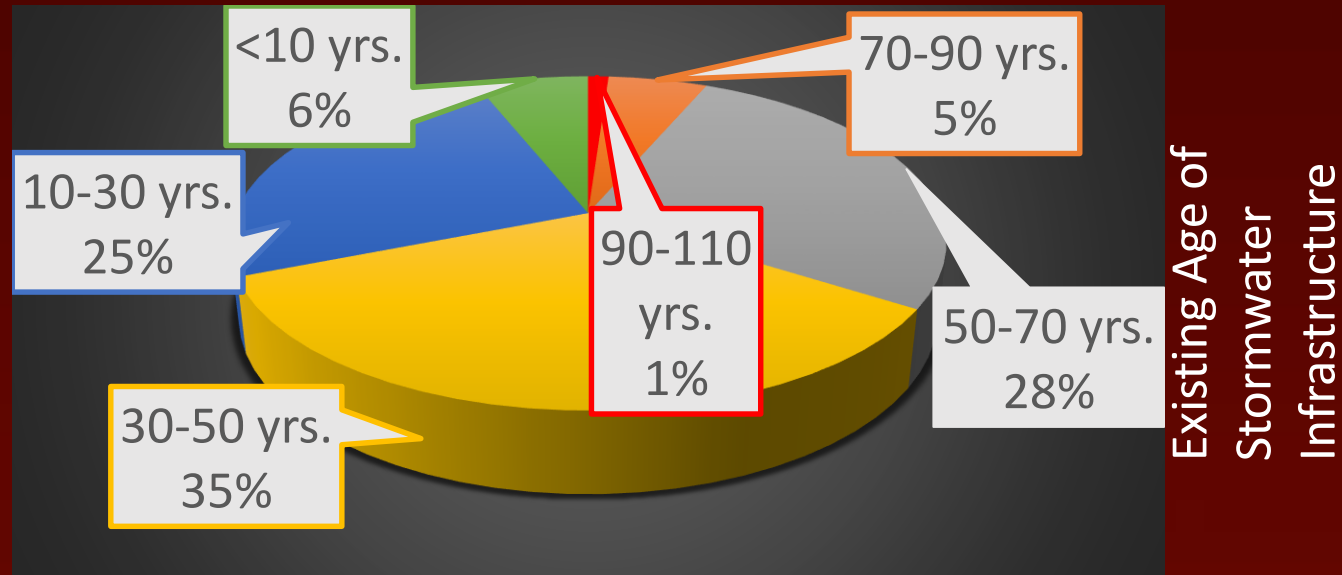
- Public RoW - Significantly understaffed and underfunded (\$410K)
- off RoW – Severely understaffed and underfunded (\$1.94M)

Potential Liability - What is the Capital Cost to Remove, Replace and Reinstall Stormwater Assets

When will we have to replace it (condition)?



Pipe and Network Structures have 80 year life span



Capital Cost to Replace – Level of Service Core Responsibilities – RoW

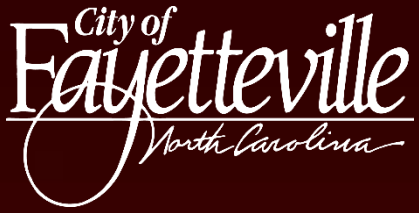
Full Replacement– Pipe/Structures - 80 Yr.- Cycle
Major Dams (RoW)– 120 yr. Cycle (1 every 20 years)
Minor Dams (off RoW) – 225 yr. Cycle (4 every 20 years)
Bridge Structures – 95 Yr. Cycle (1 every 5 years)

Street Sweeping – Equipment Replacement

RoW✓/off-RoW

SCM (2008 Ordinance) – 20 Yr. Cycle
Drainage Ditch/Shoulder – 20 Yr. Cycle
Creeks 400 yr. Cycle (5% in 20 Yrs.)

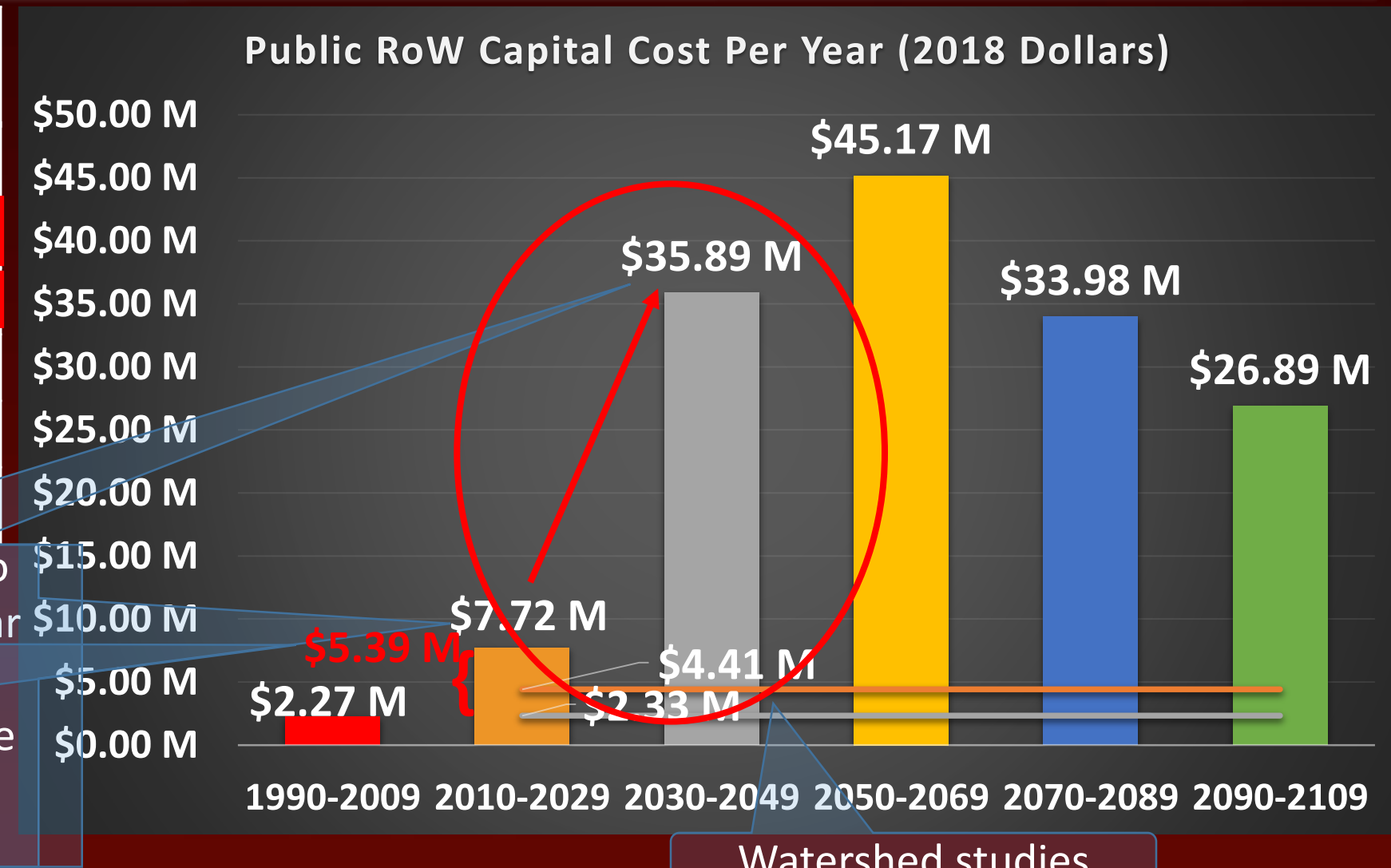
CCTV – Equipment Replacement
Emergency Prep – NA



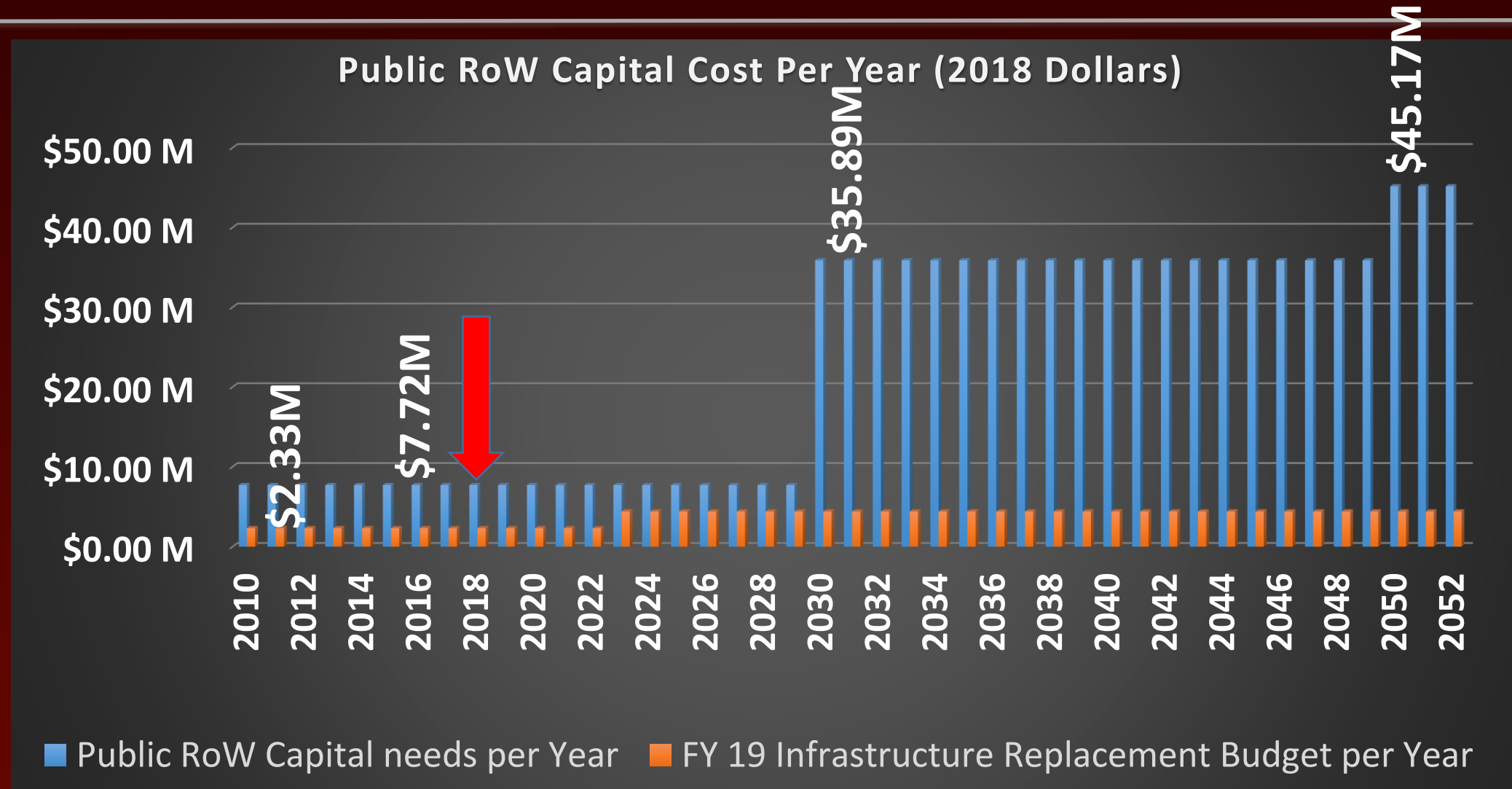
Potential Liability – Public RoW Capital Costs

Current Age (yr)	Max. Lifespan	
90-110	1990-2009	1%
70-90	2010-2029	5%
50-70	2030-2049	28%
30-50	2050-2069	35%
10-30	2070-2089	25%
<10-proj.	2090-2109	12%

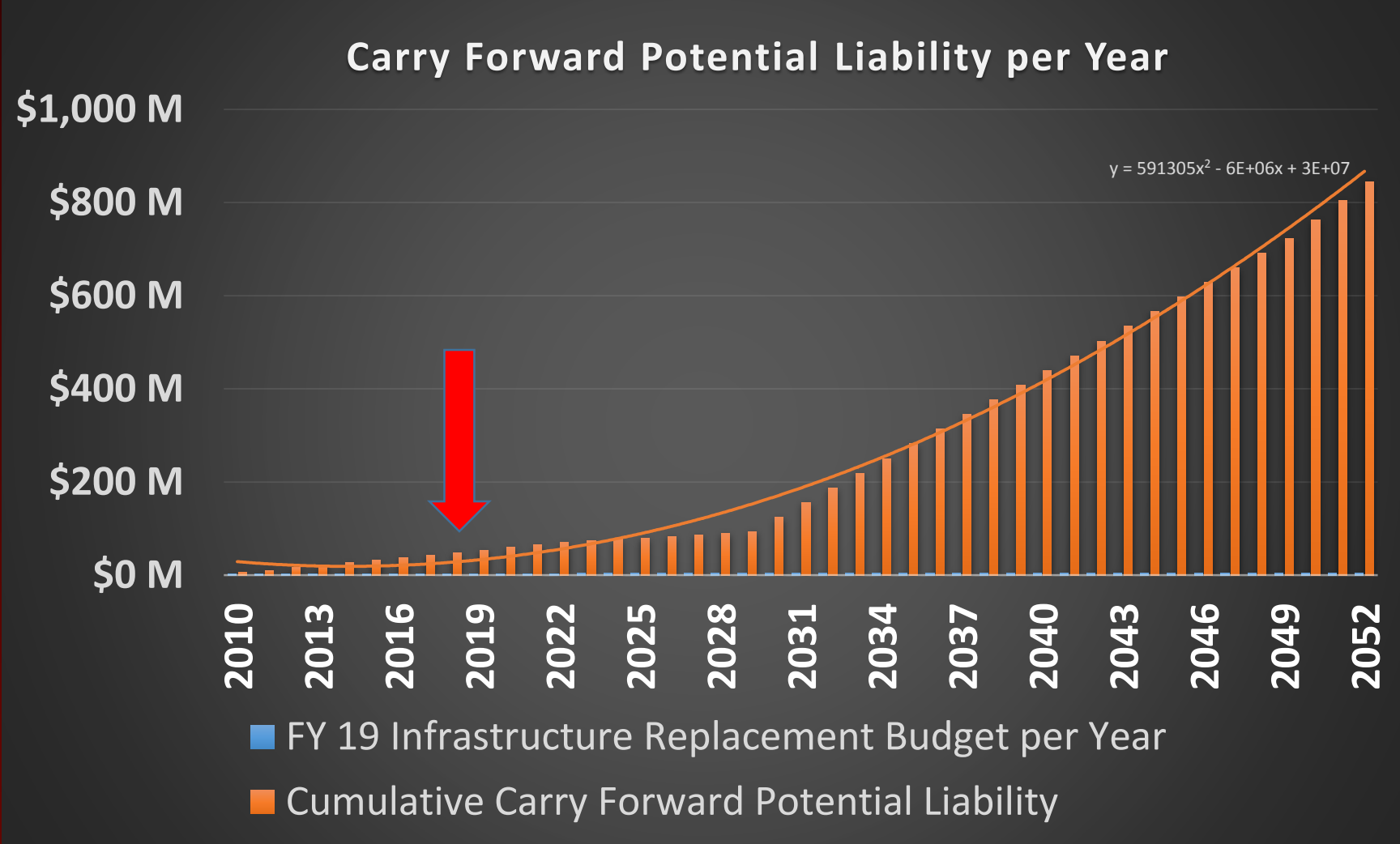
The capital needs will increase to \$35.89 M/yr. by 2030-2049. We are currently \$5.39 M/yr. in the 2010-2029 period. 28% of the existing infrastructure will have reached or exceeded its lifespan by this time span.



