AGENDA

Meeting Type:	B
Date.	01-09-1989
SUBJECT	

City of Charlotte, City Clerk's Office

CHARLOTTE

Council Agenda

January 9, 1989

FILE COPY

CHARLOTTE

Meetings in January '89

JANUARY 1 - JANUARY 7

2	Monday	NEW YEAR HOLIDAY - All City Offices Closed
3	Tuesday, 4 00 p m	PLANNING COMMISSION/Executive Committee - CMGC, 8th Floor Conference Room
	Tuesday, 6 00 p.m.	CHARLOTTE ADVISORY PARKS COMMITTEE - Outdoor Adventure Center, Fireman's Hall, 2601 E. Seventh St.
	Tuesday, 7 30 p m.	PLANNING COMMISSION/Public Meeting on Southwest District Plan - Olympic High School, 4301 Sandy Porter Road
5	Thursday, 10 00 a.m.	PARADE PERMIT COMMITTEE - CMGC, 6th Floor Conference Room
	Thursday, 4 00 p m	CITY COUNCIL COMMUNITY DEVELOPMENT & HOUSING COMMITTEE - CMGC, Conference Center
6	Friday, 7 30 a m	ADVISORY COMMITTEE ON PERFORMANCE APPRAISAL AND PERFORMANCE INCENTIVES PROGRAMS - CMGC, Lobby Conference Room

JANUARY 8 - JANUARY 14

9	Monday, 7 30 p m.	HISTORIC PROPERTIES COMMISSION - 1221 South Caldwell Street
	Monday, 6 00 p.m.	COUNCIL/MANAGER DINNER - CMGC, Meeting Chamber Conference Room
	Monday, 7 00 p.m.	CITIZENS HEARING - CMGC, Meeting Chamber
	Monday, 7 30 p m	CITY COUNCIL MEETING - CMGC, Meeting Chamber
10	Tuesday, 8 00 a m	AIRPORT ADVISORY COMMITTEE - Charlotte/Douglas International Airport Conference Room A
	Tuesday, 12 Noon	PLANNING COMMISSION (Work Session) - CMGC, Conference Center
	Tuesday, 4 00 p.m.	PLANNING COMMISSION/Planning Committee - CMGC, Lobby Conference Room
11	Wednesday, 7 45 a m	PRIVATE INDUSTRY COUNCIL - CMGC, Conference Center
	Wednesday, 8 30 a m	CIVIL SERVICE BOARD - CMGC, 7th Floor Conference Room
	Wednesday, 4 00 p m	HISTORIC DISTRICT COMMISSION - CMGC, 10th Floor Conference Room
	Wednesday, 5 00 p m.	YOUTH INVOLVEMENT COUNCIL - CMGC, Conference Center
12	Thursday, 12 30 p m	PLANNING COMMISSION/Zoning Committee - CMGC, Lobby Conference Room
	Thursday, 3.00 p.m.	ADVISORY BOARD FOR CITIZENS WITH DISABILITIES - CMGC, Conference Center
	Thursday, 4 00 p m	CITY COUNCIL PLANNING & PUBLIC WORKS COMMITTEE - CMGC, Conference Center
13	Friday, 1 00 p m	ART COMMISSION/Spirit Square Ad-Hoc Committee - CMGC, Conference Center
13-14	Friday & Saturday	CITY COUNCIL RETREAT - Hilton Hotel, University Place

JANUARY 15 - JANUARY 21

16	Monday	MARTIN LUTHER KING HOLIDAY - All City Offices Closed
17	Tuesday, 10 00 a.m	ART COMMISSION/Charlotte/Douglas International Airport Ad-Hoc Committee - CMGC, Planning Commission, 8th Floor Conference Room
	Tuesday, 12 Noon	DIVISION OF INSURANCE & RISK MANAGEMENT - CMGC, 10th Floor Conference Room

(Continued on Back)

Public Service And Information Department

600 East Fourth Street

Charlotte NC 28202 2861

704/336-2315

JANUARY 15 - JANUARY 21 (Continued)

	Tuesday, 3 00 p m	ART COMMISSION/Hal Marshall Center Ad-Hoc Committee Hal Marshall Center, 700 N. Tryon Street, Engineering Dept Conference Room
	Tuesday, 4 00 p m	PLANNING COMMISSION/Planning Committee - CMGC, lobby Conference Room
	Tuesday, 5·00 p m	COUNCIL/MANAGER DINNER - CMGC, Meeting Chamber Conference Room
	Tuesday, 6.00 p.m.	CITY COUNCIL/Zoning Hearings - CMGC, Meeting Chamber
18	Wednesday, 9 00 a m	ART COMMISSION/Coliseum Ad-Hoc Committee - CMGC, Conference Center
	Wednesday, 7 00 p.m.	METROPOLITAN PLANNING ORGANIZATION CMGC, Lobby Conference Room
19	Thursday, 8 00 a m	CLEAN CITY COMMITTEE - CMGC, 10th Floor Conference Room
	Thursday, 1 00 p m	ART COMMISSION/Coliseum Ad-Hoc Committee - CMGC, Conference Center
	Thursday, 4 00 p.m.	CITY COUNCIL OPERATIONS COMMITTEE - CMGC, Conference Center
	Thursday, 7 30 p m	CHARLOTTE TREE ADVISORY COMMISSION - 701 Tuckaseegee Road, Park Operations
20	Friday, 7 30 a m	PLANNING COMMISSION/Planning Liaison Committee - CMGC, 8th Floor Conference Room

JANUARY 22 - JANUARY 28

23	Monday, 1 00 p m	COUNCIL/MANAGER LUNCHEON - CMGC, Meeting Chamber Conference Room
	Monday, 2 00 p m	CITIZENS HEARING - CMGC, Meeting Chamber
	Monday, 2 30 p m	CITY COUNCIL MEETING - CMGC, Meeting Chamber
	Monday, 4·30 p m	PLANNING COMMISSION/Zoning Committee CMGC, Lobby Conference Room
24	Tuesday, 1 00 p.m.	COMMUNITY FACILITIES COMMITTEE - Charlotte-Mecklenburg Utility Depatment, 5100 Brookshire Blvd.
	Tuesday, 1 00 p.m	CHARLOTTE-MECKLENBURG ART COMMISSION/Performing Arts Center Ad Hoc Committee CMGC, Conference Center
	Tuesday, 2 00 p m	ART COMMISSION/CMUD Ad-Hoc Committee - CMGC, Planning Commission 8th Floor Conference Room
	Tuesday, 4 00 p m	PLANNING COMMISSION/Planning Committee - CMGC, Lobby Conference Room
	Tuesday, 4 30 p.m.	COMMUNITY RELATIONS COMMITTEE - Covenant Presbyterian Church
25	Wednesday, 1 00 p m	ART COMMISSION/Spirit Square Ad-Hoc Committee Spirit Square
	Wednesday, 4 00 p m	CITIZENS CABLE OVERSIGHT COMMITTEE CMGC, Lobby Conference Room
	Wednesday, 6 30 p m	YOUTH INVOLVEMENT COUNCIL - CMGC Conference Center
26	Thursday, 2 00 p m	ADVISORY ENERGY COMMISSION - CMGC, Conference Center
	Thursday, 4 00 p.m.	CITY COUNCIL TRANSPORTTION COMMITTEE - CMGC, Conference Center

JANUARY 29 - JANUARY 31

30	Monday, 4 00 p m.	PLANNING COMMISSION/Executive Committee - CMGC 8th Floor Conference Room

NOTE· These organiztions will <u>not</u> meet in January:

Housing Appeals Board
Municipal Information Advisory Board
Specialized Transportation Advisory Committee

CHARLOTTE

Mayor Sue Myrick | Mayor Pro Tem Al Rousso

John A (Gus) Campbell
Stanley M Campbell
Dan Clodfelter
Charlie S Dannelly
Gloria Fenning
Roy Mattheus
Cynthia Patterson
Ella Butler Scarborough
Richard Vinroot
Velia W Woollen

Council Agenda

Monday, January 9, 1989

6:00 PM. . . . . Council-Manager dinner
7:00 PM. . . . . Citizens Hearing
7:30 PM. . . . . Council Meeting

ITEM NO.

1. Invocation by Rev. Stephen Wiggins of Prince of Peace Lutheran Church.

2. Consider approval of minutes of December 8 Workshop, December 12 Regular Meeting and December 19 Zoning Meeting.

PUBLIC HEARING

3. A. Conduct a public hearing to abandon a portion of Rountree Road.

B. Recommend adoption of a resolution to close a portion of Rountree Road.

Petitioner: Seventy-Seven Investor II

Right of Way to be Abandoned: A portion of Rountree Road.

Location: Between Old Pineville Road and Interstate 77.

Reason: To incorporate right of way into adjoining parcels for development of an office building.

Clearances City Departments and private utility companies· No objection.

York Road Neighborhood· No objection.

Funding No City funds are involved.

A map is attached.

Attachment No. 1

POLICY

4. Consider Transportation Committee's recommendation to adopt Alternative 4 for the Five-Year Financial Management Plan for the Charlotte Transit System for the period FY90 through FY94 and authorize staff to explore an additional option of a major expansion in service.

Financial Management Plan for Charlotte Transit

. May, 1983 Council adopted Charlotte Transit's first Five-Year Financial Management Plan covering the period from FY84 to FY88.

. Plan updated in 1985 and extended through FY89.

. Purpose - to provide guidance for year-to-year decisions regarding expansion, fares and capital purchases and to communicate to the public the City's plan for the transit system.

The plan contained five specific policies:

I. Broaden the funding base for transportation as a whole.

II. In establishing wage and benefit levels, Transit Management of Charlotte (TMC), the operating company, is instructed to be sensitive to the City's diminishing ability to provide increased funding for the transit system.

III. Cost recovery through the farebox for operating transit will be maintained at 40 percent or more. As part of the budget process, adopt five-year fare schedules that provide increases to accomplish policy.

IV. Expand the transit system to accommodate the City's goals for transit ridership while selecting equipment properly sized to productivity.

V. Promote and encourage full utilization of transportation system by actively promoting flextime, carpooling, vanpooling, shared ride taxi, and subscription buses.

These policies were translated into 21 specific actions, each of which has been accomplished or specifically modified during the period.

Transportation Committee Recommendation

On November 22, 1988 Council's Transportation Committee recommended that Council adopt the new Five-Year Financial Management Plan which basically continues the policies and actions followed during the past five years. Committee minutes are attached.

Four alternative five-year scenarios were considered by the committee:

1. No service expansion, no fare increase during the five years.
2. Expansion of service, no fare increase.
3. No expansion, fare increase midway (FY91) through the period.
4. Expansion of service, fare increase in FY91.

All four could be accomplished with existing estimated revenue from the farebox and pass sales, Urban Mass Transportation Administration, dedicated funds (sales tax and auto registration fee) and fund balances.

The Transportation Committee recommended Alternative 4, expansion with a fare increase.

The committee recommended the following policies for public transportation over the five-year period:

I. Maintain a ratio of revenue to operating cost of 0.40 or greater for the Charlotte Transit System through:

- cost controls
- fare increases
- service adjustments
- information and promotion

II. Continue expansion of transit service to meet the needs of increased population and employment and the geographically expanding City through·

- increased commuter use of transit
- provision of service throughout the City

III. Provide mobility for transportation-handicapped citizens of the City through provision of demand-responsive, special transportation service.

IV. Review opportunities for private sector participation in transit service provision where cost and efficiency benefits are identified.

The committee also recommended that staff analyze major increases in service and/or fare reductions, in coordination with planned road construction and improvements, to

significantly increase transit patronage. Such changes could increase net system costs by as much as $5 million per year and will require significant staff time for analysis within the next six months. Staff will concentrate on the trade-offs between increased investment in transit and/or road improvements and will focus on transit service increases in specific, target corridors.

A proposal for changes in Special Transportation Service for the handicapped (Policy III above) is under development. Staff also is evaluating experience with the Experimental Transit Service Program (Westinghouse, Carowinds, Westside Crosstown, etc.) which was established and funded in FY87. Funding of Expanded STS and Experimental Transit are not included as a part of the five-year plan. Proposals and costs for both programs will be available during budget consideration for FY90.

Funds

Passenger fares
Grants from the U.S. Department of Transportation, Urban Mass Transportation Administration
Dedicated portion of sales tax
Dedicated portion of auto privilege tax
Minor miscellaneous incomes
Public Transportation Fund

Clearances

Council's Transportation Committee recommends adoption of the proposed Five-Year Financial Management Plan. Charlotte Department of Transportation, Budget & Evaluation Department and Transit Management of Charlotte.

A draft of the plan is attached, as is a memorandum from the Department of Transportation describing various alternative plans considered for the five-year period.

Attachment No. 2

5. Recommend approval of the agenda for the Council retreat on January 13-14, 1989.

The proposed agenda will be sent in the Friday, January 6 Council-Manager memorandum.