Potential Liability – Public RoW Capital Costs (2010-2052)



Potential Carry Forward Liability – Public RoW Capital Costs (2010-2052)



Potential Liability – RoW ✓ and off RoW ✕ Capital Costs

Full Replacement– Pipe/Structures - 80 Yr.- Cycle
Major Dams (RoW)– 120 yr. Cycle (1 every 20 years)
Minor Dams (off RoW) – 225 yr. Cycle (4 every 20 years)
Bridge Structures – 95 Yr. Cycle (1 every 5 years)

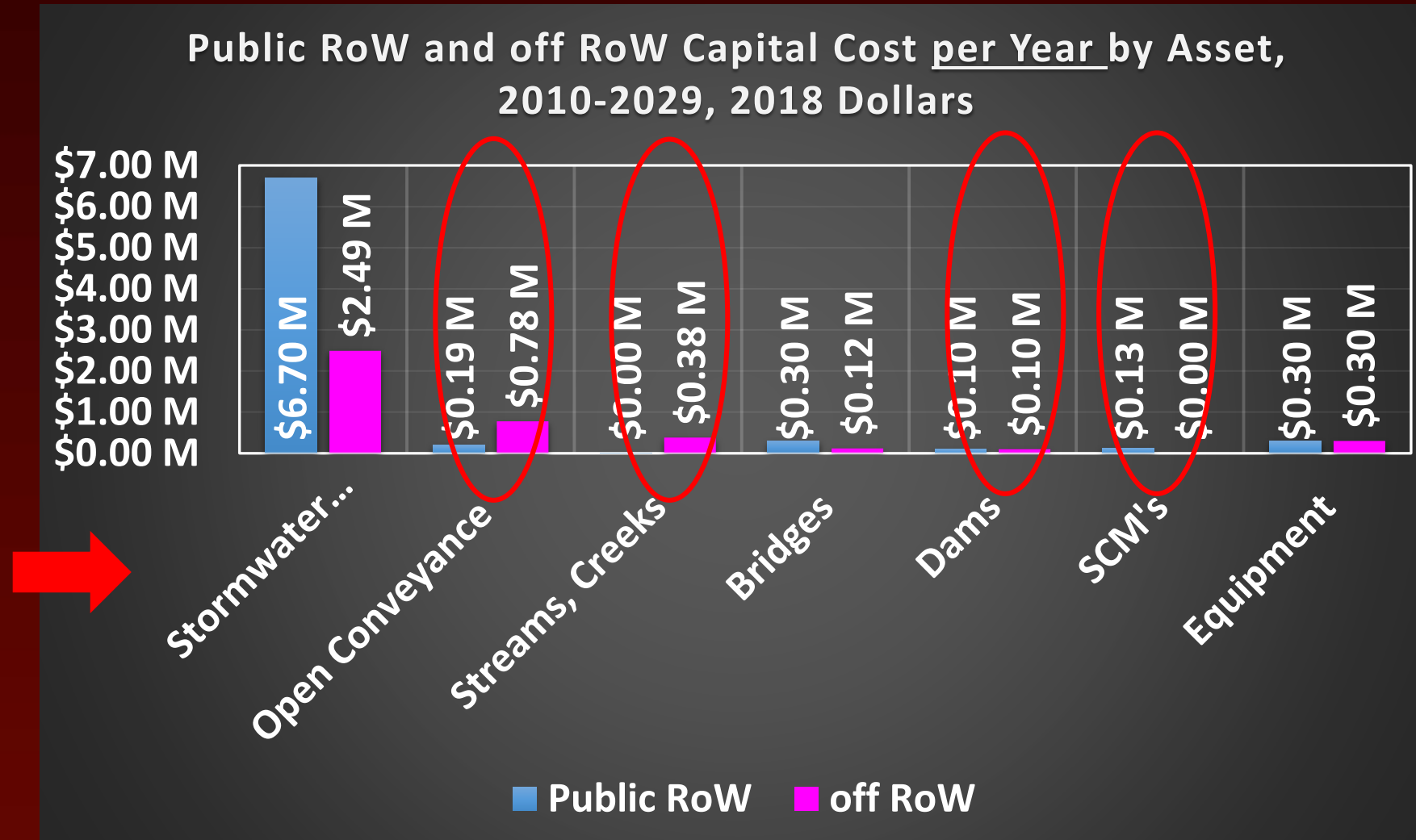
Street Sweeping – Equipment Replacement

RoW ✓ / off-RoW

SCM (2008 Ordinance) – 20 Yr. Cycle
Drainage Ditch/Shoulder – 20 Yr. Cycle
Creeks 400 yr. Cycle (5% in 20 Yrs.)

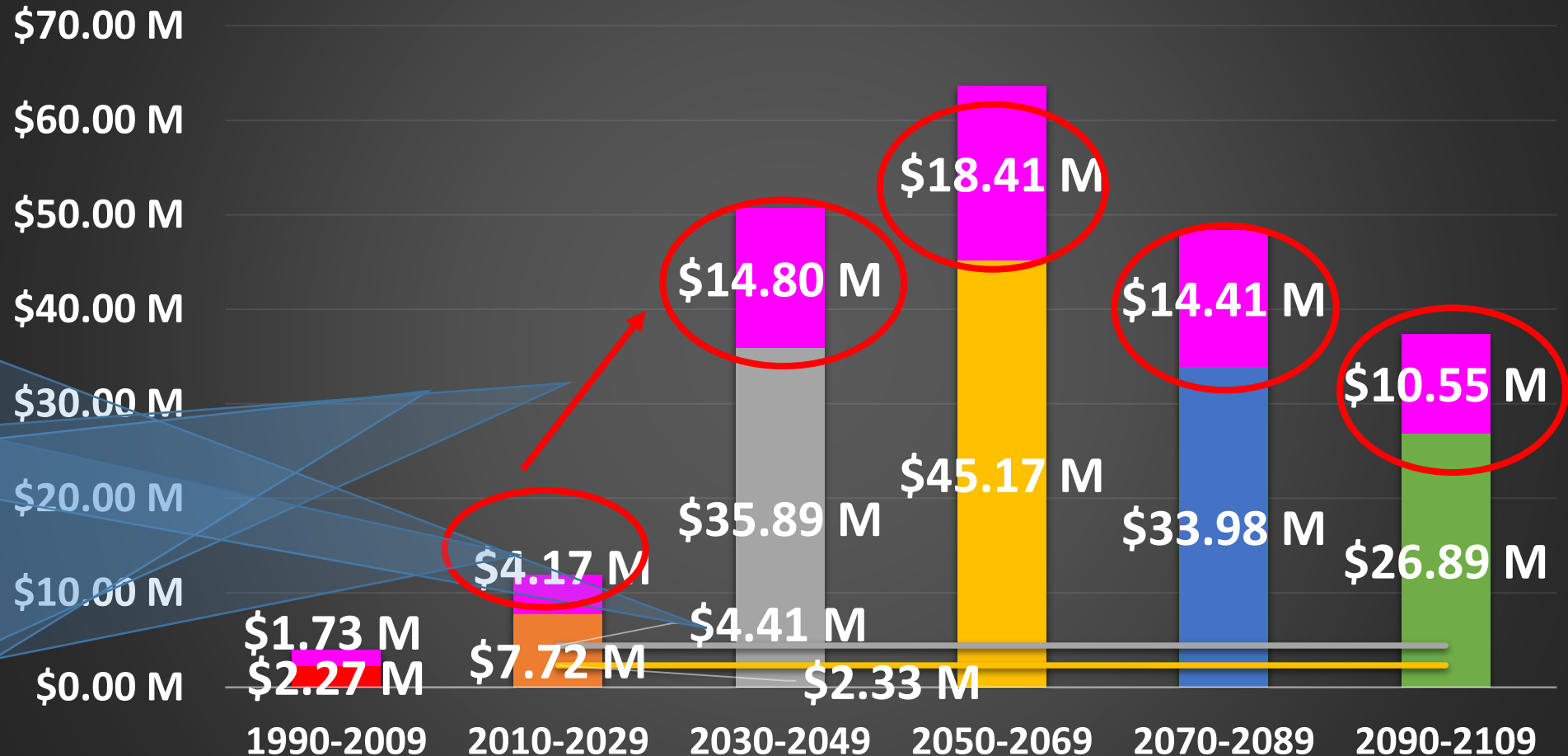
CCTV – Equipment Replacement
Emergency Prep – NA

Public RoW and off RoW Capital Cost per Year by Asset, 2010-2029



Summary

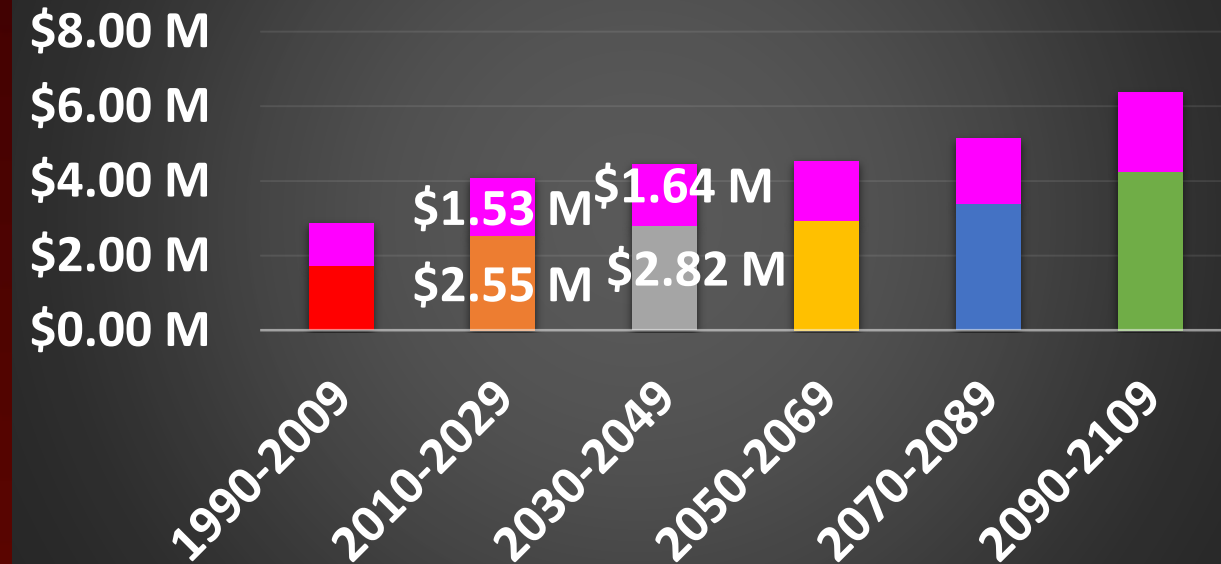
Public RoW and Off RoW Capital Cost Per Year (2018 Dollars)



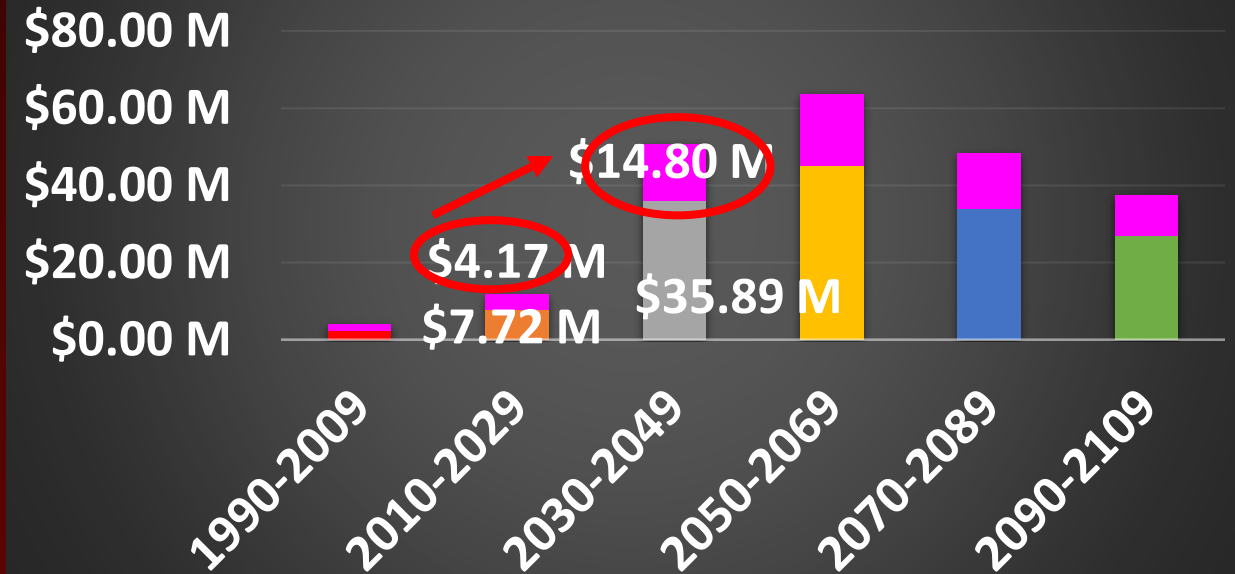
While this is a high level analysis, our current data indicates that ~28% of our infrastructure was built between 1950-1969 and ~35% between 1970-1989. This rapid change in growth will undoubtedly require replacement of existing needs as this infrastructure matures to maximum life. **of \$15M/yr. in future years.**

Summary

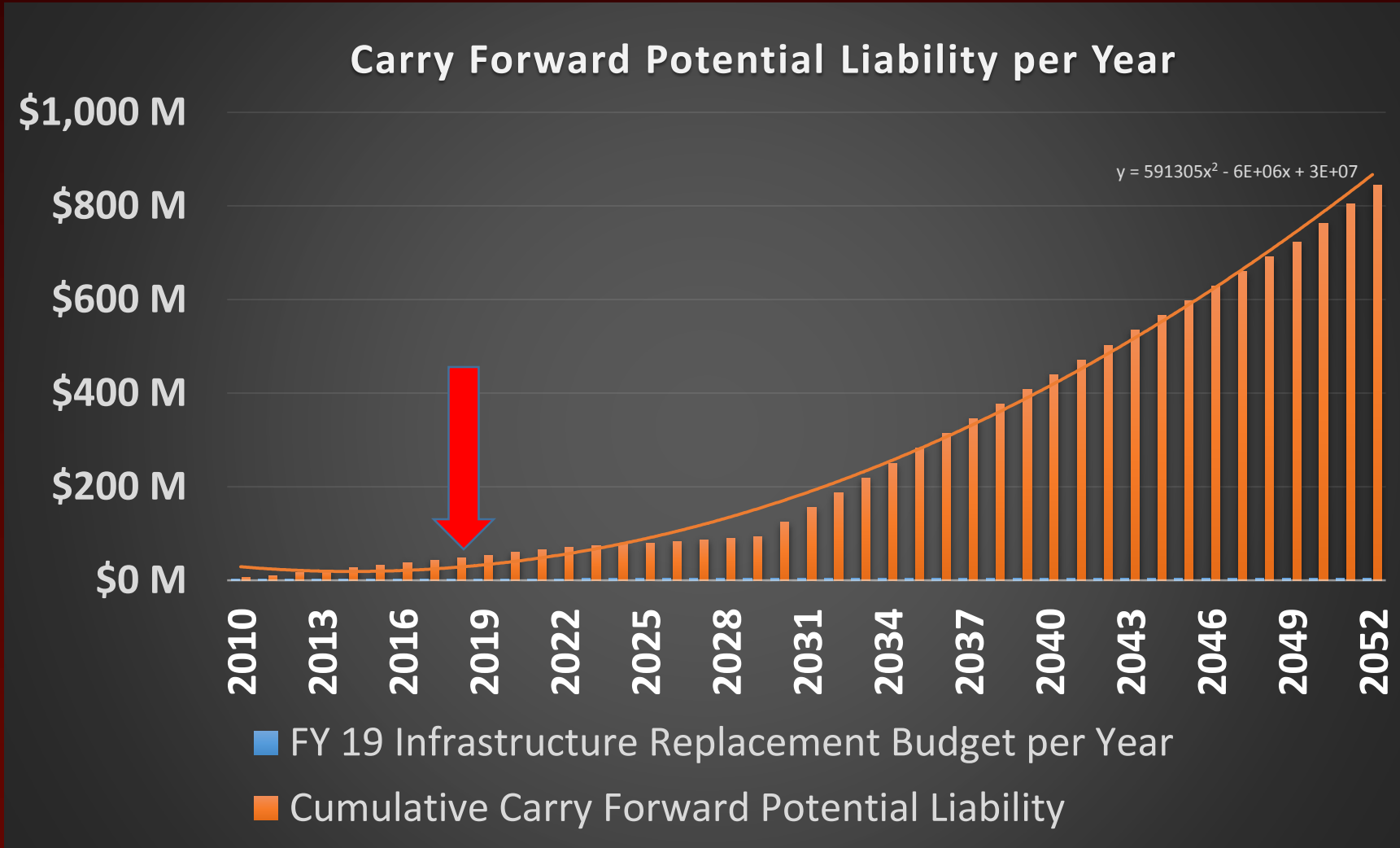
Public RoW and **Off RoW** O&M Costs Per Year (2018 Dollars)



Public RoW and Off RoW Capital Cost Per Year (2018 Dollars)



Potential Carry Forward Liability – Public RoW Capital Costs (2010-2052)



Options for Private Properties

What do Other Municipalities do?

Drainage Assistance Program for off-RoW

Usually for
minor
projects

Cost Share

Municipality
portion is
funded
through CIP
process

Public
contribution
of runoff

Priority
based

Projects are
approved by
Stormwater
Board

What do Other Municipalities do?

City	Allocated Funds from CIP	Cost Share	Limits	Priority Based
Raleigh	\$1.25M	100	No Cap Indv. Cap per Project	✓
Durham		80/20	\$25K per property	✓
Winston Salem		70/30	\$35K per property	✓
Cary		50/50		✓

Stormwater Infrastructure - Maintenance, Repair and Replacement

Direction Needed:

- What is the appropriate “Level of Service” or scope of responsibility for Fayetteville stormwater maintenance?

Key questions:

- Cost
- Sustainability
- Peer Communities

Summary - Legal

Issues/Analysis

- ♦ Maintain, repair, remove, replace: public RoW ✓, off RoW ✕
- ♦ Inconsistently applied of our understanding of this obligation.
- ♦ CoF ordinance does not currently articulate or distinguish a defined scope of responsibility for stormwater infrastructure maintenance.

Staff Recommendations

- ♦ City Council adopts future revisions to the ordinance that clearly articulates scope of responsibility for stormwater infrastructure maintenance.
- ♦ Staff move forward with policy changes to future plat and easement requirements.

Options

- ♦ Endorse future revisions to the ordinance that articulates scope of responsibility for stormwater infrastructure maintenance
- ♦ Do not endorse revisions to the ordinance and provide further direction to the City Manager.

Summary - Resources

Issues/Analysis

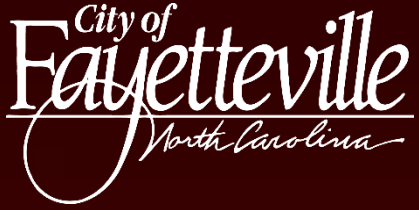
- ♦ Severely understaffed and underfunded to support O&M obligations in the public RoW and off-RoW within a consistent and defined LOS.
- ♦ Any additional extension of our core responsibilities (public RoW) will result in substantial capital liability.

Staff Recommendations

- ♦ CoF staff perform O&M only within the public RoW.
- ♦ CoF staff develop a 'Drainage Assistance Program' to address off RoW issues for future Council review and guidance.

Options

- ♦ Endorse a policy for staff to perform O&M only within the public RoW.
- ♦ Direct CoF staff to develop a 'Drainage Assistance Program'.
- ♦ Do not endorse policy changes
- ♦ Direct CoF staff to provide specific budgetary and staffing needs to meet Council's desired LoS



Questions?

Sheila Thomas-Ambat
Interim Public Services Director, PE, CCM, CFM

Alicia Young
Assistant City Attorney

Team Members: Kristoff Bauer, Giselle Rodriguez, John Larch, Scott Thornall, Kecia Parker, Terence Roberson

City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
(910) 433-1FAY (1329)

City Council Action Memo

File Number: 18-543

Agenda Date: 1/7/2019

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 4.03

TO: Mayor and Members of City Council

THRU: Kristoff Bauer, Deputy City Manager

FROM: Cynthia Blot, Economic & Community Development Director

DATE: January 7, 2019

RE:

2019-2020 CDBG & HOME Annual Action Plan

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Diverse & Viable Local Economy and Desirable Place To Live, Work and Recreate

Executive Summary:

The Economic & Community Development Department prepares an Annual Action Plan to implement the Community Development Block Grant (CDBG) and the Home Investment Partnership Grant (HOME). The Annual Action Plan is based on goals and objectives of the Consolidated Plan.

In November 2018 E&CD Staff held four Citizen Participation meetings as a requirement of the HUD funded programs. Comments from the Citizen Participation Meetings assist in determining programs staff will implement utilizing CDBG & HOME funds.

The purpose of this item is to get feedback from City Council earlier than in previous years. In the past, City Council has received a draft of the Annual Action Plan at the April work session. This year, prior to developing the draft with the Fayetteville Redevelopment Commission, we would like to hear from City Council.

Background:

The 2019-2020 Annual Action Plan will complete the objectives mandated in the 2015-2019 Community Development Consolidated Plan. The following are the goals and objectives identified in the 2015-2019 Consolidated Plan.

Goal 1 - Decent Affordable Housing: Provide decent, safe, and affordable housing to improve the quality of lives, households, neighborhoods and community stability.

- Objective 1.1: Preserve, improve and expand the supply of affordable housing for low to moderate-income homeowners and renters
- Objective 1.2: Increase homeownership opportunities.
- Objective 1.3: Create suitable living environments that promote access to quality housing, elimination of blight and the acquisition of land for future affordable housing.

Goal 2 - Suitable living environments: Create environments that promote neighborhood improvement, elimination of slum and blight, increase accessibility and support the homeless.

- Objective 2.1: Provide support to the City's efforts to extend water and sewer to newly annexed areas, pave remaining unpaved streets and various community improvements.
- Objective 2.2: Support homeless programs and services providers to reduce the number of homeless while increasing their independence and self-sufficiency.
- Objective 2.3: Provide programs that eliminate slum and blight and increase the appearance of neighborhoods.

Goal 3 - Economic Opportunities: Create community investment programs designed to support entrepreneurship, economic empowerment, retention of businesses and job creation opportunities.

- Objective 3.1: Provide loan and grant programs to support the development and expansion of small businesses.
- Objective 3.2: Create job opportunities through entrepreneurship training, job skills training and the coordination of community resources.

A new five year Consolidated Plan (2020-2024) will be required to continue receiving funding from HUD for the two identified programs.

Issues/Analysis:

CDGB & HOME are Federal grant programs administered by HUD. The City must file a five year Consolidated plan to HUD for approval and then will file annual updates that must be consistent with that approved Consolidated plan. Now is the Council's opportunity to adjust funding priorities for the next five years within the limitations established by HUD. Changes to program allocations may impact the level of future funding available to service providers who have received funding in the past.

Budget Impact:

The City contributes its required share of match to the HOME Grant. This year that amount is \$74,853 from the General Fund.

Options:

Provide feedback regarding the upcoming 2019-2020 Economic & Community Development Annual Action Plan.

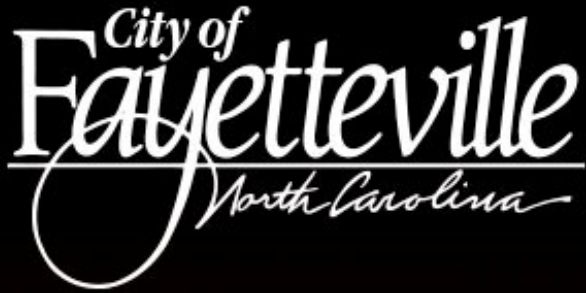
Recommended Action:

This item is for information and discussion

Attachments:

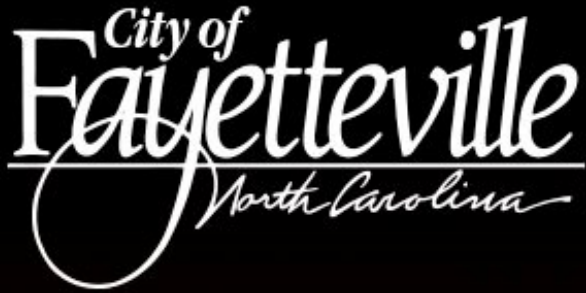
Presentation: CDBG 2019 Annual Plan - 20-24 Consolidated Plan

Hand out: 15-19 Consolidated Plan Accomplishments



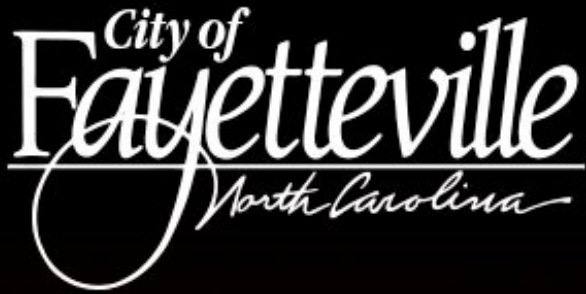
2019-2020 Annual Action Plan

Economic & Community Development Department



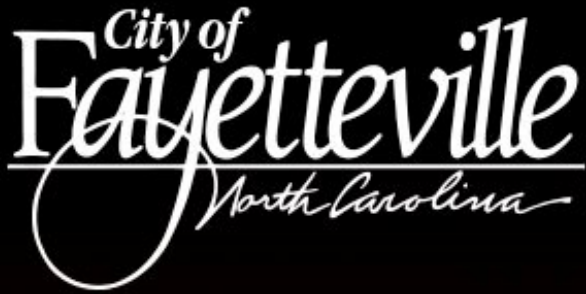
About Us- Five Tiers

- Community Development
- Economic Development
- Marketing & Business Development
- Community Relations/Outreach
- Administration



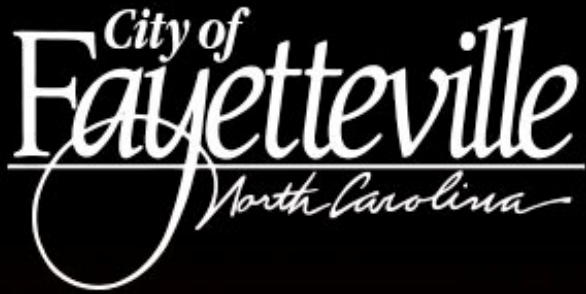
Community Development & Housing Programs

- Community Development Programs
- Owner-Occupant Housing Rehabilitation Loan
- Program Investor-Owner Housing Rehabilitation Loan Program
- Emergency Housing Repair Program
- Targeted Area Revitalization Program
- Affordable Housing Development
- Acquisition and Demolition Program
- Water & Sewer Assessment Assistance



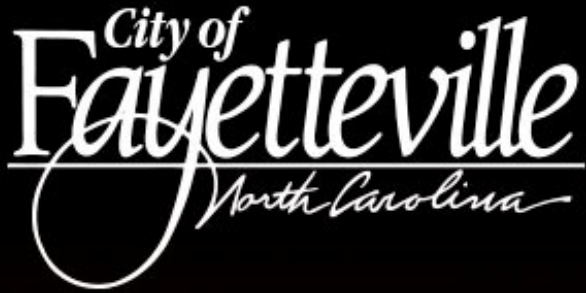
Economic Development Programs

- Business Assistance Loan
- Commercial Exterior Improvement Grant
- Small Business Retention Grant
- Small Business Development Grant
- Job Skills Training Program
- Neighborhood Resource Centers
- Summer Youth Intern Program-ICON



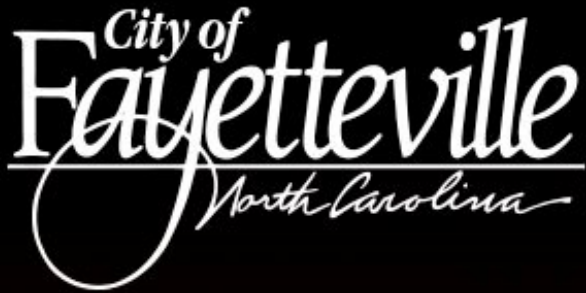
Marketing & Business Development

- No Wrong Door
- Property Listing Database
- Foster Strategic Partnerships
- Business and Economic Dev Support to Businesses
- Support City's LSDBE program



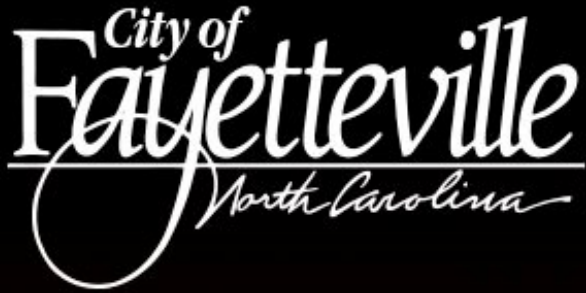
Community Relations/Outreach

- Utility Deposit Assistance Program
- Homeless Support
 - Homeless Resource Officer
 - Reunification
- White Flag
- Beautification Grants
- Community Participation Meetings



ADMINISTRATION

- Grant & Loan Documentation
- Budget
- Contract Routing
- Program Verification
- Scanning & Electronic Monitoring
- Vendor-Contract-Grant Payments
- Audit HUD records



*New Initiatives

- *Revolving Loan Fund
- *Expanded Outreach
- *Staff Education/Training
- *Community Voices
- *CHDO cert. Training
- *Non-profit Training
- *Contractors/Bond Training
- *Department Cross Training

Consolidated Plan

- The 2015-2019 Consolidated Plan is a comprehensive plan that addresses the City's needs in the areas of:
 - decent affordable housing
 - economic opportunities
 - suitable living environments
- The plan contains goals, measurable objectives, and implementing strategies for each of the plan's elements.