BUSINESS

6. Recommend approval of three rehabilitation loans with the Grier Heights Economic Foundation, Inc for (a) 3509 Ellington Street, $38,590; (b) 3513 Ellington Street, $47,286; and (c) 3519 Ellington Street, $43,171 in order to rehabilitate the three houses and refinance a portion of two previous loan agreements

$65,177 Loan Approval

On July 11, 1988, Council approved a loan agreement of $65,177 to:

- permit the Grier Heights Economic Foundation (GHEF) to acquire four parcels of City land which was subdivided into seven buildable lots, and

- finance the costs of relocating six houses donated to the GHEF onto six of the lots. Phase I of the project was the land acquisition and relocation of the houses, and Phase II is the rehabilitation of the six houses.

The July 11, 1988 agenda item is attached.

Additional $20,550 Loan for Phase I

On October 27, 1988, the City Manager approved a second loan of $20,550 which provided immediate funds to the GHEF to pay for constructing foundation walls and footings for all six houses. These expenses were not originally included in Phase I. However, by constructing all the foundation walls at the same time during Phase I of the project, the GHEF would realize a cost savings and avoid possible project delays resulting from inclement weather.

Phase II Loan for Rehabilitation of three Houses

Under Phase II of the project, Council is requested to approve rehabilitation loans for three of the six houses. The remaining three rehabilitation loans will be presented to Council within the next 30 to 60 days. The six houses were relocated in phases and, therefore, all the houses are not ready for rehabilitation at this time. These three houses were the first three to be moved and have the foundations completed.

3% Financing

Under the Council-approved Rehabilitation Program, a non-profit organization is eligible for 3% financing for rehabilitation loan assistance. Also, a non-profit organization is eligible for refinancing of a current loan. The GHEF will sign three Notes and Deeds of Trust which will be repaid, including 3% accrued interest, at the time the properties are sold.

The properties will be sold to low to moderate income families which may be eligible to assume all or a portion of the loans. However, the GHEF is working with the Self Help Credit Union to provide first mortgage financing for these houses.

The rehabilitation assistance is as follows·

Address	Rehab Costs	Loans Refinanced	Total Loan Amount	After Rehab Value	% After Rehab Value
3509 Ellington	$24,529	$14,061	$38,590	$42,500	91%
3513 Ellington	33,225	14,061	47,286	49,500	96%
3519 Ellington	29,110	14,061	43,171	45,000	96%

Funds — Community Development Block Grant Funds.

Clearances — The loan applications have been reviewed by the Community Development Department and have met the requirements as a non-profit organization to qualify for assistance outlined in the Community Development Standard Rehabilitation Loan and Grant Program.

Attached is information on the Rehabilitation Assistance Program.

Attachment No. 3

7. Recommend approval of a loan agreement for $181,600 between the City of Charlotte and Colorcraft Printing Company, Inc. to provide funds for the purchase of production machinery for a printing plant.

Project Description — Colorcraft Printing Company, Inc., 310 E. Tremont Avenue, is a local business established in 1966. The company, owned and operated by G. Ray Bell, produces and prints specialized packaging for a diversified customer base. The company specializes in hosiery packaging. Sales have risen from $11,000 in 1967 to $4,278,000 in 1988.

Recently Colorcraft acquired three new accounts which necessitated a plant expansion and the acquisition of new production machinerv. The City of Rock Hill contacted Mr. Bell and offered an incentive package to relocate to South Carolina. This prompted Mr. Bell to contact the Chamber of Commerce and City officials to inquire about similar incentives from the City and the Chamber of Commerce. City staff assisted Colorcraft in packaging the project as shown below.

The sources and uses of funds for the project are as follows:

Source of Funds:

Southern National Bank	$227,000	(50%)
City	181,600	(40%)
Colorcraft	45,400	(10%)
	$454,000	

Use of Funds:

Production machinery	$454,000

Jobs — The loan directly benefits low income unemployed and underemployed City and County residents by:

- creating 48 new jobs in two years of which 75% of the jobs will be available for individuals from low to moderate income households.
- serving as an incentive for the company to remain in Charlotte and retain 90 full-time and 26 part-time employees currently employed at the plant. The City Employment & Training Department will assist job development with referrals and training.

The attached addendum gives details regarding the project costs, source of funds, loan terms, security and public purpose.

Funds — Development and Revitalization Fund.

Clearances — The Economic Development Review Committee approved the loan on December 21, 1988. The Economic Development Revolving Loan Fund Committee approved the loan on December 29, 1988.

Attachment No. 4

8. Recommend acceptance of the FY88 annual report of the Minority Business Enterprise Program.

Annual Report — The FY88 annual report of the Minority and Women Business Enterprise Program is attached. The report contains:

- an executive summary
- MWBE program performance
- MWBE utilization in City contracts and Charlotte/Douglas International Airport contracts.
- program highlights
- MWBE program recommendations for FY89

Construction

MWBE participation in construction contracts has increased dramatically over the last year. During eight months of implementing the revised plan, (adopted by Council in November, 1987), the following MWBE utilization is reported:

	$ Value Construction Projects	MBE Amount	%	WBE Amount	%
FY87	$61,791,076	$3,823,380	(6.2)	$1,464,730	(2.3)
FY88 (1/88-8/88)	97,315,264	7,918,577	(8.1)	2,860,672	(2.9)

Procurement

Development of MWBE provisions for commodities, products, and professional services contracts was completed only recently. Because MWBE provisions were not included in procurement contracts until September 1988, the effect of the legislation used to strengthen the revised MWBE program cannot be evaluated for this area at this time.

	$ Value Contracts	MBE Amount	%	WBE Amount	%
FY87	$27,067,405	$342,320	1.3	$352,458	1.3
FY88	29,643,656	289,323	.98	440,972	1.5

Minority-owned businesses bid competitively for 8% of office supplies and paper products ($28,665); 20% of auto painting contracts ($43,751); 5% of auto repair awards ($370,142); and 24.9% of contracts for real estate appraisals ($370,142). A WBE firm bid competitively for 24.5% of the purchase of petroleum products ($1,063,731).

MWBE Utilization

MWBE utilization for the year is as follows:

	MBE GOAL	ACHIEVED	WBE GOAL	ACHIEVED
CONSTRUCTION				
Airport	14%	9.0%	1%	4.0%
Engineering	10%	7.3%	3%	4.7%
C-M Utility	10%	10.4%	3%	4.1%
PROCUREMENT	3%	.98%	3%	1.5%

MWBE Program Recommendations FY89) The annual report includes recommendations proposed by the MWBE advisory committee and staff for improving the MWBE program They are.

Expand training and technical assistance program to MWBE suppliers, manufacturers, and professional services providers

Develop process for increasing use of MWBE bid lists in City departments where no MWBE participation is obtained.

Implement MWBE provisions in the procurement program to effect increased MWBE participation and aggressively monitor and report all MWBE procurement activity in each department as part of regular quarterly reports to City Council and the MWBE Advisory Committee.

Increase use of MWBE bidders list for professional services contracts in each department and monitor and report professional services bid activity of MWBEs as part of regular quarterly reports to City Council and to the MWBE Advisory Committee.

Provide MWBE program training for all City staff engaged in the procurement of commodities, goods, and professional services. The MWBE Office shall schedule training at least twice per year with all departments.

Goals are recommended to be maintained at the present level.

Background The City Council reviews MWBE utilization in City contracts; receives a report of the MWBE Program prepared by the MWBE Advisory Committee and City staff, and sets overall goals for MWBE participation in City construction and procurement contracts for the coming year.

On June 12, 1987, the N.C. State Legislature approved Senate Bill 290 for the City of Charlotte. Through this legislation, the City Council adopted a Revised MWBE Program (November, 1987) more closely aligned with MWBE provisions administered at the Charlotte/Douglas International Airport.

The revised MWBE Program includes the compliance provision that bidders will negotiate subcontracting in advance of bid submission (including MWBE subcontractors) and will include MWBE participation with their bid. Contractors who utilize their own resources in performing City contracts are not required to subcontract, but are asked to provide evidence of this practice with bid documents.

Attachment No. 5

9. Recommend adoption of an ordinance lowering the speed limit on three neighborhood streets from 35 miles per hour to 25 miles per hour.

Council Policy

On May 14, 1984, City Council approved a policy to permit a lowered speed limit on residential streets. On October 24, 1988, Council amended the policy to include additional criteria:

- residents submit a petition signed by 75 percent of the residents or property owners on the street.
- the street carry no more than 2500 vehicles per day, not be a major entrance to the neighborhood, and not be capable of travel at 35 mph.

25 MPH Recommended

In accordance with Council's approved policy, three streets in three neighborhoods have had petitions validated and are determined by the engineering study to be appropriate for a 25 mile per hour speed limit. The streets are:

1. Chelesa Drive (Myers Park)
2. Heathermoor Court (Heathermoor)
3. Thomas Avenue (Plaza-Midwood)

25 MPH Not Recommended

The following streets have submitted valid petitions, but are not recommended for a 25 mph speed limit·

1. Montford Drive (Madison Park) - major entrance and travel acceptable at 35 mph.
2. Starbrook Drive (Starmount) - major entrance and travel acceptable at 35 mph.
3. Lyttleton Drive (Sherwood Forest) - major entrance and travel acceptable at 35 mph.

ITEM NO.

4. Heather Lane (Heathermoor) - major entrance and travel acceptable at 35 mph.

Clearances Charlotte Department of Transportation; the City Attorney has approved the ordinance as to form.

10. Appointments To Boards and Commissions

A. Tree Advisory Commission - The following nominations for two three-year terms were carried over from the December 12 meeting as the result of a tie vote.

a) Jean Davis, nominated by Councilmember Clodfelter.
b) Patricia Rodgers, nominated by Councilmember Fenning.
c) Randy Veltri, nominated by Councilmember Vinroot.

B. Community Resources Board - The following nominations have been made for a three-year term:

a) Peter Keber, nominated for reappointment by Councilmember Vinroot.
b) Marsha Gaspari, nominated by Councilmember Clodfelter.

Attachment No. 6

11. Nominations for Appointment to Boards and Commissions.

A. Hezekiah Alexander Board of Trustees - This board was set up by Council action on November 28, 1988 to function for one year in setting policies and programs. At the end of that time the situation will be evaluated. Attached is a letter which was sent to the Presidents of the Foundation, the Auxiliary and the Docents. Nine appointments are to be made.

a) Three representing the Foundation.
b) Three representing the Auxiliary and Docents.
c) Three at large members, not affiliated with either group.

B. Zoning Board of Adjustment - The term of Ed McMahan expires January 30, 1989. He is completing an unexpired term and is eligible for reappointment. The term is for three years. He has complied with the attendance policy.

C. Waste Management Advisory Committee - With the approval of the Solid Waste Management Plan, provision was made for an advisory board which would evaluate all decisions to construct additional waste-to-energy facilities in the future and consult and advise the City and County governing bodies on the merits

and cost efficiencies of such decisions prior to the time they are made.

The by-laws of the Mecklenburg Waste Management Advisory Board provide for 18 members, five of whom are to be recommended by the City Council and approved by the County Commissioners. The five recommendations are to represent the following groups: 1) Medical-Scientific; 2) Legal; 3) Planning Organization; 4) Chamber of Commerce; 5) Charlotte Clean City Committee.

The terms are for three years and recommended appointees must be residents of Mecklenburg County.

D. Certified Development Corporation - J. Chandler Martin has resigned due to his transfer to Dallas, Texas. His replacement must represent a private lending institution. Appointment will be for a term expiring April 30, 1991.

Attachment No. 7

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The City Attorney advises that agenda items no. 12 through 28 may be considered in one motion. However, any member of Council may request that an item be divided and voted on separately.

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PERSONNEL

12. A. Recommend adoption of a resolution amending the Pay Plan to revise six communications classifications; and deleting the classes of Police Radio Dispatcher; Police Communication Center Supervisor; Fire Alarm Dispatcher I; Fire Alarm Dispatcher II; Fire CAD Specialist; and Fire Alarm Supervisor.

Revisions Needed — Based on a review of positions in the Police and Fire Telecommunications Centers and comparable salary data, it is recommended that the following job classifications and pay ranges be changed in recognition of revised duties and responsibilities.

Police Radio Dispatcher, Pay Range 114 ($18,570 - $24,886) to Police Telecommunicator, Pay Range 115 ($19,498-26,130)

Police Radio Dispatchers:

- receive all Enhanced 911 calls for the City (approximately 450,000 calls/year).
- operate a sophisticated Computer Aided Dispatch (CAD) System to dispatch calls and support Police field personnel through the duration of the incident.
- assist other special teams such as the Vice Squad, Crime Bureau, and Investigators and forward calls to the Fire Department and County Medic Systems, as appropriate.

Police Communications Center Supervisor, Pay Range 117 ($21,497 - $28,809) to Police Telecommunications Supervisor, Pay Range 318 ($22,572-31,762)

These positions:

- plan, direct and supervise the work of dispatchers on an assigned shift, assist in handling unusual problems, train subordinates, and perform related administrative duties.
- provide required Division of Criminal Information (DCI) certification to dispatchers, office staff and police officers provide training to police officers in the use of mobile data terminals (MDT's).