Consolidated Plan

- Consolidated Plan 2015-2019
 - Year 1 2015-2016 Annual Action Plan
 - Year 2 2016-2017 Annual Action Plan
 - Year 3 2017-2018 Annual Action Plan
 - Year 4 2018-2019 Annual Action Plan
 - Year 5 2019-2020 Annual Action Plan
- Consolidated Plan 2020-2024 (Planning begins September 2019)
 - Year 1 2020-2021 Annual Action Plan

CP Meetings

Important needs in the community and the City in the areas of:

- Housing
- Community Development
- Economic Opportunities
- Homelessness



Request for Proposal

- Request For Proposals (RFP) for non-profits and affordable housing developments will be advertised and mailed on December 7, 2018.
- RFP's for affordable housing developers are due on January 21, 2019.
 - Training & Information: TBA
- RFP's for non-profits are due on February 5, 2019.
 - Training & Information: Dec. 13 & Jan. 17
2:00-4:00 p.m. FAST Transit Center



Annual Action Plan Schedule

Citizen Participation Meetings:

- Thursday, November 8 – Old Wilmington Rd NRC
- Tuesday, November 13 – Massey Hill Recreation Center
- Thursday, November 15 – Cliffdale Library
- Tuesday, November 20 – Smith Recreation Center

City Council Work Session-December 3, 2018

FRC CP Discussion-December 5, 2018

Staff Public Hearing – February 21, 2019

Public Comment Period – March 4, 2019 – April 3, 2019

Fay Redevelopment Commission Public Hearing – March 21, 2019

City Council Adoption – March 25, 2019

Submit Plan to HUD – May 3, 2019: due May 15, 2019



2020-2024 Cons Plan Timeline

Aug-Sept 2019	Oct-Nov 2019	Dec. 2019	Jan. 2020	March 2021
Planning: 5yr Cons Plan & 1 st Annual Action Community Meetings Extensive Outreach	Community Meetings Extensive Outreach FRC Input City Council input	RFP's issued	Training sessions	Present Cons Plan and Action plan to FRC and City Council

City of Fayetteville *North Carolina*

433 Hay Street
Fayetteville, NC 28301-5537

www.cityoffayetteville.org

www.faytv7.com www.fayettevilleoutfront.com



Fayetteville
OUTFRONT



The City of Fayetteville, North Carolina does not discriminate on the basis of race, sex, color, age, national origin, religion, or disability in its employment opportunities, programs, services or activities.

2015-2019 CONSOLIDATED PLAN SUCCESSES

Business Assistance Loan Program:

7 loans approved; \$599,000; Leveraged \$4,582,000

20 jobs created; 85 jobs retained

Program Income received: \$438,990

Small Business Retention Grant Program:

53 grants approved; \$223,643. Leveraged \$583,972

37 jobs created; 271 jobs retained

Commercial Exterior Improvement Grant Program:

58 grants approved; \$190,321. Leveraged \$416,549

36 jobs created; 330 jobs retained

Small Business Development Grant Program:

18 granted approved; \$80,983. Leverage \$1,592,817

50 jobs created; 58 jobs retained

Job Skills Training Program:

25 FTCC students received grants: books, tuition, etc. \$6,808

Local Small Disadvantaged Businesses Enterprise (LSDBE)

Local and Small Business Total: \$504,596

DBE (Minorities and Women) \$34,210

Non Local Small \$331,167

Total Small Business Enterprise Opportunities **\$869,973**

Over 200 businesses assisted

Community Development Programs

Water and Sewer Assessment Assistance Program 202 Homes

A&D Program 103 Homes/Bus

Housing Rehabilitation Programs (O/O & FUM) 864 Homes

Mobile Home Urgent Repair Program 67 Homes

Targeted Area Revitalization Program 3 Homes

Disaster Recovery Program 42 Homes

Homebuyer Education Workshops 886 Potential Homebuyers

Essential Single Family Disaster Recovery Program 3 Homes

Affordable Housing Development

Single Family (CHDOs) 45 Homes-51 Pending

Multi-Family (Private Developers) 118 Rental Units

Community Outreach / Homeless Programs

Beautification Program:

4 Completed Projects – Completed

- Massey Hill Garden
- Person Street Park Sign
- Hedgepath Park Sign
- Englewood Subdivision Gateway

Homeless Client Assistance Program:

- FAST bus passes – 902
- Family Reunification - 22

Utility Deposit Assistance:

- Homeless Clients Assisted – 24

Funded Homeless Service Providers

- Operation Inasmuch 13,115 meals served
- Salvation Army 9,621 meals serves
- Veterans Empowering Veterans 4 houses rehabilitated
- True Vine Ministries 1,631 meals/client assistance
- Endeavors 58 persons assisted

Hope Center Emergency Shelter for Single Women

- The Hope Center 810 homeless single women assisted
(total use bed count)

Cumberland County Continuum of Care on Homelessness

- Point in Time Survey
 - 2015 (593)
 - 2016 (515)
 - 2017 (442)
 - 2018 (372)
- Project Homeless Connect – spring (CoC & City of Fayetteville)
- Community & Veteran Stand-down – summer (VA & City of Fayetteville)
- Hunger & Homeless Stand-down – fall (H&H Committee & City of Fayetteville)

City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
(910) 433-1FAY (1329)

City Council Action Memo

File Number: 18-544

Agenda Date: 1/7/2019

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 4.04

TO: Mayor and Members of City Council

THRU: Kristoff Bauer, Deputy City Manager

FROM: Cynthia Blot, Economic & Community Development Director

DATE: January 7, 2019

RE:

CDBG-DR & HMGP Updates

COUNCIL DISTRICT(S):

ALL

Relationship To Strategic Plan:

Goal II: Diverse and Viable Economy

Goal IV: High Quality Built Environment

Executive Summary:

HMGP: The City of Fayetteville received an HMGP allocation of \$4,700,000. Of the 207 applications received from residents, thirty-three properties met the expedited criteria and were cost effective and eligible to be funded under the HMGP and can be accommodated under this cap.

CDBG-DR: Cumberland County was awarded the CDBG-DR funds from the NC Department of Public Safety as a sub-recipient. The State is only releasing to Cumberland County two-thirds of the funding for a two year period in the amount of \$23,260,000. Of that amount, the City will receive \$15,325,000 during that period from Cumberland County as a sub-sub-recipient to carry out the various programs. The additional funding of the original \$34.9 million will be awarded to the County in the third year of the program.

On August 7, 2018 Council approved a contract with Horne Consulting for project

management services. Anna Stroble, Dawn Gregory and Sandra Maxwell will attend Monday's meeting as Horne representatives to answer any questions that Council may have.

This item is brought before Council to provide an update on the CDBG-DR & HMGP programs from Horne Consulting.

Background:

HMGP: North Carolina Emergency Management (NCEM) completed its analysis of nearly 3,000 structures submitted for potential mitigation throughout the Hurricane Matthew disaster zone for consideration for the (HMGP). Just under 800 properties qualified for the program throughout the impacted area based on availability of funding and eligibility criteria.

Thirty-three properties within the City of Fayetteville initially qualified for the program with funding valued at \$4,700,000.

*Acquisitions: 27 homes
*Elevations: 3 homes
*Reconstruction: 3 homes

CDBG-DR: The State of North Carolina is received \$198 million dollars of CDBG-DR funds from the Department of Housing and Urban Development (HUD) as a result of damage caused by Hurricane Matthew in October 2016. Cumberland County is expected to receive \$34,945,328 million of this amount over a three year period. Eligible Cumberland County residents who were directly impacted by the hurricane will have an opportunity to apply for assistance from a variety of Housing Recovery Programs.

City staff worked with Cumberland County to develop a proposal to carry out a variety of housing and recovery programs. The proposal includes a Homeowner Recovery Program, Small Rental Repair Program, Multi-family Rental Housing, and a Community Recovery Program that will include a Day Center and a Homeless Shelter. Businesses will have to apply directly to the North Carolina Department of Commerce for available funding.

Issues/Analysis:

Upon further review several homes were not eligible for HMGP funds.

CDBG-DR approval process is progressing

Budget Impact:

None

Options:

This item is for information purposes

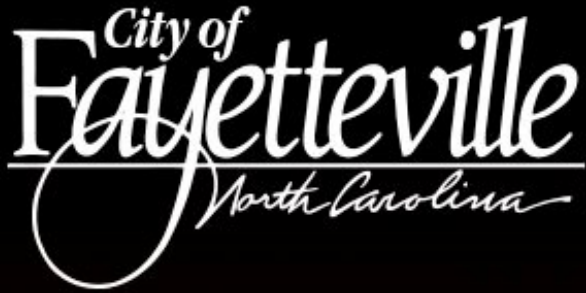
Recommended Action:

N/A

Attachments:

CDBG-DR & HMGP Update Presentation

Updates from Consultant



**Community Development Block Grant-
Disaster Recovery (CDBG-DR)
&
Hazard Mitigation Grant Program
(HMGP)
Updates**

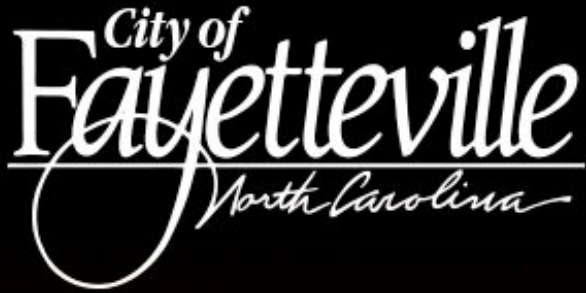
Must meet National Objectives

- Benefit to Low and Moderate Income Persons or Households
- Elimination of Slums and Blight
- Urgent Need

Cumberland County Awarded
\$34,760,000

(City \$23,367,500/County \$11,392,500)

- Aug. 7, 2018 Horne Consulting: Housing Recovery & Multi-Family Rental
- Oct 24, 2018 NCEM gave approval to work Steps 1-2 & 6-8.
- Awaiting SRA



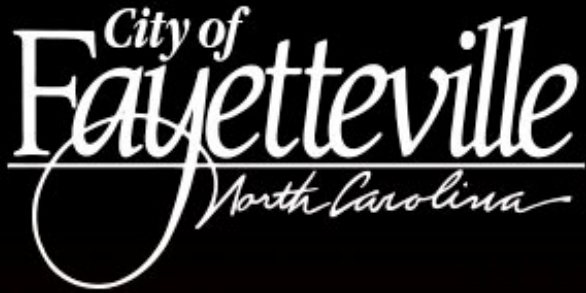
CDBG-DR

Oct 25, 2018

Step 1 Intake: 37 applications

Step 2 Eligibility Review: 10 applications

Step 5 Award Determination: 14
applications



CDBG-DR

Nov 27, 2018

Step 1 Intake: 39 applications

Step 2 Eligibility Review: 5 applications

Step 5 Award Determination: 25 applications

Repair	3	\$34,434.39
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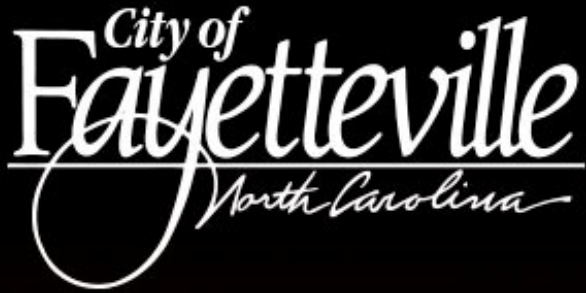
Repair and Reimbursement	13	
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\$290,829.23

Reconstruction	2	
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\$200,376.62

\$ 0 funding	7	
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CDBG-DR

Total City of Fayetteville Applications: 184

Ineligible	6	
Withdrawn	8	
Under Further Review		42
Step 1	39	
Step 2	5	
Step 3	22	
Step 4	37	
Step 5	25	

Next Steps:

- Continue outreach to applicants to complete required documentation
- Perform eligibility reviews
- Work with construction management resources to prepare for repair and reconstruction projects. Currently 37 applications in Step 4 and 25 in Step 5.

City of Fayetteville Awarded \$4,700,000

- August 7, 2018-Horne Consulting awarded contract

• Acquisition/buyout:	27
• Elevations:	3
• <u>Reconstruction</u>	<u>3</u>
Total Homes Approved	33

- Eligibility Determination
- Eight homes deemed not eligible or requested withdrawal
- Acquisitions: 19 \$ 2,875,030
- Elevations: 1 \$ 34,250
- Reconstructions: 1 \$ 147,875
- Total Homes 21

- Homeowner letters
- Duplication of Benefits
- Appraisals
- Surveys
- RFPs-Acquisition/demo, elevation, reconstruction
- Close out



CDBG-DR & HMGP Updates

For questions about programs and services:

Festival Park Building, Suite 198

225 Ray Avenue

(910) 433-1590

Email: Commecondev@ci.fay.nc.us

www.fayettevilleNC.gov/ecd

CITY OF FAYETTEVILLE
HAZARD MITIGATION GRANT PROGRAM (HMGP)
HURRICANE MATTHEW, DR#4285 RECOVERY

STATUS UPDATE
November 14, 2018

Acquisitions: The program started out with 27 homeowners participating in the buyout program; we are currently at 19 participants. (5 additional properties were deemed ineligible due to foreclosures/new owners)

Estimated Total Project Cost: \$2,875,030

Elevations: The program started out with 3 elevation projects. Currently, we have 1 elevation.

Estimated Total Project Cost: \$34,250

Reconstructions: The program started out with 3 reconstruction projects. Currently, we have 1 reconstruction.

Estimated Total Project Cost: \$147,875

Accomplishments:

- On 11/3/18, the monthly progress reports were completed and submitted to the State
- On 11/13/18, the City sent letters to new homeowners of properties that have been awarded an HGMP acquisition grant to see if they are interested in pursuing the grant. A decision is due back from the new owners no later than 11/30/18.

Next Steps:

- The following forms have been sent to homeowners to complete.
 - Duplication of Benefits form and provide receipts for DOB reviews
 - Privacy Act Release Statement
 - Permission to Enter Property
- The City and Horne is in the process of vetting the duplication of benefits for each homeowner.
- After receipt of the above forms, we can begin the appraisal process for acquisition projects; and site work/surveys for the elevation and reconstruction projects.
- Appraiser is on-board and will begin calling homeowners to schedule appointments for appraisals beginning the week of November 19th.
- RFP is out for Surveyors. RFP closes on 11/20/18.

**CITY OF FAYETTEVILLE
COMMUNITY DEVELOPMENT BLOCK GRANT – DISASTER RECOVERY
(CDBG-DR)
HURRICANE MATTHEW RECOVERY**

11/27/2018 STATUS UPDATE

On October 24, 2018, NCEM gave approval for the City of Fayetteville to move forward with all applicants already in Steps 1 and 2, and to perform outreach for additional new applicants. At this point, Intake is being handled by Cumberland County, and Steps 3-5 remain with IEM. The City will assume responsibility for applicants once IEM handles the closings on the properties and will oversee Steps 6 through 8.

Snapshot of applications on 10/25/2018:

Step 1 Intake: 37
Step 2 Eligibility Review: 10
Step 5 Award Determination: 14

Snapshot of applications on 11/27/2018:

Step 1 Intake: 39

Step 2 Eligibility Review: 5

Step 5 Award Determination: 25

Repair	3	\$34,434.39
Repair and Reimbursement	13	\$290,829.23
Reconstruction	2	\$200,376.62
\$ 0 funding	7	

Total City of Fayetteville applications: 184

Ineligible	6
Withdrawn	8
Under Further Review	42
Step 1	39
Step 2	5
Step 3	22
Step 4	37
Step 5	25

Progress:

October 26 through November 2, 2018, applicant files were reviewed to determine status of documentation. As of November 2, 2018, all 47 applications in Steps 1 and 2 were reviewed. The team began to reach out to applicants to gather information and documentation that was missing from their applications. By November 14, 2018, all applicants who were in Steps 1 and 2 on October 25 have been contacted to discuss additional documentation needed to proceed to eligibility review.

Training has been conducted for Horne's back office staff to complete eligibility reviews in Salesforce. At the point that we have fully documented applications, Horne staff is ready to perform eligibility reviews.

The WorkForce Group has been updated on the status of applications currently in Step 5.

Next Steps:

- Continue outreach to applicants to complete required documentation so that we can move forward with eligibility determinations
- Upload documentation into Salesforce
- Gather information from Purchasing Department on contractor pool
- Work with construction management resources to prepare for repair and reconstruction projects. Currently 37 applications in Step 4 and 25 in Step 5.
- Continue to monitor Step 1 applications for new intakes

City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
(910) 433-1FAY (1329)

City Council Action Memo

File Number: 18-589

Agenda Date: 1/7/2019

Version: 4

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 4.05

TO: Mayor and Members of City Council

THRU: Douglas J. Hewett, ICMA-CM, City Manager

FROM: Telly C. Whitfield, Ph.D., Assistant City Manager

DATE: January 7, 2019

RE:

Legislative Priorities - Council Resolutions for 2019 NC General Assembly Long Session

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal I: A Safe and Secure Community
Goal II: Diverse and Viable Economy
Goal III: High Quality Built Environment
Goal IV: Desirable Place to Live, Work and Recreate
Goal V: Sustainable Organizational Capacity
Goal VI: Citizen Engagement & Partnerships

Executive Summary:

The City of Fayetteville looks forward to working with our state delegation to best meet the needs, concerns and interests of Fayetteville residents. The Legislative Priorities and Council Resolutions will articulate this agenda and serve as the guide to elected officials, staff, and our strategic partners, in their collective efforts to advocate on behalf of the City and its residents.

The 2019 Legislative priorities includes the following:

- A. Legislative support to amend the City's Charter granting local authority to provide a **recall procedure for local elected officials** and to hold recall elections.

- B. Legislative support to **strengthen local public safety agencies' ability to maintain a safe and secure community** by:
 - Providing an option to destroy obtained weapons (revision to N.C.G.S. § 15-11.2);
 - Funding for the relocation of the Fort Bragg Road Fire Station;
 - Securing resources to improve network system connectivity; and,
 - Ensuring public facilities have adequate generators for emergency operations.
- C. Legislative support for our **local multimodal transportation network** by:
 - Creating opportunities to expand existing public bus fleet operations;
 - Restoring formula funding for urban/fixed route transit systems through State Maintenance Assistance Program (SMAP)
 - Maintaining stable funding for the Aviation Trust Fund; and,
 - Establishing funding for the Blanton Road extension.
- D. Legislative support for the City's **long-term financial strength** by
 - Pursuing an equitable solution to the redistribution of sales tax; and,
 - Pursuing an equitable solution to the redistribution of food and beverage tax.
- E. Legislative support for **Texfi site's Brownfield project** including groundwater remediation and pilot testing activities.

Background:

Council supported the following list of priorities that represent the City's legislative agenda for the 2017-2018 long session:

- Legislation to protect Fayetteville's Rental Assistance Management Program (RAMP)
- Legislation for Phase II of Veterans Park
- Legislation for Local Small Business Enterprise initiative
- Legislation for State financial assistance in funding a downtown pedestrian overpass
- Legislation for the establishment of an Aviation Trust Fund for statewide improvement projects
- Legislation for funding Fayetteville's Consolidated 911 Center
- Legislation for Regional Emergency Preparedness Fund

A preliminary list of recommended legislative priorities for the upcoming Long Session was introduced at the November 13, 2018 Dinner Meeting. A Special Joint Meeting with the State Delegation was held on November 19, 2018 to discuss priorities.

Issues/Analysis:

None.

Budget Impact:

Unknown at this time.

Options:

1. City Council provides guidance to staff on the Legislative Priorities for the 2019 Long Session. Resolutions for the accepted Legislative Priorities will be placed on the January

- 14, 2019 Regular Meeting Agenda for adoption.
2. City Council does not accept the recommended Legislative Priorities.
3. City Council provides further direction to the City Manager.

Recommended Action:

Staff recommends that Council provide guidance on the legislative priorities for the 2019 Long Session.

Attachments:

None.

City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
(910) 433-1FAY (1329)

City Council Action Memo

File Number: 18-572

Agenda Date: 1/7/2019

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 4.06

TO: Mayor and Members of City Council

THRU: Type here

FROM: Mitch Colvin, Mayor

DATE: January 7, 2018

RE:

City Council Agenda Item Request - Airport Operation and Growth Review -
Mayor Colvin

COUNCIL DISTRICT(S):

ALL

Relationship To Strategic Plan:

Executive Summary:

Background:

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

City Council Agenda Item Request Form

City Council Agenda
Item Request

Date of Request: 11/28/18 Requester: MAYOR COLVIN
Agenda Item Title: AIRPORT OPERATION + GROWTH REVIEW
Estimated Cost: 0 - Anticipated Funding Source: _____
City Department(s) Support Requested: AIRPORT
Estimated Staff Time Required: _____
Anticipated Date for Future Council Work Session Discussion: JANUARY 19

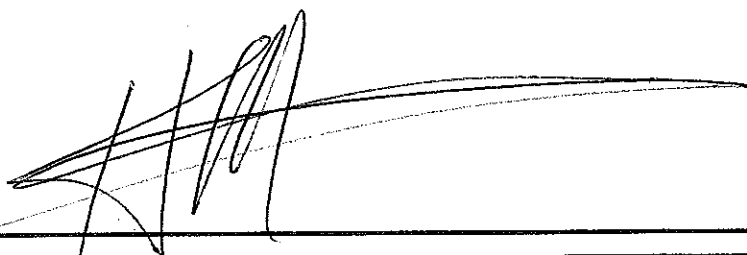
Which City Council approved Goal(s) within the Strategic Plan does this request directly support?

GOAL II - DIVERSE + VIABLE ECONOMY

What do you envision accomplishing with this agenda item request?

TO initiate discussion on improving
the performance of the AIRPORT.

Additional Comments:



City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
(910) 433-1FAY (1329)

City Council Action Memo

File Number: 18-574

Agenda Date: 1/7/2019

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 4.07

TO: Mayor and Members of City Council

THRU:

FROM: Daniel Culliton, Council Member, District 2

DATE: January 7, 2018

RE:

City Council Agenda Item Request - No Horn Zone - Council Member Culliton

COUNCIL DISTRICT(S):

Relationship To Strategic Plan:

Executive Summary:

Background:

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

**City Council Agenda
Item Request**

Date of Request: 11/07/2018

Requester: Councilman Dan Culliton D2

Agenda Item Title: No Horn Zone

Estimated Cost: 0 depending on strategy **Anticipated Funding Source:** N/A

City Department(s) Support Requested: Planning, Zoning, Code Enforcement and Legal

Estimated Staff Time Required: Minimal to Moderate

Anticipated Date for Future Council Work Session Discussion: 12/03/2018

Which City Council approved Goal(s) within the Strategic Plan does this request directly support?

Goal 2: Design

Goal 3: High Quality Built Environment

Objective A, D - favorable development climate and revitalizing downtown

Goal 5: Community

What do you envision accomplishing with this agenda item request?

Establish a safe and effective ordinance to eliminate the substantial noise of the train horns as it comes through Downtown. This has been a nuisance for our past residential developments like 300 Hay and some local commercial establishments, especially those with outside seating.

With the significant capital investments we are putting into our downtown, we need to consider these things that might detract from the overall experience and growth of the downtown area. These horns are also very disruptive in growing the number residents to downtowns.

The noise and decibel levels of these horns have been proven to be damaging to human ears.

Additional Comments:

I have attached supporting documentation for the benefit of establishing "No Horn" or "Quiet Zones" rules regarding these zones and their effect on the local area.



Federal Railroad Administration Locomotive Horn Sounding and Quiet Zone Establishment Fact Sheet

Why Do Locomotives Need to Sound Their Horns?

Since their inception, railroads have sounded locomotive horns or whistles in advance of grade crossings and under other circumstances as a universal safety precaution. During the 20th century, nearly every state in the nation enacted laws requiring railroads to do so. Some states allowed local communities to create “whistle bans” where the train horn was not routinely sounded.

In accordance with a statutory mandate, FRA issued regulations which took effect in 2005 that require locomotive horns be sounded in advance of all public highway-rail crossings, and provide local communities the option of silencing them by establishing quiet zones. Under the Federal regulation, locomotive engineers must sound train horns for a minimum of 15 seconds, and a maximum of 20 seconds, in advance of all public grade crossings, except:

- If a train is traveling faster than 45mph, engineers do not have to sound the horn until it is within $\frac{1}{4}$ mile of the crossing, even if the advance warning is less than 15 seconds.
- If a train stops in close proximity to a crossing, the horn does not have to be sounded when the train begins to move again.
- A “good faith” exception at locations where engineers can’t precisely estimate their arrival at a crossing.

Wherever feasible, train horns must be sounded in a standardized pattern of 2 long, 1 short and 1 long and the horn must continue to sound until the lead locomotive or train car occupies the grade crossing. The minimum volume level for locomotive horns is 96 decibels and the maximum volume level is 110 decibels.

Establishing a Quiet Zone

Only local governments or public agencies may establish a quiet zone, which must be at least $\frac{1}{2}$ mile in length, and have at least one public highway-rail grade crossing. Every public grade crossing in a quiet zone must be equipped at minimum with the standard or conventional automatic warning devices (i.e. flashing lights and gates). Communities have the option to establish partial quiet zones restricting locomotive horn sounding during overnight hours between 10:00 P.M. to 7:00 A.M.

Local governments must work in cooperation with the railroad that owns the track, and the appropriate state transportation authority to convene a diagnostic team to assess the risk of collision at each grade crossing where they wish to silence the horn. An objective determination is made about where and what type of additional safety engineering improvements are necessary to effectively reduce the risk associated with silencing the horns based on localized conditions such as highway traffic volumes, train traffic volumes, the accident history and physical characteristics of the crossing, including existing safety measures.

Examples of additional safety engineering improvements that may be necessary to reduce the risk of collisions include: medians on one or both sides of the tracks to prevent a motorist from driving around a lowered gate; a four-quadrant gate system to block all lanes of highway traffic; converting a two-way street into a one-way street; permanent closure of the crossing to highway traffic; or approved variations of these treatments.

As an alternative to quiet zones, communities may also choose to silence locomotive horns through the installation of wayside horns at each crossing (train-activated stationary acoustical devices directed at highway traffic), as a one for one substitute for train horns.

Once all necessary safety engineering improvements are made, the local community must certify to FRA that the required level of risk reduction has been achieved. A quiet zone may only take effect after all necessary safety measures are installed and operational.

Notably, in a quiet zone engineers have no legal duty to sound the horn, but may exercise discretion during emergency situations (i.e. the presence of a vehicle or a person on the track). Under federal regulations, engineers must sound the horn to warn railroad maintenance employees or contractors working on the tracks. If a railroad or individual engineer fails to sound the locomotive horn as required or is unnecessarily sounding the horn in an established quiet zone, they are subject to enforcement action by FRA.

Pre-Rule Quiet Zones In some locations, communities had legacy “whistle bans,” which were established by local ordinance or through agreements with railroads in accordance with state laws, or through informal agreements honored or abided by a railroad. Whistle ban communities were required by law and FRA’s regulations to affirmatively state their intention to preserve them by submitting specific paperwork converting the ban to a “pre-rule quiet zone.” Those that failed to do so lost their special status and railroads resumed routine sounding of horns. Pre-rule quiet zone communities that completed the required paperwork were granted an extended grace period (from 5 to 8 years) to achieve compliance with certain rule requirements.

Additional information can be found at: <http://www.fra.dot.gov/Page/P0104>

FRA Office of Public Affairs
(202) 493-6024
www.fra.dot.gov
February 2013



Quiet Zone FRAWeb Report

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State	State	City	QZType	RailRoad
AK	AK	Anchorage	New	ARR
	AK	Anchorage	Pre-Rule	ARR
	AK	Anchorage	New	ARR
	Total: 3			
AL	AL	Mobile	New	CSX
	AL	Decatur	New	NS
	AL	Madison	New	NS
	Total: 3			
AZ	AZ	Kingman	New	BNSF
	AZ	Gila Bend	New	UP
	AZ	Maricopa	New	BNSF
	AZ	Wellton	New	UP
	AZ	Willcox	New	UP
	AZ	Phoenix	New	UP
	AZ	Chandler	New	UP
	AZ	Yuma	New	UP
	AZ	Chandler	New	UP
	AZ	Maricopa	New	UP
	AZ	Clifton	New	UP
	AZ	Marana	New	UP



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AZ

AZ	Yuma	New	UP
AZ	Flagstaff	New	BNSF
AZ	Tempe	New	UP
Total: 15			

CA

CA	Sonoma County	New	SMRT
CA	Pomona	New	UP
CA	Richmond	New	BNSF
CA	Santa Rosa	New	SMRT
CA	Rocklin	New	UP
CA	Sacramento	Pre-Rule	UP
CA	Sonoma County	New	SMART
CA	Sacramento	New Partial	UP
CA	San Clemente	New	BNSF
CA	Petaluma	New	SMRT
CA	Santa Ana	New	BNSF
CA	Tustin	New	SCAX
CA	West Sacramento	New	UP
CA	Santa Ana	New	SCRR
CA	Fresno	New	BNSF
CA	San Diego	New	SDNX
CA	Atherton	New	UP



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CA

CA	Richmond	New	BNSF
CA	Placentia	New	BNSF
CA	Richmond	New	BNSF
CA	Sacramento	New	UP
CA	Bakersfield	Pre-Rule	BNSF
CA	Elk Grove	New	UP
CA	Irvine	New	SCAX
CA	Colfax	New	UP
CA	Campbell	New	SCCT
CA	Richmond	New	BNSF
CA	Anaheim	New	SCRR
CA	Glendale	New	SCAX
CA	Anaheim	New	SCRR
CA	Orange	New	BNSF
CA	Sacramento	New	UP
CA	Alameda County	New	UP
CA	San Bernardino	New	SCAX
CA	Richmond	New	RPRC
CA	San Juan Capistr	New	SCAX
CA	Campbell	New	UP
CA	Industry	New	UP



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CA

CA	Anaheim	New	BNSF
CA	San Jose	New	SCCT
CA	Fresno	New	BNSF
CA	Richmond	New	BNSF
CA	Richmond	New	BNSF
CA	Elk Grove	New	UP
CA	Dana Point	New	SCAX
CA	Stockton	New	UP
CA	Rocklin	New	UP
CA	Orange	New	SCRR
CA	Richmond	New	BNSF
CA	Elk Grove	New	UP
CA	Galt	New	UP
CA	Loma Linda	New	UP
CA	Riverside	New	BNSF
CA	Colton	New	BNSF
CA	Fremont	New	UP
Total: 55			

CO

CO	Arvada	New	UP
CO	Broomfield	New	BNSF
CO	Windsor	New	GWR



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CO

CO	Windsor	New	GWR
CO	Arvada	New	UP
CO	Brush	New	BNSF
CO	Fort Morgan	New	BNSF
CO	Commerce City	New	BNSF
CO	El Paso County	New	BNSF
CO	Monument	New	UP
CO	Arvada	New	UP
CO	Timnath	New	GWR
CO	Arvada	New	UP
CO	Castle Rock/ Douglas County	New	UP
CO	Commerce City	New	BNSF
CO	Winter Park	New	UP
CO	Fort Morgan	New	BNSF
CO	Commerce City	New	BNSF
CO	Arvada	New	UP
CO	Winter Park	New	UP
CO	Arvada	New	UP
CO	Windsor	New	GWR
CO	Arvada	New	UP