Fire Alarm Dispatcher I, Pay Range 113 ($17,685 - $23,701) to Fire Telecommunicator I, Pay Range 114 ($18,570-24,886)

A review shows a significant change in scope and complexity of assigned duties due to installation of Computer Aided Dispatch (CAD), annexation, and substantial increase in calls for emergency medical service. These positions also operate the INTRAC and CHEMTREC HITS systems to assist with remote controlled alert and the identification of hazardous chemical substances.

Fire Alarm Dispatcher II, Pay Range 115 ($19,498 - $26,130) to Fire Telecommunicator II, Pay Range 116 ($20,473-27,437)

The Fire Alarm Dispatcher II positions:

- are responsible for planning, directing and supervising subordinate dispatchers on an assigned shift.
- perform various technical and administrative duties related to the CAD system.
- maintain information on commercial buildings and day care centers.

Fire CAD (Computer Aided Dispatch) Specialist, Pay Range 116 ($20,473 - $27,437) to Fire Telecommunicator III, Pay Range 117 ($21,497-28,809)

This position·

- performs an important liaison function in support of computerized and manual back up systems for the Fire Communications System.
- is responsible for minor maintenance on equipment and researches and implements enhancements as necessary.
- trains new employees in the use of CAD and resolves routine technical and administrative problems at the Fire Communications Center.

Fire Alarm Supervisor, Pay Range 319 ($23,701 - $33,350 to Chief Fire Telecommunicator, Pay Range 321 ($26,130-$36,768)

This position:

- is responsible for planning, directing, supervising and coordinating the activities of the Fire Communications Section.
- is responsible for analysis and planning for long range changes in communications technologv.
- develops and implements communications policies and training programs.
- prepares and monitors the center's budget.

Funds

FY89 funding for these changes can be accommodated within approved budget appropriations for each department.

B. Recommend adoption of a ordinance amending the table of organization of the Legal Department to add two staff positions and equipment in support of the Transportation Improvement Program.

Two Positions Requested in Legal Department

In early 1988, City Council reviewed 25 requested positions and equipment to support the Transportation Program. At its meeting on April 11, 1988, Council approved 18 new positions and deferred action on the other seven requested positions until a later time. Two of the requested positions were for an additional Assistant City Attorney II and an Office Assistant V in the City's legal department to handle the sharp increase in condemnation proceedings arising out of the implementation of the 1987 Transportation Bond issues.

Increase in Condemnations

With the passage of the street improvement bonds in the November, 1988 bond referendum, coupled with transportation projects to be implemented from the 1987 bond referendum, a substantial increase in the number of condemnation proceedings has resulted and is expected to continue to rise.

Year	# Parcels Acquired by Real Estate Division	#Requiring Condemnation
FY86	397	30
FY87	580	16
FY88	823	57
FY89 through Nov.	297	17

The Real Estate Division anticipates that the percentage of condemnations for the remainder of the fiscal year will increase from its present rate of 6% to as many as 15% to 20% of the number of parcels acquired. In addition to the street improvement projects, some increase is anticipated in condemnation suits for the Airport, Utilities and Parks.

Present Staff

The City Legal Department has three attorneys and one paralegal who spend most or part of their time on real estate related responsibilities, including the handling of condemnation proceedings. Currently the Legal Department is able to handle all condemnation actions in-house without retaining outside law firms to handle condemnation actions. The normal condemnation lawsuit takes an average of 18 to 20 months from the time it is filed until it is resolved, either through settlement, commissioner's hearing, or jury trial.

ITEM NO.

Two Requested Positions

It is requested that an additional Assistant City Attorney II and an Office Assistant V be approved to handle the increase in the number of condemnation actions that the City is already experiencing and will continue to experience over the next several years. The additional attorney and secretarial position will be dedicated almost 100% to condemnation work with secondary responsibilities for debt collections and code violations enforcement.

February 1 Hire Date

The ordinance anticipates a February 1 hiring date and will provide sufficient funds for funding the two positions through the end of this fiscal year. With the addition of these two positions, the City Attorney anticipates that the department will be in a position to continue to handle all condemnation work in-house.

Option

As an option to hiring additional staff, City could begin to utilize outside legal counsel to handle the overload. Typically, legal services of this nature are billed at the rate of $90 to $130 per hour by Charlotte law firms with some hourly rates being higher depending on the attorney involved. Since this type of work is done on a hourly basis, it is almost impossible to estimate the cost in utilizing this approach since each condemnation lawsuit can greatly vary in the amount of time necessary to bring the suit to a conclusion.

Funds

Costs to be charged to the appropriate capital project accounts. Costs are estimated to be $30,000 for the remainder of the fiscal year; annual costs are estimated to be $77,000.

Clearances

Budget and Evaluation and the Personnel Department.

BUDGET ORDINANCE/RESOLUTION

13. A. Recommend adoption of a budget ordinance appropriating funds for Section 3 capital assistance under the Urban Mass Transportation Administration Grant NC-03-0023.

Grants for HOV Facility

On May 11, 1987 Council approved applications to the Urban Mass Transportation Administration (UMTA) and the North Carolina Department of Transportation (NCDOT) for grants for the engineering and design of a High Occupancy Vehicle (HOV) facility within the median of the State's US74 (Independence Boulevard) Freeway/Expressway Project. UMTA and NCDOT approved the grants.

Adoption of this budget ordinance will establish the mechanism for receipt and expenditure of the funds.

ITEM NO.

Funds — Total cost of the project is $1,240,000. UMTA will provide $930,000 (75%); the City $155,000 (12.5%; 1988 Street Improvement Bonds); and NCDOT will contribute $155,000 (12.5%) directly to the consultant. Grants for construction (± $16,000,000) will be made available at the appropriate time.

Clearances — Charlotte Department of Transportation, Budget and Evaluation Department, City Attorney have approved this ordinance.

B. Recommend adoption of a resolution authorizing execution of Municipal Agreement with the North Carolina Department of Transportation (NCDOT) to oversee and administer contracts for the design of the US74 High Occupancy Vehicle (HOV) facility.

HOV Facility — The Urban Mass Transportation Administration (UMTA) has awarded the City a grant to undertake the design and preliminary engineering of the HOV facility in U.S. 74.

This resolution authorizes the NCDOT to employ a consulting engineering firm to perform this HOV design work coordinating the NCDOT's efforts in construction of the roadway. With the City's approval and concurrence, the NCDOT will be the lead agency in overseeing this work.

Clearances — Charlotte Department of Transportation; City Attorney has approved this resolution as to form.

BUDGET ORDINANCE

14. A. Recommend adoption of a budget ordinance to provide a supplemental appropriation of $135,000 for water main extension along U.S. 74 to Matthews.

B. Recommend adoption of a budget ordinance to provide a supplemental appropriation of $70,000 for water main extension along Shamrock Drive.

U S. 74 Water Main Project — On December 20, 1988, the Charlotte-Mecklenburg Utility Department received bids for the construction of a 24-inch water main along U.S. 74 to Matthews. The low bid of $1,358,350 by Wright & Lopez, Inc., of Charlotte is recommended for award in the following Bid section. The present account balance on the U.S. 74 water main project is $1,288,000.

Shamrock Drive Project

On December 5, 1988, the Charlotte-Mecklenburg Utility Department received bids for the construction of a 16-inch water main along Shamrock Drive. The low bid of $273,283 by Wright & Lopez, Inc., of Charlotte is recommended for award in the following Bid section. The account balance on the Shamrock Drive project is $217,000.

$135,000 and $70,000 Budget Ordinances

Adoption of these budget ordinances will transfer $135,000 and $70,000 respectively (contract plus contingency) from the Water-Sewer Unappropriated Operating Fund Balance to the U.S. 74 water main capital account and the Shamrock Drive water main capital account.

CONTRACT AMENDMENT/BUDGET ORDINANCE

15. Recommend (1) approval of Amendment No. 1 to contract between the City of Charlotte and HDR Engineering, Inc., of North Carolina for professional services in bidding and construction phases of extensions to 54-inch water main. Amount of contract is not to exceed $1,768,816. Also recommend (2) adoption of a budget ordinance for $500,000 as funding for this amendment.

HDR Contract

On February 22, 1988, Council awarded a contract not to exceed $787,500 to Henningson, Durham & Richardson Engineering (HDR) for design services on the following three-phased project which is an extension of the 54-inch water main project completed in October, 1987.

Phase I: 48" and 36" water mains along Providence and Sardis Roads from Sharon Lane to Rama Road. (Construction bids are recommended for award in the following Bid section to Hall Contracting for $3,352,969.)

Phase II: 54" water main from Franklin Water Treatment Plant to end of existing 54" main at Tuckaseegee and Vanizer Street. (The projected construction period is May 1989 through May 1990.)

Phase III: 30" water main along Sardis Road from Rama Road to N.C. 51. (The projected construction period is May 1989 through May 1990.)

The original contract with HDR was for the design of the three phases. The contract also provided for the administration of the bidding and construction phases at a fee to be negotiated by amendment.

Amendment — The $1,768,816 amendment, therefore, that Council is asked to approve provides construction inspection, contract administration, soil and material testing and tree services on a cost plus fixed fee basis. The amendment costs are $1,538,101 and the amendment fixed fee is $230,715 for a total amendment not to exceed $1,768,816.

Funds — In order to award the construction contract as well as the construction inspection amendment, the following financial transaction must be approved:

Adoption of a budget ordinance of $500,000 to be transferred from the Water/Sewer Unappropriated Operating Fund Balance to Water Main Along N.C. 16 East and Sardis Road, Phase I capital account. The ordinance will also consolidate two water projects into one account to reflect Phase I of the total HDR contract.

Clearances — Utility Director.

BID LIST

16. Recommend approval of the bid list as shown. The following contract awards are all low bid and within budget estimates unless otherwise noted Each project or purchase was authorized in the annual budget

A. Blower/Motor — Charlotte-Mecklenburg Utility Department

Recommendation. By Purchasing Director and Utility Director that the low bid, Roots Division, Dresser Industries, Inc., Connersville, Indiana, in the amount of $43,855.00, be accepted for award of contract.

Project Description· Positive displacement blower supplies process air for treatment of wastewater This equipment will help in meeting National Pollution Discharge Elimination System (NPDES - Permit) effluent limits.

Source of Funding: Water and Sewer Fund - (Sugar Creek Wastewater Treatment Plant).

B. 54-Inch Water Main Extension Contract D — Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Hall Contracting Corporation of Louisville, Kentucky, in the amount of $3,352,969.00 be accepted for award of contract on a unit price basis.

Project Description: This project is an extension of the 54-inch water main and will provide additional water service to southeast Charlotte. The need is based on a recommendation in the long range plan by Pitometer Associates to address projected demands for water service in the southeast area.

Source of Funding: Water and Sewer Capital Improvement Fund - (Water Main Along N.C. 16 East and Sardis Road - Phase I).

C. Water Distribution Project 24-Inch Water Main Along Independence Boulevard (U.S. Highway 74) From Idlewild Road To Sam Newell Road — Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Wright & Lopez, Incorporated of Atlanta, Georgia, in the amount of $1,358,350.32 be accepted for award of contract on a unit price basis.

Project Description: Construction of this project would reinforce and improve water service along Independence Boulevard from Idlewild Road to Sam Newell Road.

Source of Funding: Water and Sewer Capital Improvement Fund - (Water Main Along U.S. 74 to Matthews).

D. Water Distribution Project 16-Inch Water Main Along Shamrock Drive From Eastway Drive To Tipperary Place — Charlotte-Mecklenburg Utility Department

Recommendation: Director, Charlotte-Mecklenburg Utility Department recommends that the low bid by Wright & Lopez, Incorporated of Atlanta, Georgia, in the amount of $273,282.45 be accepted for award of contract on a unit price basis.

Project Description: Construction of this project would extend water service along Shamrock Drive from Eastway Drive to Tipperary Place.

Source of Funding: Water and Sewer Capital Improvement Fund - (Water Main Along Shamrock Drive).

ITEM NO.

BID WITHDRAWAL REQUEST

17. A. Recommend denial of a request to withdraw the low bid submitted by Cardinal Construction, Inc.

B. Recommend remaining bids be rejected.

Operations

FY89 Curb Improvements

Project Description: This contract is prepared annually by the Engineering Department to repair the curb and gutter system throughout the City. This program provides continuous maintenance of the curb and gutter.

Recommendation: (1) By the City Engineer that the request by Cardinal Construction, Inc. to withdraw their low bid of $228,316.80 be denied, and that Cardinal Construction be required to forfeit their bid security in accordance with N.C General Statute 143-129.1; and (2) that the remaining bids be rejected because the second low bid is substantially over the available funding for the project.