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CO	CO	Westminster	New	BNSF
	Total: 24			
CT	CT	Stonington	New	ATK
	CT	Groton	New	ATK
	Total: 2			
FL	FL	West Palm Beach	New	CSX
	FL	Lake Worth	New	FECR
	FL	Lantana	New	FEC
	FL	Palm Beach	New	CSX
	FL	Miami	New	FEC
	FL	Broward County	New	CSX
	FL	Broward County	New	CSX
	FL	Ocala	New	CSX
	FL	Deerfield Beach	New	SFRV
	FL	Hollywood	New	CSX
	FL	Lake Worth	New	CSX
	FL	Baldwin	New	CSX
	FL	Boynton Beach	New	CSX
	FL	Boca Raton	New	CSX
	FL	Marion County	New	CSX



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FL	FL	Baldwin	New	CSX
	FL	Delray Beach	New	FEC
	FL	Clearwater	New	CSX
	FL	Lakeland	New	CSX
	FL	Pembroke Park	New	CSX
	FL	Deerfield Beach	New	SFRV
	FL	Boca Raton	New	FECR
	FL	Delray Beach	New	CSX
	FL	West Palm Beach	New	FEC
	FL	Orlando	New	CFCR
	FL	Broward County	New	CSX
	Total: 26			
GA	GA	Atlanta	New	CSX
	GA	Smyrna	New	CSX
	GA	Cobb County	New	NS
	GA	College Park	New	CSX
	GA	Cobb County	New	CSX
	GA	DeKalb County	New	CSX
	GA	Cobb County	New	CSX
	GA	Cobb County	New	CSX
	GA	Lithonia	New	CSXT



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GA	GA	DeKalb County	New	CSX
	GA	Cobb County	New	CSX
	GA	Acworth	New	CSX
	GA	Powder Springs	New	NS
	GA	Ware County	New	CSX
	Total: 14			
IA	IA	Nevada	New	UP
	IA	Nevada	New	UP
	IA	Burlington	New	BNSF
	IA	Nevada	New	UP
	IA	Boone	New	UP
	IA	Bellevue	Pre-Rule	DME
	IA	Sioux City	New	BNSF
	IA	Ames	New	UP
	IA	Denison	New	UP
	IA	Ogden	New	UP
	IA	Creston	New	BNSF
	IA	Fairfield	New	BNSF
	Total: 12			
ID	ID	Rathdrum	New	BNSF
	Total: 1			



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IL

IL	Elwood	New	UP
IL	Thornton	New	UP
IL	Mokena	New	CSX
IL	Crete	New	UP
IL	Tinley Park	New	IAIS
IL	Barrington	New	EJE
IL	Crystal Lake	New	UP
IL	Joliet	New	WC
IL	Glenwood	New	UP
IL	Rochelle	New	UP
IL	Lake Zurich	New	EJE
IL	Macedonia	New	EVWR
IL	Oak Lawn	New	NS
IL	Sauk Village	New	NS
IL	Joliet	New	EJE
IL	New Lenox	New	UP
IL	Matteson	New	UP
IL	Vernon Hills	New	EJE
IL	Virden	New	UP
IL	Elmwood Park	New Partial	CN
IL	Joliet	New	EJE



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IL

IL	Bensenville	New	NIRC
IL	Morrison	New	UP
IL	North Riverside	New	CN
IL	Grayslake	New	NIRC
IL	West Chicago	New	CN
IL	Barrington	New	CN
IL	DeKalb	New	UP
IL	Elwood	New	UP
IL	Normal	New	UP
IL	Plano	New	BNSF
IL	Richton Park	New	EJE
IL	Wayne	New	CN
IL	South Holland	New	CSXT
IL	Rochelle	New	BNSF
IL	Cortland	New	UP
IL	Roselle	New	CP
IL	Park Forest	New	UP
IL	Joliet	New	EJE
IL	Bartlett	New	CP
IL	Plainfield East	New	EJE
IL	Evergreen Park	New	GTW



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IL	IL	Sugar Grove	New	BNSF
	IL	Elmhurst	New	CC
	IL	Itasca	New	CN
	IL	Hodgkins	New	BNSF
	IL	Pontiac	New	UP
	IL	Big Rock	New	BNSF
	IL	Chicago	New	Iowa, Chicago & Eastern RR
	IL	Frankfort	New	EJE
	IL	Chicago	New	CSX
	IL	Oak Lawn	New	NS
	IL	Oak Lawn	New Partial	NS
	IL	Antioch	New	WC
	IL	Aurora	New	BNSF
	IL	Crest Hill	New	CN
	IL	Galesburg	New	BNSF
	IL	Franklin Park	New	WC
	IL	Orland Park	New	NS
	Total: 59			
IN	IN	Highland	New	GTW
	IN	Lafayette	New	NS
	IN	New Albany	New	NS



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IN	IN	Muncie	New	CSX
	IN	Muncie	New	NS
	IN	Muncie	New	NS
	IN	Mishawaka	Pre-Rule	NS
	IN	Knox	New	CSX
	IN	Griffith	New	EJE
	IN	Mishawaka	Pre-Rule	CN
	IN	South Bend	New	GTW
	IN	Munster	New	CN
	IN	Dyer	New	WC
	IN	Schererville	New	WC
Total: 14				
KS	KS	Overland Park	New	UP
	KS	Lenexa	New	BNSF
	KS	Edgerton	New	UP
	KS	Parsons	New	UP
	KS	Fort Scott	New	BNSF
	KS	Overland Park	New	UP
Total: 6				
KY	KY	Louisville	New	CSX
	KY	St. Matthews	New	CSX



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KY

KY	Pewee Valley	New	CSX
KY	Covington	Pre-Rule	CSX
KY	Anchorage	Pre-Rule	CSX
KY	Louisville	New	CSX
KY	Louisville	New	CSX
KY	Louisville	New	CSX
KY	Pewee Valley	New	CSX
KY	Louisville	New	CSX
KY	Louisville	New	PAL
KY	LaGrange	Pre-Rule	CSX
KY	Louisville	Pre-Rule	CSX
Total: 13			

LA

LA	Jefferson Parish	Pre-Rule	NS
LA	West Monroe	New	KCS
LA	Monroe	New	KCS
LA	Monroe	New	KCS
Total: 4			

MA

MA	Norfolk	Pre-Rule	MBTA
MA	Wilmington	Pre-Rule	GRS
MA	Waltham	Pre-Rule	MBTA
MA	Wakefield	Pre-Rule	MBTA



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MA

MA	Hingham	New	MBTA
MA	Concord	Pre-Rule	MBTA
MA	Wenham	Pre-Rule	MBTA
MA	Revere	New	MBTA
MA	Rowley	New	MBTA
MA	Beverly	Pre-Rule	MBTA
MA	Ipswich	Pre-Rule	MBTA
MA	Hamilton	Pre-Rule	MBTA
MA	Somerville	Pre-Rule	MBTA
MA	Andover	Pre-Rule	BM
MA	Belmont	Pre-Rule	MBTA
MA	Melrose	Pre-Rule	MBTA
MA	Beverly	Pre-Rule	MBTA
MA	Weston	Pre-Rule	MBTA
MA	Gloucester	Pre-Rule	MBTA
MA	Ayer	Pre-Rule	ATK
MA	Medford	Pre-Rule	MTA
MA	Lincoln	New	MBTA
MA	Manchester	Pre-Rule	MBCR
MA	Beverly RLEast	Pre-Rule	MBTA
MA	Beverly NLNorth	Pre-Rule	MBTA



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MA	MA	Beverly RLWest	Pre-Rule	MBTA
	MA	Acton	Pre-Rule	MBTA
	MA	Chelsea	Pre-Rule	MBTA
	MA	Reading	Pre-Rule	MBTA
	Total: 29			
MD	MD	Cumberland	Pre-Rule	CSX
	MD	Hagerstown	Pre-Rule	CSX
	MD	Silver Spring	New	CSX
	MD	Riverdale Park	New	CSX
	MD	Cumberland	Pre-Rule	CSX
	Total: 5			
ME	ME	Waterville	Pre-Rule	GRS
	ME	Portland	Pre-Rule	ST
	ME	Rockland	Pre-Rule	MC
	ME	Freeport	New	ATK
	ME	Yarmouth	Pre-Rule	SLR
	ME	Portland (3)	Pre-Rule	ST
	ME	Yarmouth	New	ST
	ME	Westbrook	Pre-Rule	ST
	ME	Bath	New	MERX
	ME	Presque Isle	Pre-Rule	BAR



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ME

ME	Fairfield	Pre-Rule	Guilford
ME	Falmouth	Pre-Rule	ST
ME	Pittsfield	Pre-Rule	ST
ME	Portland (2)	Pre-Rule	ST
ME	Rockland	New	Maine Eastern RR
ME	Falmouth	New	GRS
ME	Thomaston	New	MERX
ME	Westbrook	Pre-Rule	ST
ME	Brunswick	New	Main Coast RR
Total: 19			

MI

MI	Durand	Pre-Rule	GTW
MI	Ferndale	New	GTW
MI	Durand	Pre-Rule	GTW
MI	Durand	Pre-Rule	GTW
MI	Battle Creek	New	ATK
MI	Battle Creek	New	ATK
MI	Durand	Pre-Rule	GTW
MI	Wixom	New	CSX
MI	Iron Mountain	Pre-Rule	Escanaba & Lake Superior RR
Total: 9			

MN

MN	St. Paul Park	New	BNSF
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Quiet Zone **FRA**Web Report

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MN

MN	St. Paul	Pre-Rule	MNNR
MN	Minneapolis	Pre-Rule	MNNR
MN	Detroit Lakes	New	BNSF
MN	Staples	New	BNSF
MN	St. Paul	Pre-Rule	UP
MN	Minneapolis	Pre-Rule	BNSF
MN	Shoreview	New	SOO
MN	St. Paul	Pre-Rule	BNSF
MN	Greenfield	New	CP
MN	Brooklyn Center	New	SOO
MN	Fridley	New	BNSF
MN	Little Canada	New	SOO
MN	Plymouth	Pre-Rule Partial	CP
MN	Medina	New	SOO
MN	Koochiching County	New	WC
MN	Cottage Grove	New	CP
MN	Minnetonka	New	CP
MN	St. Cloud	New	BNSF
MN	Grand Rapids	New	BNSF
MN	St. Paul	Pre-Rule	SOO
MN	Duluth	Pre-Rule	SLLX



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MN

MN	Watab	New	BNSF
MN	Oakdale	New	UP
MN	Coon Rapids	New	BNSF
MN	Bayport	Pre-Rule Partial	UP
MN	Duluth (BNSF)	Pre-Rule Partial	BNSF
MN	Duluth	Pre-Rule Partial	DMIR
MN	Minnetonka	New	CPR
MN	Coon Rapids	New	BNSF
MN	Minneapolis	Pre-Rule	SOO
MN	St. Paul	New	UP
MN	Crystal	New	CP
MN	Anoka	New	BNSF
MN	Medina	New	SOO
MN	Dilworth	New	BNSF
MN	Chaska	New	TCWR
MN	Cottage Grove	New	BNSF
MN	Ramsey	New	BNSF
MN	Ramsey	New	BNSF
MN	Coon Rapids	New	BNSF
MN	Winona	Pre-Rule	SOO
MN	Sauk Rapids	New	BNSF



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MN

MN	Minneapolis	Pre-Rule	BNSF
MN	Duluth	Pre-Rule Partial	SOO
MN	Minneapolis	Pre-Rule	SOO
MN	Minneapolis	Pre-Rule	BNSF
MN	Wayzata	New Partial	BNSF
MN	Benton County	New	BNSF
MN	Andover	New	BNSF
MN	Watab	New	BNSF
MN	Delano	New	BNSF
MN	St. Paul	New	UP
MN	Dellwood	New Partial	SOO
MN	Little Falls	New	BNSF
MN	Minneapolis	Pre-Rule	TCW
MN	Proctor	New	WC
MN	St. Cloud	New	BNSF
MN	Elk River	New	BNSF
MN	Winona	New	SOO
MN	Elk River	New	BNSF
MN	Shoreview	New	SOO
MN	Hastings	New	CP
MN	Big Lake	New	BNSF



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MN

MN	Moorhead	New	BNSF Railroad
MN	Minneapolis	Pre-Rule	MNNR
MN	Minneapolis	Pre-Rule	SOO
MN	Rosemount	New	UP
MN	Becker	New	BNSF
MN	Northfield	Pre-Rule Partial	SOO
MN	Minneapolis	Pre-Rule	SOO
Total: 71			

MO

MO	St. Louis	Pre-Rule	MRS
MO	Oakland	Pre-Rule	BSNF
MO	Webster Groves	Pre-Rule	UP
MO	St. Louis	Pre-Rule	UP
MO	Webster Groves	Pre-Rule	UP
MO	Washington	New	UP
MO	Maplewood	Pre-Rule	UP
MO	Rogersville	New	BNSF
MO	Shrewsbury	Pre-Rule	BNSF
MO	Kirkwood	Pre-Rule	UP
MO	St. Louis	Pre-Rule	BNSF
MO	St. Joseph	New	BNSF
MO	St. Louis	Pre-Rule	BSDA



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MO

MO	Springfield	New	BNSF
MO	St. Louis	Pre-Rule	UP
MO	Blue Springs	New	KCS
MO	Kirkwood	Pre-Rule	BNSF
MO	Oak Grove	New	KCS
MO	Neosho	New	KCS
MO	Mansfield	New	BNSF
MO	Seymour	New	BNSF
MO	Webster Groves	Pre-Rule	BNSF
MO	Webster Groves	New	UP
MO	Oakland	Pre-Rule	UP
MO	St. Louis	Pre-Rule	NS
MO	Hermann	New	UP
Total: 26			

MS

MS	Vicksburg	New	KCS
MS	Clinton	New	KCS
MS	Gulfport/Harriso	New	CSX
Total: 3			

MT

MT	Whitefish	New	BNSF
MT	Billings	New	BNSF



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MT	MT	Glendive	New	BNSF
	Total: 3			
NC	NC	Asheville	New	NS
	NC	Apex	New	CSX
	NC	Salisbury	New	NS
	NC	Rocky Mount	Pre-Rule	CSX
	NC	Kannapolis	New	NS
	NC	New Bern	Pre-Rule	NS
	NC	Rocky Mount	Pre-Rule	CSX
	Total: 7			
ND	ND	Mandan	New	BNSF
	ND	Surrey	New	BNSF
	ND	Beach	New	BNSF
	ND	Grand Forks	New	BNSF
	ND	Harwood	New	BNSF
	ND	Grand Forks	New	BNSF
	ND	Grand Forks	New	BNSF
	ND	Medora	New	BNSF
	ND	Minot	New	BNSF
	ND	Mapleton	New	BNSF



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ND	ND	Surrey	New	BNSF
	ND	Casselton	New	BNSF
	ND	Fargo	New	BNSF Railroad
	ND	South Heart	New	BNSO
	Total: 14			
NE	NE	Scottsbluff	New	BNSF
	NE	Dodge County	New	UP
	NE	Lincoln	New	BNSF
	NE	Broken Bow	New	BNSF
	NE	South Sioux City	New	BNSF
	NE	Grand Island	New	UP
	NE	Lincoln	New	BNSF
	NE	Lincoln	New	BNSF
	NE	La Vista	New	BNSF
	NE	Waverly	New	BNSF
	NE	Blair	New	UP
	NE	Aurora	New	BNSF
	NE	Lincoln	New	BNSF
	Total: 13			
NJ	NJ	Hillsborough	New	NS
	NJ	Westfield	New	CRSH



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NJ

NJ	Somerville	New	CSX
NJ	Woodbridge	New	NS
NJ	Montclair	Pre-Rule Partial	NJTR
NJ	Hillsborough	New	NS
NJ	Woodbridge	New	NS

Total: 7

NM

NM	San Felipe	New	NMRX
NM	Pueblo of Sandia	New	BNSF
NM	Albuquerque	New	NNRX
NM	Milan	New	BNSF
NM	Belen	New	BNSF
NM	Isleta	New	NMRX
NM	Albuquerque	New	NMRX
NM	Santa Fe	New	SFS
NM	Valencia County	New	BNSF
NM	Albuquerque	New	NMRX
NM	Alamogordo	New	UP
NM	Belen	New	BNSF
NM	Albuquerque	New	NMRX
NM	Albuquerque	New	NMRX

Total: 14



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NY

NY	Cohoes	New	DH
NY	Watervliet	Pre-Rule	DH
NY	Hamburg	New	NS
NY	Queens	New	LI
NY	Hamburg	New	CSX
NY	Camillus	New	FGLK
NY	Hamburg	New	NS
NY	Hamburg	New	NS
NY	Hamburg	New	CSX
NY	Hamburg	New	CSX
NY	Dunkirk	Pre-Rule Partial	NS
Total: 11			

OH

OH	Brook Park	New	CSX
OH	Olmsted Falls	New	NS
OH	North Ridgeville	New	NS
OH	Springfield	New	NS
OH	Cuyahoga Falls	New	CSX
OH	Twinsburg	New	WE
OH	Olmsted Falls	New	CSX
OH	Macedonia	New	NS
OH	Moraine	New	CSX



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OH	OH	Holland	New	NS
	OH	Vermilion	New	NS
	OH	Mentor	New	NS
	OH	Loveland	New	GNWR
	Total: 13			
OK	OK	Woodward	New	BNSF
	OK	Norman	New	BNSF
	OK	Oklahoma City	New	BNSF
	OK	Tulsa	New	BNSF
	OK	Ponca City	New	BNSF
	OK	Enid	New	UP
	Total: 6			
OR	OR	Columbia City	New	Portland & Western RR
	OR	Westfir	New	UP
	OR	Salem	New	PNWR
	OR	Portland	New	UP
	OR	Milwaukie	New	UP
	OR	Milwaukie	New	UP
	OR	The Dalles	New	UP
	OR	Salem	New	UP
	OR	The Dalles	Pre-Rule	UP



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OR	OR	Salem	New	UP
	OR	Pendleton	Pre-Rule	UP
	OR	Tualatin	New	PNWR
	OR	Portland	New	BNSF
	OR	Redmond	New	BNSF
	Total: 14			
PA	PA	York	Pre-Rule	NS
	PA	Williamsport	New	LVRR
	PA	Lower Makefield	New	SEPTA
	Total: 3			
SC	SC	Rock Hill	New	NS
	SC	North Charleston	New	CSX
	SC	Spartanburg	New	Norfolk Southern Rail
	SC	Charleston	New	NS
	SC	Spartanburg	New	CSX
	Total: 5			
TN	TN	Lebanon	New	NERR
	TN	Nashville	New	CSX
	TN	Lebanon	New	NERR
	TN	Mt. Juliet	New	NERR
	Total: 4			



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TX

TX	Irving	New	DART
TX	Brenham	New	BNSF
TX	San Antonio	New	UP
TX	Pearland	New	BNSF
TX	Dallas	New	KCS
TX	Carrollton	New	BNSF
TX	Irving	New	TREX
TX	Murphy	New	UP
TX	N Richland Hills	New	BNSF
TX	Goldthwaite	New	BNSF
TX	New Braunfels	New	UP
TX	Tyler	New	UP
TX	Edna	New	TM
TX	Carrollton	New	DCTA
TX	Fort Worth	New	UP
TX	Irving	New	BNSF
TX	San Antonio	New	UP
TX	Arlington	New	UP
TX	Fort Worth	New	UP
TX	Houston	New	UP
TX	Lewisville	New	KCS



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TX

TX	Leander	New	AUAR
TX	Austin	New	UP
TX	Houston	New	BNSF
TX	Daingerfield	New	KCS
TX	Houston	New	BNSF
TX	New Braunfels	New	UP
TX	Plano	New	KCS
TX	Aledo	New	UP
TX	Mesquite	New	UP
TX	Dallas	New	UP
TX	Corinth	New	DART
TX	Houston	New	UP
TX	Fort Worth	New	TRE
TX	Celina	New	BNSF
TX	Denton	New	DCTA
TX	Stafford	New	UP
TX	Grand Prairie	New	UP
TX	El Campo	New	TM
TX	Fort Worth	New	BNSF
TX	Houston	New	UP
TX	Houston	New	UP



Quiet Zone FRAWeb Report

Report Date: 7/16/2018

TX

TX	Plano	New	KCS
TX	Houston	New	BNSF
TX	San Antonio	New	UP
TX	Irving	New	DART
TX	Fort Worth	New	FWWR
TX	Victoria	New	UP
TX	Flatonia	New	UP
TX	Colleyville	New	UP
TX	San Antonio	New	UP
TX	Kyle	New	UP
TX	New Braunfels	New	UP
TX	Saginaw	New	BNSF
TX	San Antonio	New	UP
TX	Carrollton	New	BNSF
TX	Beaumont	New	UP
TX	Houston	New	BNSF
TX	San Antonio	New	BNSF
TX	Wylie	New	KCS
TX	Orange	New	BNSF
TX	Austin	New	UP
TX	Fort Worth	New	BNSF



Quiet Zone FRAWeb Report

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TX

TX	Houston	New	UP
TX	Brazos County	New	UP
TX	Plano	New	BNSF RR
TX	Fort Worth	New	UP
TX	College Station	New	UP
TX	Hickory Creek	New	DGNO
TX	Austin	New	AUAR
TX	Fort Worth	New	TRE
TX	San Antonio	New	UP
TX	San Antonio	New	UP
TX	Fort Worth	New	TRE
TX	Fort Worth	New	UP
TX	Arlington	New	UP
TX	San Antonio	New	UP
TX	Fort Worth	New	BNSF
TX	Houston	New	UP
TX	Cedar Park	New	TXNW
TX	Fort Worth	New	UP
TX	Waelder	New	UP
TX	El Campo	New	TM
TX	Fort Worth	New	TRE



Quiet Zone FRAWeb Report

Report Date: 7/16/2018

TX

TX	San Antonio	New	UP
TX	Caldwell	New	UP
TX	Plano	New	KCS
TX	New Braunfels	New	UP
TX	Angleton	New	UP
TX	Lewisville	New	DART
TX	Arlington	New	UP
TX	Prosper	New	BNSF
TX	Richmond	New	BNSF
TX	Houston	New	UP
TX	Cedar Park	New	AUAR
TX	Irving	New	TRE
TX	Lake Dallas	New	UP
TX	El Paso	New	UP
TX	Richardson	New	KCS
TX	Burleson	New	UP
TX	Austin	New	AUAR
TX	Austin	New	AUAR
TX	San Antonio	New	UP
TX	Ft. Worth	New	BNSF
TX	New Braunfels	New	UP



Quiet Zone FRAWeb Report

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TX

TX	Kennedale	New	UP
TX	Leander	New	CMTY
TX	Canyon	New	BNSF
TX	Marathon	New	UP
TX	Burleson	New	BNSF
TX	Kilgore	New	UP
TX	Brownsville	New	UP
TX	Wylie	New	KCS
TX	Mansfield	New	BNSF
TX	Killeen	New	BNSF
TX	Austin	New	CMTY
TX	Keller	New	UP
TX	Fort Worth	New	UP
TX	Palestine	New	UP
TX	Fort Worth	New	BNSF, Amtrak, UP
TX	Brenham	New	BNSF
TX	Forney	New	UP
TX	Grand Prairie	New	UP
TX	Watauga	New	UP
TX	Willis	New	UP
TX	Sealy	New	UP



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TX

TX	Richardson	New	DART
TX	Beaumont	New	UP
TX	Wylie	New	KCS
TX	Arlington	New	UP
TX	Austin	New	AUAR
TX	Dallas	New	UP
TX	Garland/Sachse	New	KCS
TX	Baytown	New	UP
TX	San Antonio	New	UP
TX	Sugar Land	New	BNSF
TX	Austin	New	UP
TX	Frisco	New	BNSF
TX	Fort Worth	New	UP
TX	Texarkana	New	KCS
TX	Edgecliff Villag	New	BNSF
TX	Midland	New	UP
TX	Victoria	New	UP
TX	Odessa	New	UP
TX	Wharton	New	KCS
TX	Longview	New	UP
TX	Beaumont	New	KCS



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TX	TX	Flower Mound	New	UP
	TX	San Antonio	New	UP
	TX	Dallas	New	TRE
	Total: 150			
UT	UT	Salt Lake City	New	UTAH
	UT	Pleasant View	New	UP
	UT	Midvale	New	UTAH
	UT	West Jordan	New	UTAH
	UT	West Jordan	New	UP
	UT	Marriott-Slaterv	New	UP
	UT	Woods Cross City	New	UP
VA	Total: 7			
	VA	Vinton	Pre-Rule	NS
	VA	Ashland	Pre-Rule	CSX
	VA	Suffolk	New	CWRY
	VA	Culpeper	Pre-Rule	NS
	VA	Roanoke	Pre-Rule	NS
	VA	Bluefield	Pre-Rule	NS
	VA	Buchanan	Pre-Rule	NS
	VA	Vinton	Pre-Rule	NS
	VA	Charlottesville	Pre-Rule	CSX



Quiet Zone FRAWeb Report

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VA

VA	Prince William	New	CSXT
VA	Suffolk	New	CWRY
VA	Salem-White.Thorn	Pre-Rule	NS
VA	Gordonsville	New Partial	BB
VA	Gordonsville	New	BB
VA	Appalachia	Pre-Rule	NS
VA	Roanoke	Pre-Rule	NS
VA	Abingdon	Pre-Rule Partial	NS
VA	Salem- Chrstnsbg	Pre-Rule	NS
VA	Chesterfield Cou	New Partial	CSX
VA	Roanoke	Pre-Rule	NS
VA	Manassas	Pre-Rule Partial	NS
VA	Roanoke	Pre-Rule	NS
VA	Rocky Mount	Pre-Rule Partial	NS
VA	Williamsburg	Pre-Rule	CSX
VA	Manassas	Pre-Rule Partial	NS
VA	Christiansburg	Pre-Rule	NS
VA	Roanoke	Pre-Rule	NS
VA	Roanoke	Pre-Rule	NS
Total: 28			



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VT	VT	Burlington	New	Vermont RWY Inc.
Total: 1				
WA	WA	Seattle	Pre-Rule	BNSF
	WA	Washougal	New	BNSF
	WA	Connell	New	BNSF
	WA	White Salmon	New	BNSF
	WA	Stevenson	New	BNSF
	WA	Spokane Valley	New	BNSF
	WA	Vancouver	New	BNSF
	WA	Mukilteo	New	BNSF
	WA	Wenatchee	Pre-Rule	BNSF
	WA	Vancouver	New	BNSF
	WA	Vancouver	New	BNSF
Total: 11				
WI	WI	Oshkosh	Pre-Rule	WC
	WI	Madison	New	WSOR
	WI	Oshkosh	Pre-Rule	WC
	WI	Milwaukee	New	SOO
	WI	Spencer	New	WC
	WI	Oconomowoc Lake	New	CP



Quiet Zone FRAWeb Report

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WI

WI	Elm Grove	Pre-Rule	SOO
WI	La Crosse	Pre-Rule	SOO
WI	Menasha	Pre-Rule	WC
WI	Superior	Pre-Rule	BNSF
WI	Watertown	Pre-Rule	UP
WI	North Fond du Lac	Pre-Rule	WC
WI	Watertown	Pre-Rule	WSOR
WI	Green Bay	Pre-Rule	WC
WI	Milwaukee	New	SOO
WI	Mukwonago	Pre-Rule	WC
WI	La Crosse	Pre-Rule	BNSF
WI	Marshfield	New	WC
WI	Superior	Pre-Rule	BNSF
WI	La Crosse	Pre-Rule Partial	BNSF
WI	Oshkosh	Pre-Rule	WC
WI	Madison	New	WSOR
WI	Pleasant Prairie	Pre-Rule	UP
WI	Pleasant Prairie	Pre-Rule	UP
WI	Menasha	Pre-Rule	WC
WI	Auburndale	New	CN
WI	Oconomowoc	New	CP



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WI

WI	West Allis	Pre-Rule	UP
WI	Fond Du Lac	Pre-Rule	WC
WI	Pepin	New	BNSF
WI	Menasha	Pre-Rule	WC
WI	Burlington	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Waukesha	Pre-Rule	WC
WI	Superior	Pre-Rule	UP
WI	Wauwatosa	Pre-Rule	SOO
WI	Superior	Pre-Rule	SOO
WI	Sussex	New	WC
WI	Oak Creek	New	SOO
WI	Stockholm	New	BNSF
WI	Superior	Pre-Rule	UP
WI	Watertown	Pre-Rule	SOO
WI	Oshkosh	New	WC
WI	De Pere	New	WC
WI	Prairie du Chien	Pre-Rule Partial	BNSF
WI	Menasha	Pre-Rule	CN
WI	Bayside	New Partial	UP
WI	Hartland	New	SOO



Quiet Zone FRAWeb Report

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WI

WI	Green Bay	Pre-Rule	WC
WI	Wausau	Pre-Rule Partial	WSOR
WI	Green Bay	Pre-Rule	WC
WI	Menasha	Pre-Rule	WC
WI	West Allis	Pre-Rule	UP
WI	Superior	Pre-Rule	BNSF
WI	Madison	New	WSOR
WI	Superior	Pre-Rule	BNSF
WI	Stevens Point	New	CN
WI	Junction City	Pre-Rule Partial	WC
WI	Green Bay	Pre-Rule	WC
WI	Menasha	Pre-Rule	WC
WI	Oshkosh	Pre-Rule	WC
WI	Wausau	Pre-Rule Partial	WSOR
WI	Wausau	Pre-Rule Partial	WSOR
WI	Superior	Pre-Rule	BNSF
WI	Fox Point	Pre-Rule Partial	UP
WI	Superior	Pre-Rule	WC
WI	Wauwatosa	Pre-Rule	SOO
WI	Menasha	Pre-Rule	WC
WI	Superior	Pre-Rule	BNSF



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WI	WI	Fond Du Lac	Pre-Rule	WC
	WI	Black Wolf	New	AAR
	WI	Lisbon	New	WC
	WI	Pleasant Prairie	Pre-Rule	UP
	WI	Green Bay	Pre-Rule	WC
	WI	Superior	Pre-Rule	BNSF
	WI	Richfield	New	CN
	WI	Neenah	Pre-Rule	WC
	WI	Madison	New	WSOR
	WI	Ashwaubenon	New	CN
	WI	Green Bay	Pre-Rule	WC
	WI	Wausau	Pre-Rule Partial	WSOR
	WI	La Crosse	Pre-Rule	SOO
	Total: 82			
WV	WV	Chesapeake	New	Amtrak, CSX
	Total: 1			
WY	WY	Cheyenne War AFB	New	BNSF
	WY	Cheyenne	New	UP
	WY	Glendo	New	BNSF
	WY	Lusk	New	UP
	WY	Gillette	New	BNSF



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WY	WY	Sheridan	New	BNSF
	WY	Cheyenne	New	BNSF
	WY	Newcastle	New	BNSF
	WY	Gillette	New	BNSF
	WY	Sheridan	New	BNSF
	WY	Moorcroft	New	BNSF
	Total: 11			



Blow Horns, No More: Establishing Railroad Quiet Zones

Author : CED Program Interns & Students

Categories : [Community Development](#)

Tagged as : [quality of liferailroads](#)

Date : May 5, 2016



Many North Carolinians have fond memories of railroads and trains being a centerpiece of local downtown activity. Not only are trains effective transportation instruments, but also can be an identity for some communities. The railroad tracks are often located in the epicenter of cities, and history reveals that some towns were even built *around* the railroad's path. Unfortunately, not all residents have a favorable view of railroads running through their cities and towns. For example, consider the number of families housed near railroad crossings that wake-up multiple times at night because train horns are blown at railroad crossings. Some municipalities have begun instituting "quiet zones" at railroad intersections. This blog post will explore the process of establishing these quiet zones and offer some useful past and on-going examples.