Other Information After receipt of the bids, the apparent low bidder, Cardinal Construction, Inc. delivered a letter to the Engineering Department requesting that they be allowed to withdraw their bid due to several errors that were committed in preparing their bid. They also requested that their bid security be returned in accordance with N.C. General Statute 143-129.1. N.C.G.S. 143-129.1 provides for withdrawal of a bid if the price bid is "based upon a mistake which constituted a substantial error, provided the bid was submitted in good faith and the bidder submits credible evidence that the mistake was clerical in nature as opposed to a judgement error". The statute requires that a request to withdraw a bid must be made not later than 72 hours after opening of the bids, and that the bidder must show evidence of his mistake in the form of the original work papers utilized in preparing the bid. In their letter to request withdrawal of the bid, Cardinal Construction states that their mistakes were "judgmental mistakes". The Engineering Department subsequently reviewed Cardinal Construction's original work papers, and could find no incidences where clerical or arithmetic errors were made, or where an unintentional omission of a substantial quantity of work, labor or materials was made in compilation of the bid. Based upon the information contained in the request by Cardinal Construction and the subsequent review of their work papers, the Engineering Department has determined that the mistakes made in Cardinal Construction's bid were, in fact, judgmental errors and not of a clerical nature. Therefore, the Engineering Department must recommend that the bidder's request to withdraw the bid be denied, and that their bid security in the amount of 5% ($11,415.84) of their bid be forfeited in accordance with G.S. 143.129.1.

ITEM NO.

Additionally, the Engineering Department recommends that the other bids received for the project be rejected because they are substantially over the amount of funds available to construct the project. Upon approval of this action, the Engineering Department will seek to reduce the scope of the project to get it within the available funds, then readvertise the project for bids at a later date. It should be noted that Cardinal Construction is prohibited by the General Statutes from rebidding the project if it is readvertised for bids.

The City Attorney has reviewed the above recommendation and believes the recommendation is in compliance with N.C.G.S. 143-129.1.

ANNEXATION AGREEMFNT AMENDMENT

18. Recommend approval of an amendment to the annexation agreement between the City of Charlotte and the Town of Pineville.

Spheres of Influence

On August 1, 1984 the City entered into agreements with the six Mecklenburg towns defining the portions of the County which could be annexed by the City and by each of the towns. These areas have generally been referred to as the spheres of influence of the associated municipalities. A section of the Westinghouse Boulevard Extension between I-77 and South Boulevard runs through the northern tip of Pineville's sphere of influence.

Amendment

Since the construction of this road is the City's responsibility, an amendment to the annexation agreement with Pineville is necessary, as a preliminary step, to the planning, design, and construction of this road. Discussions between the City and Pineville have identified the properties within the City's sphere of influence that Pineville has agreed to accept in exchange for the transfer of property from Pineville's sphere of influence. The exchange of property is minor and largely undeveloped and basically puts property south of the proposed route for the southern belt road in Pineville.

Clearances

The changes in the sphere of influence boundaries of the City and Pineville have been reviewed and approved bv the Planning and the Transportation Departments. The Engineering Department prepared the new description of the boundaries.

A map will be available at the Council meeting.

CONTRACT AMENDMENT/BUDGET ORDINANCE

19. Recommend approval of a contract amendment of $1,153,900.00 and adoption of a budget ordinance of $1,300,000.00 for the completion of engineering services for the Park Road/Johnston Road Widening Project.

Background In December 1987, using the Council-approved selection process, a selection committee composed of City staff and an NCDOT representative recommended Kimley-Horn and Associates, Inc. to provide planning and design services for the Park Road/Johnston Road widening project from Goneaway Road to NC51. The November 1987 bond referendum provided funding for planning and public involvement for all phases of the project (Phases I-IV) and design services for 0.9 miles of roadway from from Goneaway Road to Sharon Road (Phase I). On February 22, 1988, City Council approved an agreement of $532,980.00 with Kimley-Horn and Associates, Inc. to provide engineering services for the funded portion of the project.

Funding for the remainder of design and construction of the Park Road/Johnston Road widening project (Phases II-IV) was approved in the November 1988 Bond Referendum. Amendment I will provide engineering design services for 2.7 miles of roadway from Sharon Road to NC51 (Phases II-IV) and 0.8 miles of widening on Sharon Road West.

Amendment City Council is asked to approve an amendment in the amount of $1,153,900.00 and a budget ordinance in the amount of $1,300,000.00. The budget ordinance would provide funding for the amendment as well as City administrative costs.

Services The concept for the project was presented at a December 13, 1988 public meeting Several concerns voiced at the meeting are being addressed. The scope of the design contract will allow some flexibility should minor changes in concept result.

ITEM NO.

Funds 1988 Street Improvement Bonds.

Clearances The amendment has been reviewed by appropriate City Engineering Department staff, the City Attorney's office, and CDOT.

AGREEMENT

20. Recommend approval of an agreement for photogrammetric services with Cardan Systems Corporation of Fort Mill, South Carolina, for $69,575.00 to provide 25 new topographic maps.

25 New Maps Using the Council-approved consultant selection process, Cardan Systems Corporation is recommended to provide 25 new topographic maps of various areas currently located in the City of Charlotte or of areas to be annexed by the City in FY89.

Topographic Mapping The City maintains a topographic mapping system of the land within the City limits. Each year the City approves a contract for maintaining and updating maps in the topographic mapping system. The updates are required because of development within the City limits or annexation. The maps provide information on streets, buildings, trees, and terrain. Copies of the maps are sold to the general public and used by various governmental agencies.

Funds Funding is available in the Engineering Department operating budget.

Clearances The contract has been reviewed by the City Attorney and approved by the Engineering Department.

AGREEMENT

21. Recommend approval of an agreement for architectural services with Wilkerson Moose Associates, Inc , of Charlotte, North Carolina, for $32,580.00 for a space needs study of the Police and Fire Academy

Need for Space Needs Study

A space needs study is budgeted in the FY89-93 CIP for the Police and Fire Academy on Shopton Road The space needs study is needed because of insufficient parking spaces, increased level of driver safety training and crowded classroom conditions at the Academy The study will.

- determine the amount of additional space needed at the Academy.
- recommend alternative ways to accommodate the additional space needs and provide cost estimates for budgeting purposes.
- update the master plan to show where additional classroom and office spaces, parking areas, and a defensive driving pad should be located on the site.

Wilkerson Moose

Using the Council-approved consultant selection process, Wilkerson Moose Associates, Inc., is recommended to perform architectural services for the space needs study at the Police and Fire Academy.

Funds

Funding is available in the Police and Fire Academy Capital Account.

Clearances

The contract has been reviewed by the City Attorney and approved by the Engineering Department.

AGREEMENT

22. Recommend approval of Memorandum of Agreement between the Federal Aviation Administration and the City for relocation of the Air Surveillance Radar Facility at the Airport.

Relocation of Air Surveillance Radar System

The Air Surveillance Radar System (ASR) allows air traffic control to maintain contact with aircraft approaching and departing Charlotte Airport. The existing location for this facility is in the midst of the City's cargo development and is adjacent to the Piedmont/USAir's maintenance facility currently under construction. It must be relocated in order to maintain proper air traffic control.

ITEM NO.

Costs

Under Federal Aviation Administration (FAA) policy on facility relocations caused by Airport improvement or changes, the City pays for the relocation of air navigational facilities made necessary by Airport improvements. The total relocation costs of the ASR, including electronic equipment, will be approximately $1 million. However, the FAA is in the process of upgrading the existing radar facility with state-of-the-art equipment and if the relocation is performed in conjunction with this retrofit program, it is estimated that the cost to the Airport would be reduced to approximately $450,000. Under the terms of this agreement, the City will contract for and construct the facility in accordance with FAA plans.

Funds

Funds are available in the 1987 Airport Revenue Bond Funds to cover this work. All project costs will be reimbursed to the City through landing fees and charges to the airlines.

CHANGE ORDER

23. A. Recommend approval of Change Order No. 1 for $107,475 with Sanders Brothers, Incorporated to the contract for sanitary sewer construction - 1987 Annexation - Contract III - Taragate Farm/Arrowood Road and Hickory Grove/Pence Road.

Contract: Sanitarv sewer construction, Taragate Farm/Arrowood Road Hickory Grove/Pence Road
Contractor: Sanders Brothers, Inc.
Date of Award: February 8, 1988
Contract Amount: $558,113.40
Change Order: $107,475.00
New Contract Amount· $665,588.40

B. Recommend approval of Change Order No. 1 for $205,900 to the contract with Sanders Brothers Incorporated for sanitary sewer construction - 1987 Annexation - Hemphill and Mineral Springs/ University Research Park.

Contract: Sanitary sewer construction, Hemphill and Mineral Springs/ University Research Park
Contractor: Sanders Brothers Incorporated
Date of Award: April 11, 1988
Contract Amount: $1,961,340.66
Change Order: $ 205,900.00
New Contract Amount: $2,167,240.66

Reason for Change Orders — During construction of these two projects, several unforeseen situations occurred relating to solid rock excavation and increases to silt fences. Due to adjusted erosion control devices required by the Land Quality Section of the Department of Natural Resources, the quantities for silt fences and stone silt check dams were increased.

Funds — Funds for these change orders are available in the Taragate Farms/Arrowood sewer capital account and the Hemphill and Mineral Springs/University Research Park capital accounts.

Clearances — Utility Director.

24. Recommend adoption of an ordinance amending City Code Chapter 22, "Vehicles for Hire" to provide for immediate wrecker response on major thoroughfares, as part of the CUTRATE program.

Wreckers Dispatched Immediately — The recommended ordinance will permit the Police Department to dispatch wreckers on major thoroughfares at the same time the police officer is dispatched. The wrecker should arrive about the time that the police officer has taken the preliminary accident information. Therefore, no delay in removing the vehicle develops.

Occasionally, a wrecker may be dispatched when not needed. In such a situation the City will pay, as part of the CUTRATE program, the cancellation charge. It is anticipated that this occurrence would be infrequent, and the cost minimal.

The list of streets subject to immediate wrecker response is attached.

Background - Use of Wreckers — When an accident occurs, a police officer is dispatched. Upon arrival at the accident, the officer then makes a decision about the need for a zone wrecker. The owner/operator of the vehicle may even request a wrecker from across town. The current code permits this unnecessary delay. On major thoroughfares, the length of time that the roadway is obstructed, even partially, is critical to maintaining traffic circulation. The impact of a wreck on traffic flow can be lessened if the vehicles are removed from the street quickly. This problem was identified in the CUTRATE program already approved by Council.

ITEM NO.

Funds CUTRATE Capital project accounts.

The Charlotte Department of Transportation developed the ordinance in coordination with the Police Department and the zone wrecker companies. The ordinance has been approved as to form by the City Attorney.

Attachment No. 8

STORM DRAINAGE

25. Recommend adoption of a resolution to repair the storm drainage system at 2118, 2119, and 2125 Holly Street in accordance with the Storm Drainage Repair Policy.

Location of Drainage Problem: 2118, 2119, 2125 Holly Street.

Ranking: High Priority

Improvements to be Made: Installation of approximately 250 feet of 18-inch and 30-inch reinforced concrete pipe and associated drainage structures.

Total Estimated Cost of Repairs: $35,000

City's Cost: City pays for four-fifths of the cost on private property ($11,200) and full cost of the improvements in the street right of way ($21,000).

Involved Property Owner(s) Cost: One-fifth of improvements on private property ($2800).

Hearing Requirements: No public hearing is required since all involved property owners signed the petition.

Funding: Storm Drainage Repair Capital Account.

SPECIAL OFFICER PERMIT

26. Application for Special Officer Permits

Recommend approval of application for Special Officer Permits to Steven Allen Innis and Paul Andrew Taylor for use on the premises of Charlotte/Douglas International Airport.

UTILITY CONTRACTS

27. Recommend approval of contracts between the City of Charlotte and the applicants listed below:

These are extension contracts for new development in accordance with the Water/Sewer Extension Policy. The applicants are to construct the entire systems at their own proper cost and expense. The City is to retain all revenue. There is no cost to the City and no funds are needed. Utility and Planning Directors recommend approval

1 Squires Homes, Inc., to construct 895 linear feet of 8-inch and 995 linear feet of 2-inch water main to serve Glenfurness Subdivision, located south of Sam Furr Road, east of N.C. Highway 73 and west of McDowell Creek, outside the Charlotte City Limits. Estimated Cost - $35,000 00 Water Contract No. 100-88-172.

2. UDC Homes Limited Partnership, to construct 855 linear feet of 8-inch, 864 linear feet of 6-inch and 1,284 linear feet of 2-inch water main to serve Thornhill Subdivision, Parcel 3, located north of Providence Road West, south of Four Mile Creek, and west of Elm Lane West, outside the Charlotte City Limits. Estimated Cost - $55,000.00. Water Contract No. 100-88-197.

3. UDC Homes Limited Partnership, to construct 1,680 linear feet of 12-inch and 146 linear feet of 8-inch water main to serve Elmstone Drive, located north of Providence Road West, south of Four Mile Creek and west of Elm Lane West, outside the Charlotte City Limits. Estimated Cost - $52,000.00. Water Contract No. 100-88-142.

4. CIAH, Incorporated, to construct 1,515 linear feet of 8-inch, 1,220 linear feet of 6-inch and 1,450 linear feet of 2-inch water main to serve Willow Pond Subdivision, located north of Providence Road West and east of Elm Lane West, outside the Charlotte City Limits Estimated Cost - $80,000.00. Water Contract No. 100-88-192.

5. Crosland Land Company, to construct 2,661 linear feet of 8-inch, 682 linear feet of 6-inch and 1,573 linear feet of 2-inch water main to serve Brookstone Subdivision, located south of W. T. Harris Boulevard, north of Mallard Creek and east of Cheshire Road, outside the Charlotte City Limits. Estimated Cost - $98,000.00. Water Contract No. 100-88-207.

6. Firstmark Development Corporation, to construct 1,030 linear feet of 8-inch water main, 155 linear feet of 6-inch and 250 linear feet of 2-inch water main to serve Amberwood Phase II Subdivision, located south of Plaza Road Extension, north of Robinson Church Road and east of Newell-Hickory Grove Road, outside the Charlotte City Limits. Estimated Cost - $31,000.00. Water Contract No. 100-88-219.

7. UDC Homes Limited Partnership, to construct 1,091 linear feet of 8-inch water and 1,259 linear feet of 2-inch water main to serve Thornhill Subdivision, Parcel 4, located north of Providence Road West, south of Four Mile Creek, and west of Elm Lane West, outside the Charlotte City Limits. Estimated Cost - $42,000.00. Water Contract No. 100-88-208.

8. Victory Christian Center, Inc., to construct 2,570 linear feet of 8-inch sanitary sewer trunk to serve Green Hill Drive, located north of Arrowood Road, south of Cedar Rose Lane and west of Old Pineville Road, inside the Charlotte City Limits. Estimated Cost - $167,050.00. Sanitary Sewer Job No. 100-88-729.

9. UDC Homes Limited Partnership, to construct 2,150 linear feet of 8-inch sanitary sewer main to serve Thornhill Subdivision, Parcel 3, located north of Providence Road West, south of Four Mile Creek and west of Elm Lane West, outside the Charlotte City Limits. Estimated Cost - $75,250.00. Sanitary Sewer Job No. 100-88-679.

10. UDC Homes Limited Partnership, to construct 623 linear feet of 12-inch and 2,214 linear feet of 8-inch sewer main to serve Thornhill Subdivision, Parcel 4, located north of Providence Road West, south of Four Mile Creek and west of Elm Lane West, outside the Charlotte City Limits. Estimated Cost - $99,295.00. Sanitary Sewer Job No. 100-88-677.

11. Independence Pointe Joint Venture, to construct 856 linear feet of 12-inch and 1,759 linear feet of 8-inch sanitary sewer main to serve Independence Pointe Subdivision, located south of Matthews Township Parkway, north of N.C. Highway 51 and west of U.S. Highway 74, outside the Charlotte City Limits. Estimated Cost - $100,085.00. Sanitary Sewer Job No. 100-88-664.

12. Hill Land Corporation, to construct 5,353 linear feet of 8-inch sanitary sewer main to serve Brynmoor Subdivision, located west of Prosperity Church Road, east of Clark's Creek and south of Dearmon Road, outside the Charlotte City Limits. Estimated Cost - $187,355.00. Sanitary Sewer Job No. 100-88-661.

PROPERTY TRANSACTIONS

28. Recommend approval of the following property transactions and adoption of the condemnation resolutions.

(1) Project. Idlewild Road Widening
Owner(s): Hall Peartree Associates, A Michigan Limited Partnership
Property address: 6417 Monroe Road
Property to be acquired: 1,661 sq. ft. (.038 ac.) road right-of-way plus 2,699 sq. ft permanent easement and 670 sq. ft. temporary construction easement for road widening.
Price: $16,800.00
Remarks: This property is zoned multi-family and presently developed with an apartment complex.

(2) Project· Intersection Improvements - Central Avenue at The Plaza
Owner(s): Crown Stations, Inc.
Property address: 1700 Central Avenue
Property to be acquired· Road right of way consisting of 707.68 sq. ft. of fee simple purchase, 207 sq. ft. utility easement, and 1,040 sq. ft. construction easement.
Price: $14,560.00
Remarks: This property is zoned business and is developed with a gas station.

(3) Project· 60" Raw Water Main/Catawba River to Reservoirs
Owner(s)· Dorothy J. Cochrane
Property address: Pump Station Road
Property to be acquired· 47,500 sq. ft. (1.09 acres) plus temporary construction easement
Improvements: N/A
Price: $11,445.00

(4) Project: 60" Raw Water/Catawba River to Reservoirs
Owner(s): James H. Eubanks and wife, Irene L. Eubanks
Property address. 4600 Mt. Holly-Huntersville Road
Property to be acquired· 76,745 sq ft (1.76 acres) plus temporary construction easement.
Improvements· N/A
Price· $21,910.00

(5) Project: 60" Raw Water Main/Catawba River to Reservoirs
Owner(s): Faye McRorie
Property address. Mt. Holly-Huntersville Road
Property to be acquired: 129,547 sq. ft. (2.97 acres) plus temporary construction easement.
Improvements: N/A
Price: $31,000

ITEM NO.

(6) Project: 60" Raw Water Main/Catawba River to Reservoirs
Owner(s): John Thompson McClure
Property address: Hutchinson Lane
Property to be acquired: 77,551.5 sq. ft. (1.77 acres) plus temporary construction easement.
Improvements: N/A
Price: $16,330.00

(7) Project: 60" Raw Water Main/Catawba River to Reservoirs
Owner(s): Edward R. Adams and wife, Faynell Craig Adams
Property address: 444 Kelly Road
Property to be acquired: 39,500 sq. ft. (.90 acres) plus temporary construction easement.
Improvements: N/A
Price: $11,930.00

(8) Project: 60" Raw Water Main/Catawba River to Reservoirs
Owner(s): Flake Lee Mundy and wife, Alice Ann G. Mundy
Property address: 7104 Pleasant Grove Road
Property to be acquired: 10,702 sq. ft. temporary construction easement, trees, and severance to remainder, damage to well, septic tank, and field, and removal and replacing satellite dish.
Improvements: N/A
Price: $10,645.00

(9) Project: 60" Raw Water Main/Catawba River to Reservoirs
Owner(s): Annie Todd Belk
Property address: 6400 Old Plank Road
Property to be acquired: 90,571 sq. ft. (2.08 acres) plus temporary construction easement.
Improvements: N/A
Price: $18,900.00

(10) Project: Proposed 48 Inch Water Main Right-of-Way on Providence Road
Owner(s): Evans Development Company, Inc.
Property address: Providence Road
Property to be acquired: 12,295 sq. ft. of right-of-way plus temporary construction easement.
Improvements: N/A
Price: $18,800.00

(11) Project: General Airport Land Acquisition
Owner(s): James J. Bigger and wife, Elizabeth Bigger
Property address: 5100 Piney Top Drive, Charlotte, NC 28208
Property to be acquired: .766 acre tract
Improvements: vacant land (unimproved)
Price: $24,975.00
Remarks: On December 12, 1988, City Council approved acquisition of 6.6 acres for $32,600 per acre or $215,600. The acreage was calculated from tax maps. Since the original appraisal was completed a boundary survey has been completed indicating 7.366 acres. Based on the per acre price as established by the appraisal, the property owner should be paid for the additional .766 acre.

ITEM NO.

CONDEMNATIONS

(12) Project: Park Road Alignment
Owner(s): Michele Melaragno and any other parties of interest
Property address: 5423 Park Road
Property to be condemned: 1,609 sq. ft. (0.0369 ac.) plus 1,468 sq ft. of temporary construction easement.
Improvements: Trees
Condemnation price: $2,800.00
Reason for condemnation: Property owner refused to accept City's offer based on appraisal and declined to make any counteroffer. Condemnation is recommended.

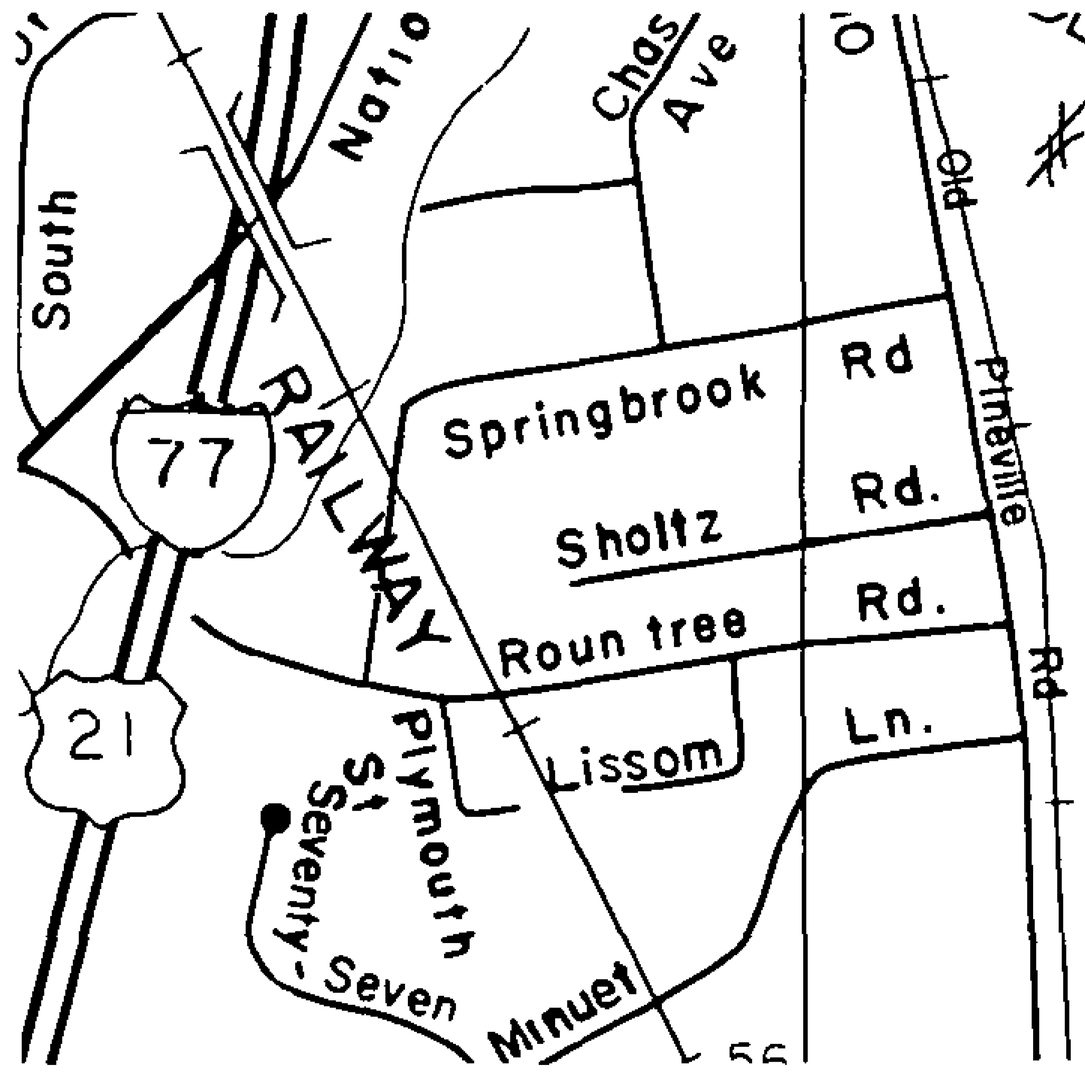
(13) Project: Sanitary Sewer Trunk to serve Airport Interchange Park II and Boyer Street
Owner(s): Mattox Land Corporation and any other parties of interest
Property address: Boyer Street
Property to be condemned: (0.126 acres) 5,497.95± sq. ft. plus 10 sq. ft. plus temporary construction easement.
Improvements: Hardwood trees
Condemnation price. $21,000.00
Reason for condemnation. Property owner refused to accept City's offer based on appraisal. The owner's counteroffer was $33,000.00. The property is zoned I-2, General Industrial. Condemnation is recommended so project can proceed.

- ANNOUNCEMENT -

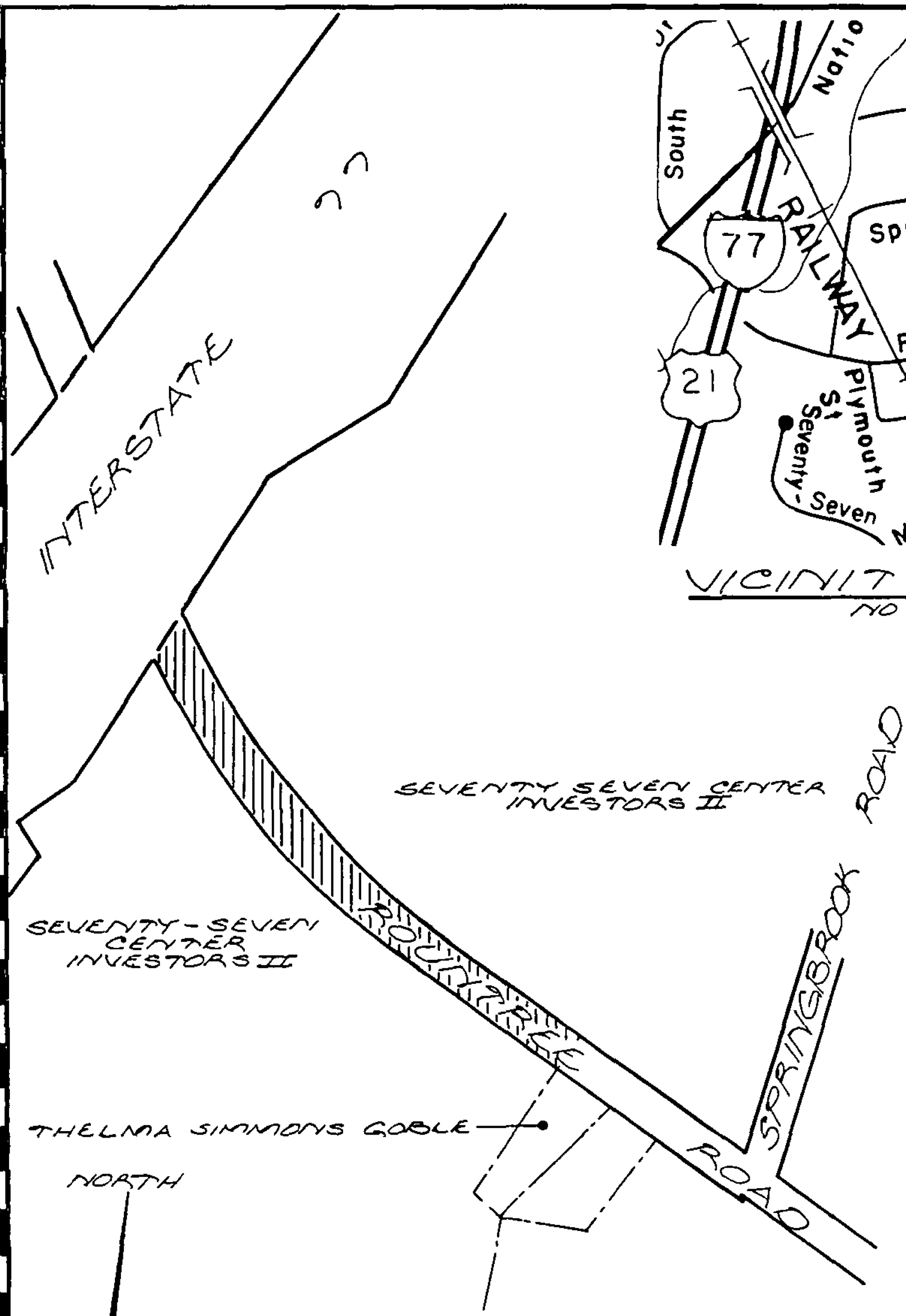
In meeting on Monday, January 23, 1989, City Council will make nominations to fill an unexpired term on the Parks Advisory Committee. The term will end June 1, 1991.

SCHEDULE OF MEETINGS
January 9 - 16, 1989

Monday, January 9	COUNCIL/MANAGER DINNER Meeting Chamber Conference Room	6:00 p. m.
	CITIZENS HEARING	7:00 p. m.
	COUNCIL MEETING Meeting Chamber, CMGC	7:30 p. m.
Thursday, January 12	PLANNING & PUBLIC WORKS COMMITTEE Conference Center, CMGC	4:00 p. m.
Frdiay, January 13 Saturday, January 14	CITY COUNCIL RETREAT Hilton Hotel, University Place	
Monday, January 16	MARTIN LUTHER KING HOLIDAY (All City Offices closed)	



VICINITY MAP
NO SCALE



CHARLOTTE
ENGINEERING DEPARTMENT

REVISIONS	ABANDON A PORTION OF	JOB NO
		FILE NO
	ROUNTREE ROAD	SHEET 1
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	DATE 11/21/88 SCALE NONE	

TRANSPORTATION COMMITTEE
November 22, 1988
Executive Summary

The Charlotte City Council Transportation Committee met on November 22, 1988, at 4:00 p.m., in room 270 of the Government Center. The following committee members were in attendance: Richard Vinroot, Chairman; Velva Woollen, Vice Chairman, Cyndee Patterson and Stan Campbell. Committee member Roy Matthews was absent. Mayor Pro Tem Al Rousso was in attendance.

City staff, visitors, and media in attendance: Bob Pressley, Terry Lathrop, and David Hines, Charlotte Department of Transportation; Vi Alexander and Laura Faw, Budget and Evaluation; Tom Finnie, Julie Burch and Darlene Shrum, City Manager's Office; Bobby Price, Charlotte Chamber; Mary Clayton, Charlotte Uptown Development Corporation; Foon Rhea, The Charlotte Observer; Brian Thompson, WBTV; Rick Jackson, Channel 36.

REVIEW OF FIVE-YEAR TRANSIT FINANCIAL MANAGEMENT PLAN

Discussion: Tom Finnie summarized the purpose of the Five-Year Transit Financial Management Plan (FYFMP). It is the second five-year plan prepared by Charlotte Department of Transportation and, although it is not required by Council or the federal government, its approval provides direction to City staff in the areas of planning and federal funding, review of objectives and policies, and generally developing a course of action for the future which reduces surprises to Council and customers.

The basic policy goals of achieving a farebox recovery ratio of revenue to operating cost of 40% or greater; promoting a transportation system that encourages flextime, carpooling, vanpooling, etc.; and providing special service to transportation-handicapped citizens have not changed from the original FYFMP which was adopted by City Council in May 1983.

The committee reviewed four scenarios of proposed changes in service and fare structure for the five year period, each of which can be accomplished within the current revenues dedicated for transit:

A. No expansion of service; no change in fare
B. 1% to 5% changes in service each year
C. A $.10 increase in fare
D. Both B and C.

Expanded bus service in southeast Charlotte was discussed as a means of reducing traffic congestion particularly tied to reducing the impact of extensive road construction such as the extension of the 54" water main. The committee discussed problems with locating suitable Park-and-Ride locations, and the need for innovative methods of getting southeast residents to utilize the transit system. The cost of this was estimated at up to $5 million a year.

Action Taken: The committee agreed to recommend to Council to approve the Five-year Transit Financial Management Plan and to accept Option D above. The committee also decided that the idea of greatly expanded service, even at the cost of several million dollars a year was important enough to justify more staff research. Therefore, staff was requested to come back to the committee in six months with other options for more expansion to address congestion in certain targeted corridors.

Meeting adjourned at 5:10 p.m.

2B

FIVE-YEAR FINANCIAL MANAGEMENT PLAN

FOR

CHARLOTTE TRANSIT

FY90 - FY94

Prepared by

Department of Transportation
Budget & Evaluation Department
City of Charlotte
Transit Management of Charlotte

November 30, 1988

Adopted by Charlotte City Council

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I. INTRODUCTION AND BACKGROUND

A. BRIEF HISTORY OF TRANSIT IN CHARLOTTE

The original franchise to operate public transportation facilities in Charlotte was granted by the General Assembly of North Carolina in 1883 to the Charlotte Street Railway Company (Chapter 32, Laws of 1883). The City of Charlotte, on September 29, 1886, awarded the Charlotte Street Railway Company a similar franchise.

The franchise passed from Charlotte Street Railway Company to Duke Power Company, through its predecessor, Southern Public Utilities Company, in the early part of this century.

Duke Power Company and Southern Public Utilities Company originally operated transit service in Charlotte as part of a franchise to supply public transportation along with electricity and manufactured gas. Duke Power, with official sanction, subsequently disassociated its bus and gas services from electric distribution. The gas operation was sold to Piedmont Natural Gas and the bus operation was acquired by Charlotte City Coach Lines, Inc., in 1955.

In 1954, City Council, by Ordinance (No. 245-X dated December 16, 1954), transferred the franchise from Duke Power Company to Charlotte City Coach Lines, Inc., based on an agreement to sell, dated October 22, 1954, between the two firms. The North Carolina Utilities Commission approved the transfer and sale on February 10, 1955 (Docket No. B-242). The Commission subsequently granted Charlotte City Coach Lines, Inc., a Certificate of Convenience and Necessity on February 28, 1955. The Certificate was required to comply with G.S. 62-121.7 which provides that an application must be made and permission granted by the North Carolina Utilities Commission for the franchised carrier to abandon service.

Charlotte City Coach Lines carried over 9 million transit passengers within the county during 1970. Their operation and routes were (and ours remain today) largely an outgrowth of the early horse-drawn vehicles operating along Trade and Tryon Streets. These subsequently were supplanted by electric-powered trolley cars, and as the City grew, trolley lines were extended to the early suburban areas including Elizabeth, North Charlotte, Myers Park, and The Plaza. Motor buses began to replace trolleys in 1934 and the last "full day" of streetcar service was March 11, 1938.

From 1955 through 1970, very few major changes in the transit system occurred other than a gradual decrease in ridership. In 1970, revenue passengers began to drop at a more rapid rate. By 1974, ridership had decreased to the point that either service cutbacks would have to be made, or an alternate source of funding found. A transit study ("Short-Range Transit Needs"), completed in 1972 for the Charlotte-Mecklenburg Planning Commission, predicted that ridership losses would continue and that other funding sources must be found. The alternatives described in "Short-Range Transit Needs" were weighed along with other suggestions and in November, 1974, it was decided that the City would:

1. Lease the transit system with option to purchase;

2. Fund the transit system's operating deficit; and

3. Initiate actions to obtain Federal operating and capital assistance.

Subsequently, for fiscal year 1975, the City was granted Urban Mass Transportation Administration (UMTA) Section 5 funds to operate the system. Following a 1975 referendum to approve bonds for the City's share of the cost of purchase, an UMTA Section 3 capital grant was approved in April, 1976, to purchase and improve the transit system. Further major developments followed:

June 24, 1976. The Charlotte Transit System was purchased by the City of Charlotte with City Coach Lines, Inc. remaining the management company.

July 1, 1976. The Charlotte-Mecklenburg Planning Commission received an UMTA Section 9 planning grant to perform a major transit development plan update, to collect transit information, and to effect a transit/parking coordination study.

March 1, 1977. ATE Management Services, Inc. began work under a three year management contract for the Charlotte Transit System. ATE continues to manage CTS under contract to the City. All CTS personnel are employees of ATE or of Transit Management of Charlotte, Inc., a wholly-owned subsidiary of ATE formed to operate CTS.

B. OPERATING RESULTS: 1977-1988

Table 1 shows selected indicators of the size, cost, efficiency and effectiveness of the Charlotte Transit System beginning with Fiscal Year 1977 (1976-77 Calendar Year) when the City assumed ownership.

Perhaps the most striking event was the reduction in service in FY83 following regular service increases from FY80 to FY82 and decreases in passengers per bus hour. FY83 saw this measure return to earlier levels, and it has stayed at or above 35.5 since, during a period of steady but moderate increases in service. Service hours in FY88 returned to near the level of FY82, with 1.3 million more passengers in FY88.

From 1983 to 1988, service has been increased at an annual average rate of 2.45 percent, cost has increased at an annual rate of 5.49 percent (with no adjustment for inflation) and revenue at a rate of 4.95 percent.

Table 2 lists major federal grants to the City for Charlotte Transit. In addition to the initial purchase of the transit system, significant capital purchases include construction of the Transit Maintenance and Operations Center on Davidson Street, purchase of 116 buses, beginning in 1979, and purchase of buses for handicapped service (currently a fleet of 8 plus 2 spares).

TABLE 1

SELECTED STATISTICS
FY1977-Fy1988

	FY77	FY78	FY79	FY80	FY81	FY82
Total Passengers	6,715,312	7,538,032	6,365,061	9,660,757	10,186,670	9,434,378
Service Hours	198,550	225,507	218,713	271,839	281,104	286,447
Pass./Bus Hour	33.8	33.4	29.1	35.5	36.2	32.9
Buses: Peak Hour	73	85	86	92	93	97
Total Fleet	132	132	115	110	110	110
Fare: Base	$0.40	$0.40	$0.40	$0.40	$0.50	$0.60
Express	$0.40	$0.40	$0.40	$0.40	$0.75	$0.85
Revenue: Farebox	$1,856,429	$1,992,870	$2,077,487	$2,159,324	$3,202,206	$3,627,580
Other	$ 106,262	$ 186,615	$ 76,556	$ 233,348	$ 236,109	$ 168,217
Operating Cost	$3,538,619	$4,203,369	$4,230,963	$6,142,221	$7,319,976	$7,955,228
Recovery Rate	0.525	0.474	0.491	0.410	0.437	0.456
CTS Employees	206	215	220	239	249	271

* * * *

TABLE 2

MAJOR UMTA CAPITAL GRANTS

'78	$ 6,255,191	City Coach buy out, purchase of 34 new buses, 2 E&H vehicles
'80	$ 3,598,140 $ 1,841,033	Purchase of 42 new buses, related equipment, passenger amenities, 4 E&H vehicles
'83	$ 7,060,000	Construction of Transit Maintenance and Operations Center
'84	$ 560,000	Supplemental EIS for HOV/lane, Independence Boulevard
'84/'88	$ 599,312 $ 442,400	Computer systems; refurbishment of 34 buses (actually done in '88), park and ride facility
'85	$ 547,472	Fareboxes, 3 E&H vehicles, park and ride facility
'84/'85	$ 713,340 $ 934,907 $ 2,106,376	Purchase of 30 new buses and related equipment
'86	$ 1,856,728	Purchase of 10 new buses, 6 E&H vehicles; partly funds transit corridor study
'87	$ 2,350,560	Purchase of 10 articulated buses, passenger amenities
'87	$ 930,000	Preliminary engineering for HOV lane, Independence Boulevard

Even with purchase of 116 buses over the last 9 years, CTS still has 39 buses ranging in age from 14 to 22 years which are used for peak service and spares.

C. COMPARISON TO OTHER CITIES

Table 3 shows a number of measures comparing Charlotte Transit to similar operations.

Most of the statistics are self-explanatory. Some show the scale of the six operations: hours of service per month; operating cost. Some standardize for the size of the operation or city: passengers/capita; service hours/capita. Some are measures of the effectiveness of the operation: passengers/revenue mile; revenue/revenue passenger. Many are measures of the efficiency of the system and its management: revenue miles/operator; cost/revenue mile; maintenance hours/1000 revenue miles. Finally, some are overall measures of system effectiveness and efficiency: percent farebox recovery; total cost/passenger; subsidy/passenger.

In general, Charlotte compares well to these systems. Only Madison is smaller in patronage. Richmond is comparable in population, but has a much larger operation and higher patronage; Richmond is smaller geographically and denser. Tucson has good cost and maintenance figures, but they are in a good labor market and their climate is forgiving. Charlotte's difficulty with fareboxes (since replaced) is reflected in road failures.

Charlotte is on the good side of the average farebox recovery percentage, revenue/revenue mile and subsidy/passenger, all overall measures of effectiveness.

D. SUMMARY OF PRIOR FYFMP; REPORT OF ACTUAL VS: PLANNED ACHIEVEMENTS

The original FYFMP was adopted by City Council in May, 1983, and covered the period from FY84 through FY88. These original FYFMP financial projections were updated in FY85 for the period FY86-90, but the basic policy goals and recommended actions were not changed.

A review of CDOT/CTS progress in meeting the Policies and Recommended Actions follows:

<u>Policies</u>

I: Broaden the funding base for transportation as a whole.

Status: Council has dedicated part of a 1/2% sales tax and a portion of the city vehicle registration fee to the Transportation Fund. Table 5 in Part III of this report shows amounts yielded by these sources in FY89 and estimates for the next several years.

TABLE 3
PERFORMANCE OF COMPARABLE SYSTEMS
July '87 - June '88

	Charlotte	Ind'pls.	Madison	Memphis	Richmond	Tucson	Average
Population	365,000	722,800	188,100	809,600	322,500	477,800	481,000
Base Fare	$ .70	.70	.75	.85	.75	.60	$ 72.5
Revenue Passengers/Month	635,140	960,131	346,008	950,021	1,163,829	693,376	791,418
Hours of Service/Month	23,446	37,774	16,369	32,649	35,889	31,527	29,609
Op. Cost/Month	827,780	1,641,905	791,647	1,474,845	1,513,927	1,169,418	1,237,587
Farebox Revenue/Month	$ 387,687	545,077	186,978	612,650	750,583	292,874	462,641
Revenue, Pass./Capita/Month	1.74	1.33	1.84	1.17	3.6	1.45	1.86
Service Hours/Capita/Month	.064	.052	.087	.040	.110	.066	.069
Passenger/Revenue Mile	1.91	1.95	1.57	2.17	2.90	1.63	2.02
Revenue/Revenue Passenger	0.61	0.57	0.56	0.64	0.64	0.42	0.57
Total Miles/Revenue Vehicle	2671.59	2159.30	N/A	3298.96	2218.71	3634.49	2796.61
Total Cost/Revenue Mile	2.48	3.35	3.47	3.37	3.77	2.76	3.20
Total Cost/Passenger	1.30	1.71	2.20	1.56	1.30	1.70	1.63
% Farebox Recovery	44.00	33.17	25.51	41.67	49.58	25.11	37.64
Op. Revenue/Revenue Mile	1.17	1.16	0.92	1.70	2.06	0.71	1.29
Subsidy/Passenger	0.69	1.12	1.60	0.77	0.59	1.27	1.01
% On Time Trips	96.70	89.31	46.84	98.28	98.03	91.29	86.74
Revenue Miles/Operator	1797.07	1663.23	1695.76	1772.97	1464.78	1927.57	1720.23
Maint. Hrs/1000 Revenue Mile	22.41	37.74	22.15	20.90	28.00	17.13	24.72
Miles/Road Failure	2682.75	3176.53	4166.29	7062.12	4031.73	5607.67	4454.52

II: In establishing wage and benefit levels, Transit Management of Charlotte (TMC), the operating company, is instructed to be sensitive to the City's diminishing ability to provide increased funding for the transit system.

Status: In negotiating its last two labor contracts (85 & 87), TMC has held wage increases for its employees to an average 3% annual increase.

III: Cost recovery through the farebox for operating transit will be maintained at forty (40) percent or more. As part of budget process, adopt 5-year fare schedules that provide increases to accomplish policy.

Status: Since the adoption of the original FYFMP, CTS has achieved a farebox recovery ratio of greater than 40% each year. Table 1 shows the recovery rate since 1977.

IV: Expand the transit system to accommodate the City's goals for transit ridership while selecting equipment properly sized to productivity.

Status: The original and updated FYFMP called for the initial system expansion to begin in FY86 and continue through 1990. The first expansion of the transit system occurred one year later than scheduled, in FY87, and planned additional expansions occurred in FY88 and FY89.

V: Promote and encourage full utilization of transportation system by actively promoting flextime, carpooling, vanpooling, shared ride taxi, and subscription buses.

Status: CDOT has been working with uptown businesses promoting flextime, car and vanpooling with good success.

Recommended Actions

Based on the analysis and conclusions of the earlier FYFMP, staff recommended twenty-one actions:

1. Consider raising fares in 1986 and 1988. However, this should be reviewed annually during the budget process.

Status: Fares have been raised only once, in 1986, to $.70 Base adult fare and $1.00 Express fare. (See Table 1)

2. Seek consensus for development of a Peak/Off-Peak differential policy.

Status: Use of a Peak/Off-Peak fare differential was reviewed but was not considered appropriate for CTS.

3. Consider raising off-peak fare for elderly and handicapped patrons.

Status: Raising off-peak fares for the elderly and handicapped to half of the base adult fare ($.35) was recommended by staff, but City Council chose to maintain a lower fare of $.25 to benefit these riders.

4. Analyze the advantages and disadvantages of using tokens.

Status: The use of tokens for fare payment was analyzed and it was decided to use weekly and monthly passes instead of tokens. Almost 30% of CTS passenger revenue now comes through the sale of passes.

5. Work towards doubling of charter revenue by FY85.

Status: UMTA regulations now prevent Charlotte Transit from operating charter service.

6. Continue on-bus advertising.

Status: On-bus advertising now generates annual revenues of approximately $90,000.

7. Minimize future Charlotte Transit wage increases.

Status: TMC has negotiated wages that average a 3% increase per annum over the last six years.

8. Seek to revise Charlotte Transit work rules regarding absenteeism.

Status: TMC has negotiated an absenteeism policy that has reduced the absenteeism rate of its employees by more than half since 1983.

9. Seek to reduce premium time requirements of labor agreement.

Status: TMC has eliminated premium time payments for paid meal breaks and a ten minute turn-in allowance.

10. Improve part-time driver agreement.

Status: TMC now has the ability to hire part time drivers equal to 20% of full time drivers and to use each driver up to six hours per day and 30 hours week.

11. Plan to purchase 20 new vehicles per year beginning in 1985 (to be reviewed annually during the budget process).

Status: CTS purchased 40 new vehicles in FY87 and is negotiating for the purchase of 10 more in FY90. An UMTA grant application is awaiting approval for an additional 10.

12. Evaluate an automated vehicle monitoring system.

Status: A system was evaluated and, while found to be potentially useful, was determined to be too expensive for the benefits received.

13. Experiment with the use of articulated buses.

Status: CTS experimented with the use of articulated buses last summer and, based on the positive results, will purchase 10 such buses from Atlanta in FY89-90.

14. Promote implementation of flextime policies by area employers.

Status: CDOT has encouraged pilot flextime programs among major employers. Duke Power has instituted staggered hours.

15. Work toward implementation of carpool incentives, including development of high occupancy vehicle (HOV) parking in the uptown area.

Status: HOV parking has been designated in Charlotte Mecklenburg Government Center parking deck and is being promoted with major employers who control parking.

16. Work toward implementation of all forms of carpooling and vanpooling by area employees.

Status: CDOT has active programs in both areas. Vanpools are in operation and more vans are being delivered. The carpool matching data base is growing.

17. Experiment with use of feeder taxi service.

Status: Taxi feeder service was investigated several years ago. Minimal anticipated demand and a lack of qualified operators led to abandonment of the idea at the time.

18. Publicize availability and benefits of shared ride taxi.

Status: Local taxi companies provide shared rides, but the service has had limited success.

19. Establish a policy on subscription bus service and work toward implementation of such service.

Status: After investigation with major employers no market was identified. The service has merit for long distance commuting and will be explored again in the future.

20. Continue to promote use of the transit element of the transportation system through an aggressive marketing program.

Status: The marketing program has promoted transit through increased pass outlets, employee pass discount programs, major promotions, development of park and ride lots and award winning print, radio, and special piece media spots.

21. In order to provide the level of service shown in Table I (page 1 of the 1983 FYFMP), the five year financial plan shown in Table II should be used as a guide for future budgeting and financing.

Status: The FYFMP has been followed in each succeeding year except FY86 when service was not expanded as planned because of funding problems.

Table 4 compares the FY88 projected results from the updated FYFMP with the actual numbers. It should be noted that the updated FYFMP FY88 projected figures would have been the third year of the transit expansion program, but it was in fact only the second, hence the lower numbers for Revenue Miles, Peak Buses and Rev. Passengers. Actual Annual Costs are 22% below projected, while Operating Revenue was only about 9% below. Local assistance and subsidy required, as a result, both were lower than projected.

TABLE 4

COMPARISON OF PROJECTED & ACTUAL SYSTEM PERFORMANCE

	REVISED FYFP PROJECTED FY1988	ACTUAL FY1988
Total Rev. Miles	4,196,620	4,013,208
Service Hours	281,100	276,659
Peak Buses	130	113
Revenue Pass.*	8,446,117	7,621,685
Pass/mile	2.01	1.91
Avg. Fare/Pass.	$.55	$.593
Farebox Recovery	41.2%	45.6%
Annual Costs	$12,279,330	$9,971,524
Operating Revenue	$ 5,056,321	$4,594,501
Subsidy	$ 7,223,009	$5,377,023
Federal Assistance	$ 1,500,000	$1,328,598
Local Assistance	$ 5,250,000	$4,048,425

* Does <u>not</u> include transfers, etc.

II. POLICIES AND OBJECTIVES: 1990-1994

The first Five Year Financial Management Plan included the policies reviewed in the Summary of Prior FYFMP, above.

In addition, actions, policies, objectives and standards for Charlotte Transit have been a part of the 1990 Transportation and Land Development Policy, the CTS Service Standards and the Central Area Plan.

During FY89, a revised and consolidated set of Objectives and Service Standards for CTS will be prepared for Council's review.

The following Policies and Objectives provide a framework for this effort. Objectives may be revised and expanded.

1. Maintain a ratio of revenue to operating cost of 0.40 or greater for the Charlotte Transit System through:

- cost controls
- fare increases
- service adjustments
- information and promotion

This policy is identical to that followed for CTS during the past six years under the first Five Year Financial Management Plan. As Table 1 shows, CTS has met or exceeded this level. However, it is, and should continue to be, an excellent policy in balancing cost and revenue and service expansion, fare level and patronage. It is a basic system productivity policy.

Objectives:

- Completion of a comprehensive analysis of current transit service to identify underutilized service which could be shifted to other routes to increase ridership (FY89)

- Review of selected budget line items each year for innovative ways to reduce costs of service (continuing)

- Controlled cost/hour of CTS operations so that CTS can compete with private operations for new and experimental service (FY89/91)

2. Continue expansion of transit service to meet the needs of increased population and employment and the geographically expanding City through:

- increased commuter use of transit
- provision of service throughout the City

As the City grows in population, travel and area, service must be added simply to "stand still" in terms of (1) equitable service to residents and (2) carrying a given proportion of all travel in the City.

CTS has had a specific policy (1990 Transportation and Land Development Policy) for the proportion of commuters carried to Uptown during the peak hours. Census data and other surveys during the past few years indicate that the earlier policy was unrealistic. Investigation by staff found that the policy was stated incorrectly, and that a comparison was being made between "apples and oranges".

Currently, between 9 and 10 percent of work trips to the Uptown area, in the morning peak two hours, are made by transit. The Objective below is expressed in these terms and is equivalent to the old, mis-stated policy.

Objectives

- Replacement of existing buses at 18 years of age:

CHARLOTTE TRANSIT SYSTEM BUS FLEET

FISCAL YEAR	88	89	90	91	92	93	94
Current	113	133	113	103	96	91	91
Artics			10	10	10	10	10
Spare	18	22	25	25	25	25	25
Replacement (Purchase)			(0)	10 (10)	17 (7)	22 (5)	22 (0)
Peak Total	113	133	123	123	123	123	123
Total Fleet	131	155	148	148	148	148	148
Inactive	24		6	3	3	-	-
Disposal			11 ('66-'69)	13 ('71-'72)	7 ('73)	8 ('74)	-

- The percentage of Uptown worktrips by transit, during peak hours, increased to:

1990	12%
1991	13%
1992	14%
1993	15%
1994	16%

- Consolidation of express routes to offer more frequent service on fewer express routes, with each anchored by a major park-n-ride facility (FY90)

- Increased service on local routes which serve the most congested corridors of the City (FY90-94)

- Investigation of a new Uptown routing scheme, including the potential of an Uptown circulator to accommodate increased bus trips in and through the Uptown area. (FY90)

- Revision of Service Standards to reflect more accurately City policies for transit (FY89)

- Preparation of a plan to maintain and operate a fleet of over 200 buses (FY93)

- Operational Plan for use of Independence HOV Lane (FY94)

3. Provide mobility for transportation-handicapped citizens of the City through provision of demand-responsive, special transportation service.

By FY93, the City is required to be in compliance with six criteria, expressed in Section 504, for service to the transportation disabled. The City now is in compliance with five of the six, but does not meet the criterion of responsiveness to requests: there is a waiting list for service, and the requests are not always met within the Section 504 24-hour minimum.

Objectives:

- Full compliance with Federal regulations for handicapped service by the end of FY93.

4. Review opportunities for private sector participation in transit service provision where cost and efficiency benefits are identified.

Staff has reviewed all transportation services provided by the City for opportunities to improve efficiency and productivity through contracts with private providers. Special services for employment and training programs are being provided by a private minority contractor and night and weekend service for the transportation disabled is being provided by a private contractor.

Other services - both existing and new - will be reviewed for possible contracting in the future. One example is listed below.

Objective:

- If it is determined to be in the interest of the City to provide service to nearby cities such as Gastonia, Rock Hill, Monroe and Albemarle, private operators will be invited to bid on the service.

III. FIVE YEAR PLAN: CHARLOTTE TRANSIT

Charlotte Transit will undertake a five-year program of steady expansion in service, within the framework established by the four policies stated in Section II.

During FY89, CDOT and CTS staff will analyze, and report to Council for consideration, more radical changes in Charlotte Transit:

- immediate, sharp increases in service (on the order of 40% to 60%)

- sharply revised fare structure (cuts of 30% to 75%)

CDOT and CTS staff will monitor, and report to Council each year, progress toward objectives adopted pursuant to the policies outlined in Section II. Adjustments in the plan, outlined below, will be recommended as appropriate to attain the objectives of these policies.

The Five Year Program

Charlotte Transit service (measured in service hours of operation: the number of hours buses are operated in revenue service) will be expanded, in increments, from 316,470 in FY89, to approximately 371,000 in FY94. The bus fleet will be expanded from 155 to 190, with an increase in vehicles operating in the peak hour from 133 to 165. By the end of the period, all buses in the fleet will be less than 15 years old. Patronage will increase from an estimated 11,540,000 in FY89 to 14,160,000 in FY94 (projected).

Table 5 shows year by year projections of costs, revenues, other sources of support for CTS (and the Transportation Fund) and significant indicators of the scale of service.

The following assumptions were used in preparing these projections.

- Unit Costs of operation will increase 6% per year

- CTS revenue from the 1/2 cent dedicated sales tax will increase 6% per year

- CTS revenue from the auto fee will increase 2.5% per year

- All other CTS non-farebox revenue will increase 1% per year

- Operating Assistance from the US Department of Transportation/ Urban Mass Transportation Administration will be constant through the period

TABLE 5

EXPANSIONS BEGINNING IN FY90
WITH AN INCREASE IN FARES IN FY91
(Amounts in Millions)

	Adjusted 88-89	FY90	FY91	FY92	FY93	FY94	FY95
Expenditures							
CTS	$12.40	$13.22	$14.60	$16.09	$17.71	$19.11	$20.26
CDOT Admin.	0.90	0.95	1.01	1.07	1.13	1.20	1.27
Inventory	0.50	0.53	0.56	0.60	0.63	0.67	0.71
Sub-Tot	13.79	14.69	16.16	17.75	19.47	20.98	22.24
Exper Transit	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Spec Study	0.08	0.00	0.00	0.00	0.00	0.00	0.00
Spec Tr Svc	0.61	0.65	0.68	0.73	0.77	0.82	0.86
Total	$14.50	$15.34	$16.85	$18.48	$20.24	$21.79	$23.10
Revenue							
Farebox	$ 4.78	$ 4.89	$ 5.55	$ 6.06	$ 6.40	$ 6.66	$ 6.86
Advert'g	0.09	0.09	0.09	0.09	0.10	0.10	0.10
Sub-Tot	4.87	4.99	5.64	6.15	6.49	6.76	6.96
UMTA	1.32	1.32	1.32	1.32	1.32	1.32	1.32
Sales Tax 5ct	6.10	6.47	6.85	7.27	7.70	8.16	8.65
Auto Tax	1.85	1.90	1.95	1.99	2.04	2.10	2.15
Other Rev	0.25	0.26	0.26	0.26	0.26	0.27	0.27
General Fund	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Inventory	0.50	0.50	0.53	0.56	0.60	0.60	0.60
Total	$14.90	$15.43	$16.55	$17.55	$18.42	$19.20	$19.95
Surplus(Deficit)	0.40	0.90	(0.30)	(0.92)	(1.82)	(2.59)	(3.16)
To(From) Fund Bal	0.40	0.90	(0.29)	(0.92)	(1.82)	(2.59)	(3.16)
(Revenue - Expend.s)							
Fund Balance 4.42	4.82	4.91	4.62	3.70	1.87	(0.72)	(3.64)
Service Hours	316,470	318,470	333,470	348,470	363,470	370,970	-
Farebox Recovery	38.84%	37.28%	38.14%	37.69%	36.15%	34.88%	-
Passengers (1000)	11,542	11,786	12,215	12,924	13,645	14,165	-

- "Background" growth in patronage will be 3% per year. This is growth which is attributed to growth in population and employment, not increased service or fare structure changes. For the period 1983 to 1988 the comparable yearly rate has been just under 2%. However, for 1987-88, it was 3.56%.

- A fare increase from $0.70 base, $1.00 express to $0.80 base, $1.10 express in FY91 (September, 1990).

- No dramatic changes in the cost of motor fuel or parking during the period.

The projected values for farebox recovery and percent of Uptown commuters using transit in the peak do not meet the objectives included in the policies for CTS (Section II).

Projections of farebox recovery percentages, for Budget purposes, have been below 0.40 each year for the past several years, while actual experience has been above (Table 1). Conservative estimates of cost (high) and revenue (low) lead to the low projections.

Projections of the percentage of commuters to Uptown are based on trends. They do not reflect increased emphasis on (1) concentrated express service (like the Uptown Connection; see Objective, Section II.2.) and (2) transit use promotion among Uptown businesses. The effectiveness of these activities will increase the use of transit for Uptown, and will be monitored annually.

Transportation Fund balance of $4,420,000 at the end of FY88 will be absorbed by the end of FY94, and by that time is projected to show a deficit of $720,000 under the assumptions listed earlier Then, or earlier, an additional source of revenue will be needed for Charlotte Transit and the other activities supported by the Transportation Fund. Minor differences in assumed and projected rates of change in the various costs and revenues could hasten or postpone that depletion. Continuous monitoring will warn of any need for an additional or different fare increase, and other sources of funds and alternative strategies will be investigated as the need becomes apparent.

Table 6 shows planned equipment need, utilization, addition and replacement. Currently the fleet consists of:

- 39	GMC "New Look" ranging in age from 1966 to 1974
- 34	1979 GMC "RTS"
- 42	1982 Grumman "Flx"
- 40	1988 M.A.N. "Americana"
155	Vehicles

TABLE 6

EQUIPMENT REQUIREMENTS: SCENARIO IV

FISCAL YEAR	'89	'90	'91	'92	'93	'94
CURRENT BUSES	133	118	106	123	132	150
ARTICULATED BUSES	-	10	10	10	10	10
REPLACEMENT	-	-	14	7	8	-
ADDITIONAL	-	-	10	10	10	5
SUB-TOTAL PEAK	133	128	140	150	160	165
SPARE	22	26	25	25	25	25
TOTAL FLEET	155	154	165	175	185	190
INACTIVE	-	-	-	-	-	-
DISPOSAL		11 ('66-'69)	13 ('71-'72)	7 ('73)	8 ('74)	-

Ten articulated M.A.N. buses will be purchased, refurbished and added to the fleet in FY89-90.

The 34, 1979 GMC buses are being refurbished, to be completed in FY89.

The 39 older GMC buses will be replaced and the fleet will be expanded to 190 vehicles through purchase of 64 new vehicles between FY91 and FY93 at an approximate cost of $10,250,000. USDOT/UMTA and NCDOT assistance will be sought to pay up to 90 percent of these capital expenditures.

IV. FIVE YEAR PLAN: SPECIAL TRANSPORTATION SERVICE

Alternative plans and programs for STS are being analyzed by staff as of the date of consideration of the CTS Five Year Financial Management Plan (December, 1988)

A recommended plan and program for STS will be brought to Council during FY90-91 Budget deliberations (January - May, 1989) and added to this document following Council's adoption.

The projections of cost and revenue for the Transportation Fund, in Section III, over the five-year period include the cost of Special Transportation Service for the handicapped and disabled. However, this cost is based on the 1988 budgeted amount, with a constant rate of increase over the five-year period. It does not reflect any additional funding for compliance with the requirements of Section 504 nor does it reflect several other program revisions which are currently under analysis by the Department of Transportation and the Budget and Evaluation Department.

2C

M E M O R A N D U M

DATE: December 12, 1988

TO: CTS FYFMP File

FROM: CDOT Staff

SUBJECT: ALTERNATIVE SCENARIOS FOR CHARLOTTE TRANSIT SYSTEM FYFMP

Staff analyzed three different groups of scenarios for Charlotte Transit, using three analysis methods. The scenarios involved different levels of service hours, fare structure and parking costs.

I. Major Changes

Method 1

- Free fare
- $.25 all day fare
- $.25 peak/$.70 base fare

Method 2

- Doubled parking cost, primarily Uptown
- 50% fare reduction
- Both increased parking cost and 50% fare reduction

A. Method 1

Limited experiments with short-term, "free-fare" operations reported in the literature were reviewed. Analogous results were assumed if similar policies were introduced for Charlotte Transit.

For the free fare scenario, our best estimate of additional funds which would be necessary in response to increased demand, which would occur with fare-free operation, is that about $4.5 million per year in additional operating expense would be required, in addition to lost revenue estimated, for FY89, at about $4.9 million, or a total of just over $9.4 million a year. An increase in patronage of about 6.6 million passengers a year, or just over 60% is expected. Although the system has some capacity for additional patronage, particularly during off-peak periods, we estimate that 50 buses would need to be added to the fleet at a one-time cost of about $8 million.

In an alternative scenario, an analysis of the effect of a flat $.25 fare was made. This would generate about 3,000,000 additional passengers (approximately 28% more than is estimated for FY89) and would require an additional operating expense of about $1 million, which, in combination with lost revenue of $2.8 million, would increase operating cost by just under $4 million per year. About 25 buses would be added to the fleet at a cost of $4 million.

Other combinations and permutations of fare and expanded service clearly are possible. However, these two illustrate the general cost and patronage which could be expected from sharp changes in the current fare. Both of these examples are tabulated, along with a third, in Tables 1 and 2. Comparable figures for FY89 are shown to

illustrate the "base" circumstances.

B. Method 2

More recently staff has analyzed the effect of sharp changes in fare and Uptown parking costs on 1985 patronage using CDOT's simulation capability. Briefly, this was a quick test to determine the effect of these kinds of changes on the patronage used as the "base year" for analysis in support of the 2005 Transportation Plan and the Transit Corridors Study.

Two "scenarios" were tested:

- fares 1/2 of the 1985 fare
- parking costs (primarily Uptown) double those of 1985

It should be noted that the increased parking cost is strictly a "what if" assumption, and that even if inflation drives up the average cost of parking, our "what if" increase represents a doubling of real cost, without inflation.

Two "outputs" were examined:

- Trips by transit during the A.M. peak two hours
- Trips to Uptown by transit during the A.M. peak two hours

TABLE 1

FY89: BASE CONDITION

CTS BUDGET:	$13,057,328
OTHER TRANSPORTATION FUND:	$1,504,338
FAREBOX:	$ 4,780,736
SALES TAX:	6,100,000
AUTO FEE:	1,852,500
UMTA:	1,320,640
OTHER:	344,904
TOTAL:	$14,398,780
No. Buses, Peak:	135
Total Fleet:	155
Passengers:	11,542,033

TABLE 2

CHANGES IN FY89: DIFFERENT SCENARIOS