Establishing Quiets Zones

[Federal regulations](#) require that "... locomotive horns begin sounding 15–20 seconds before entering public highway?rail grade crossings, no more than one?quarter mile in advance." Likewise, the "the [Federal Railroad Administration \(FRA\)](#) is committed to reducing the number of collisions at highway?rail grade crossings, while establishing a consistent standard for communities who opt to preserve or enhance quality of life for their residents by establishing quiet zones within which routine use of train horns at crossings is prohibited." The definition of a quiet zone as defined by FRA is:

"A section of a rail line at least one?half mile in length that contains one or more consecutive public highway?rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. The prohibited use of train horns at quiet zones only applies to trains

when approaching and entering crossings and does not include train horn use within passenger stations or rail yards. Train horns may be sounded in emergency situations or to comply with other railroad or FRA rules even within a quiet zone. Quiet zone regulations also do not eliminate the use of locomotive bells at crossings. Therefore, a more appropriate description of a designated quiet zone would be a 'reduced train horn area.'"

[Union Pacific](#) notes that there are two types of quiet zones: (1) a **partial quiet zone** from 10:00pm to 7:00am, and (2) a **full quiet zone** that is 24-hours per day and seven days per week. Based on the [federal regulations](#), some requirements for a quiet zone are that:

1. The Quiet Zone Risk Index (QZRI) is less than or equal to the Nationwide Significant Risk Threshold (NSRT) with or without additional safety measures such as Supplementary Safety Measures (SSMs) or Alternative Safety Measures (ASMs) described below. The QZRI is the average risk for all public highway?rail crossings in the quiet zone, including the additional risk for absence of train horns and any reduction in risk due to the risk mitigation measures. The NSRT is the level of risk calculated annually by averaging the risk at all of the Nation's public highway?rail grade crossings equipped with flashing lights and gates where train horns are routinely sounded.
2. The Quiet Zone Risk Index (QZRI) is less than or equal to the Risk Index With Horns (RIWH) with additional safety measures such as SSMs or ASMs. The RIWH is the average risk for all public highway?rail crossings in the proposed quiet zone when loco? motive horns are routinely sounded.
3. SSMs installed at every public highway?rail crossing. This is the best method to reduce to reduce risks in a proposed quiet zone and to enhance safety.

As mentioned in requirement #3, SSM's and ASM's are [pre-approved](#) risk reduction engineering treatments that include: medians or channelization devices, one?way streets with gates, four quadrant gate systems, and temporary or permanent crossing closures. Information worth noting is that costs can vary from \$30,000 to \$1 million per crossing. Additionally, there are potential legal implications surrounding whether the town or railroad company is liable *if* a collision occurs (depending on the level of safety enhancements installed by the city or town).

As a helpful guideline, the FRA's quiet zone process entails:

- Determining which crossings will be included.
- Identifying any private highway-rail grade crossings (Reviewed by Diagnostic Team).
- Identifying any pedestrian crossings (Reviewed by Diagnostic Team).
- Updating the US DOT Crossing Inventory Form
- Providing a Notice of Intent (NOI) – 60-day comment period.
- Using Alternative Safety Measures (ASMs) – if used, an application to FRA is required.
- Determining how the QZ will be established (One of 3 conditions).
- Completing the installation of SSMs and ASMs.

- Ensuring that the required signs are installed.
- Providing a Notice of QZ Establishment – effective date no earlier than 21 days after notice is mailed.

Useful Examples

In [Kannapolis](#), NC, train horns have now become a prominent issue at night for residents. Often, it's normal to hear the train horns because of the frequency of Norfolk Southern and Amtrak passing through town, and in 2014, the city council appropriated funds for four crossings. The city is officially applying for a quiet zone with an application fee of \$2,500 and an annual maintenance fee of \$15,200. Another example, in March of 2016, [Salisbury](#)'s (NC) city council established three quiet zones throughout the city. Contrasting Kannapolis, this proposal was met by local resistance. The opposition to the quiet zones believed that the train horns were important for public safety, and that alleviating one incident is worth the value of keeping the horn. In other cases, towns are spending large sums to install crossing safety measures. [Rock Hill](#), SC, approved \$8 million in project funding to install safety measures and the relocation of one rail-line. Within the past year, South Carolina's capital city, [Columbia](#), decided to pay for a noise study and install safety measures in order to qualify for a quiet zone. Estimated as running six miles through the city, the rail-line has affected the quality of some residents' lives. It's estimated that train blow horn noises affect approximately 25,000 residents in the city. As an example, a nearby well-known and moderately-priced hotel gives it's complaining customers free earplugs and has had problems with issuing refunds. Ultimately, with system installation costs as high as a million dollars, the city –not surprisingly– reassessed the initial project and decided that costs were far too high to continue the quiet zone process.

Again, each municipality weighs the importance of safety and quality of life when considering the establishment of quiet zones. Communities vary in their views, and officials may need to assess their community's value of implementing an expensive system before furthering the quiet zone process. That said, some residents and business owners believe that ear plugs can only fix the problem for so long. Even still, municipalities are continuing to uphold the stance that trains are an integral part of their long-term vision and that blow horns are here to stay.

Paul Hogge is a second-year business school student at the UNC Kenan-Flagler Business School and is currently a Community Revitalization Fellow with the Development Finance Initiative.

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MEMORANDUM

TO: Board of Directors, Cool Spring Downtown District, Inc.
FROM: David Blackman, Chair, Positions Work Group
DATE: October 12, 2018
RE: Position Paper – Rail Line Quiet Zones

I. Relationship to CSDD Plan of Work

Goal II. Design

Goal III. Economic Vitality & Development

Objective A. Target Economic Development efforts in the District

Objective B. Increase real estate and business activity in the District

Goal V. Community

II. Executive Summary

For almost 50 years, downtown Fayetteville has been in various stages of recovery since the migration of major retail to suburban malls. During this time, one thing has remained constant – the active rail lines that intersect our major corridors, disrupting traffic and creating significant noise at the cross points.

While some improvements in the rail lines have reduced the frequency of some train activity, the facts are the trains interrupting the downtown has been and will continue to be a fact and way of life with which the community has to contend. While some negative effects, such as the traffic disruption, have no apparent solution, others such as the noise disruption and the less than optimal safety measures at crossing points, have potential solutions.

With the immediate and anticipated increase in residential units and hotels surrounding the redevelopment area, the challenges generated by the rail lines and the disruptive sounds emitting from them are becoming more problematic. Events too—from quiet café lunches, church services (Sunday morning and funerals) to concerts at Festival Park and ballgames at the new stadium—are disrupted by the rail line noise. In addition to disrupting, there is considerable evidence that the noise exposure to train horns is damaging and exposure to such noise should be limited. Further, train and automobile, or train and pedestrian, collisions can be fatal and technology exists now which can be applied to reduce the risk of such collisions in our downtown. On the other hand, left unaddressed, the noise and less than ideal safety measures at crossing points will hinder further economic investment in the downtown area.

Fortunately, solutions exist. Many cities and towns across the country—over 815 as of July 2018—have studied the problem and implemented Federal Railroad Administration (FRA) regulated “Quiet Zones” which

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mitigate the noise disruption and significantly improve the safety and security of train, vehicular and pedestrian traffic in their downtowns.

III. Background

Noise exposure to train horns, which are required to be between 96 and 110 decibels, is damaging. That level of noise has been shown in research to pose health risks to those exposed including increased risk of heart attacks in adults to developmental delays in children. Communities such as Nashville, TN, calculated that train horn use at crossings accounted for over 400 hours of dangerous noise exposure per year to their residents and visitors. Unsurprisingly, they since partnered with CSX railroad and successfully established quiet zones.

Additional research shows children in noisy environments have poor school performance which leads to stress and behavior issues. Additional studies show decreased learning, lower reading comprehension, and concentration deficits. Capital Encore Academy, on Hay Street in our downtown district, is almost certainly exposed to such levels of noise given its proximity to several rail lines. The pre-school at Hay Street United Methodist Church is at risk as well. Can more be reasonably done to protect our students? In addition, Highsmith Rainey Hospital, located on the edge of our District's footprint, is a long-term care/rehabilitation facility, with many patients having fragile health conditions. Their one-block proximity to the railway crossing at the depot places them in harm's way as it relates to noise pollution from the trains.

Even conservative advisory institutions such as the National Institute for Occupational Safety and Health recommends exposure to noise over 100 decibels be limited to 15 minutes a day. Much more research exists regarding the harmful effects of noise pollution, as evidenced in this article from psychological researchers with the American Psychological Association: <http://www.apa.org/monitor/2011/07-08/silence.aspx>.

Effective ways to mitigate the disruptive and damaging effects of train horn noise exist. One of the most widely implemented are Federal Railroad Administration (FRA) “Quiet Zones.” The FRA defines a Quiet Zone as “A section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings.” As of July 2018, over 815 such zones exist across the country. 7 such zones already exist across North Carolina: Asheville, Apex, Kannapolis, New Bern with two, Rocky Mount, and Salisbury. Two examples (one of a Norfolk Southern freight train and one of an Amtrak passenger train) of a crossing in Kannapolis, NC, is attached with this document, to provide an audio/visual of a successful quiet zone.

The concept of an FRA Quiet Zone is simple: what additional, quieter safety measures can be implemented, in lieu of train horns being sounded for on average 30 seconds, at every point where pedestrian or vehicular traffic cross a rail line? These “Supplemental Safety Measures” (SSMs) ensure equivalent or enhanced safety

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at rail road crossing points and include additional gates, medians, curbs, lights, signals, road markings, and other upgrades.

There is a well-established process to identify prospective FRA Quiet Zones on existing rail line crossings, research prospective SSMs, fund and install the SSMs, and receive FRA approval for Quiet Zones. The challenges most often cited to do so are time and money. Notably, however, between 2016 and 2018, over 100 Quiet Zones were added nationally and 2 were added in our state alone. Regarding the challenge of money, there is no question that local government with regulatory authority over the roadway as well as the railroad involved are not the only sources or even the primary sources of funding. For example, several websites note that the Federal Highway Administration's Section 130 Program sets aside \$230+ millions of federal funding each year to help communities just like ours upgrade rail line crossings. Other websites list multiple funding sources, including Department of Transportation initiatives such as the Grow America Act (~\$478 billion), Operation Lifesaver grants, and state level Departments of Transportation grants.

The challenges of time and money as barriers to overcome in establishing Quiet Zones should not be underestimated, however. A few examples from a UNC School of Government, Community and Economic Development May, 2016 blog are illustrative:

- Columbia, SC is reported as discontinuing the establishment of a Quiet Zone along a six mile stretch of rail line after projected installation costs approached \$1 million.
- Rock Hill, SC is reported as utilizing \$8 million, from unspecified funding sources, to relocate one rail line and to install unspecified safety measures in order to seek to establish a Quiet Zone.
- Kannapolis, NC is reported as officially applying for a Quiet Zone, with an application fee of \$2.5 thousand and an annual maintenance fee of \$15.2 thousand. Previously, the City Council had appropriated funding, from unspecified sources, for enhanced safety measures at four crossing points on both Amtrak and Norfolk Southern rail lines.

In the roughly two years since the UNC School of Government blog mentioned above, both Rock Hill, SC and Kannapolis, NC successfully completed the process and are enjoying Quiet Zones today.

Beyond the reduction in the disruptive and damaging effects of train horn noise, Quiet Zones hold the promise of actually making rail line crossing points safer. According to the Federal Highway Administration, the upgrades that come with an established Quiet Zone are extremely effective, especially when applied to technologically outdated crossings. And per the FRA's own publicly-accessible risk calculator, the implementation of the SSMs required for Quiet Zones increase the safety of the crossings—in some cases by as much as 82%.

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The City of Fayetteville is no stranger to the danger of rail line crossing points—the last fatality occurred in the downtown district in 2017 when a truck sought to go around a single crossing arm, became disabled, and was struck by a CSX train, killing one passenger and injuring another. While hard to know for certain, it is plausible that if that rail line crossing received upgraded SSMS such as a double-crossing arm as part of establishing a Quiet Zone in the District, there would be one less fatal collision in our city’s history as of today.

As of early 2018, local stakeholders within the COF have started to come forward to seek the establishment of a Quiet Zone in the downtown. For example, principals with the Prince Charles Holdings (PCH) engaged leadership of the Cool Spring Downtown District Inc (CSDD) to support the study of this issue with a hopeful aim of installing upgraded safety measures at rail line crossing points in the downtown and enjoying the subsequent decreased noise pollution. Further, some elected leaders have expressed an interest in learning more about cost, funding sources, and the road to implementing Quiet Zones. Several resident stakeholders have advocated for the same, as well as the improved walkability and connectivity within the district via enhanced safety measures at rail line crossing points.

IV. Options

The community could of course take no actions to mitigate the complicated problem. This approach will likely result in reduced economic investment in the downtown area as the noise disruption from the trains will negatively impact market demand for permanent and temporary housing in the district, occupancy rates in downtown hotels, and local and regional tourism to the district.

A second option would be to educate local leaders on the noise problem, identify and propose options for enhanced safety measures at rail line crossings (e.g., SSMs), and review the processes that many communities have taken to establish FRA “Quiet Zones” under prescribed procedures in their downtown areas. Federal, state, and private grants could be explored to support local government’s efforts to help study and mitigate this growing issue.

V. Recommended Action

Embark on a campaign to gather additional research to help educate local leaders on the options available to communities to address the railroad noise and advocate for adoption and implementation of policies that protect human lives and reduces the noise associated with the train activity. At a minimum, the crossings at Russel St., Winslow St., Franklin and Hay St. are a priority as those impact the residential, school, restaurant and entertainment venues of the district.

V. Appendices & References

A. Federal Railroad Administration (FRA) Train Horn and Quiet Zone Fact Sheet.

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City of Fayetteville

433 Hay Street
Fayetteville, NC 28301-5537
(910) 433-1FAY (1329)

City Council Action Memo

File Number: 18-573

Agenda Date: 1/7/2019

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 4.08

TO: Mayor and Members of City Council

THRU:

FROM: Mayor Colvin, Council Members Arp and Crisp

DATE: January 7, 2018

RE:

City Council Agenda Item Request - Citizen Committee for Commemorating
former Mayor Hurley - Mayor Colvin, Council Members Arp and Crisp.

COUNCIL DISTRICT(S):

ALL

Relationship To Strategic Plan:

Goal VI: Citizen Engagement

Executive Summary:

Background:

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

City Council Agenda Item Request Form

**City Council Agenda
Item Request**

Date of Request: _____ **Requester:** _____

Agenda Item Title: _____

Estimated Cost: _____ **Anticipated Funding Source:** _____

City Department(s) Support Requested: _____

Estimated Staff Time Required: _____

Anticipated Date for Future Council Work Session Discussion: _____

Which City Council approved Goal(s) within the Strategic Plan does this request directly support?

What do you envision accomplishing with this agenda item request?

Additional Comments: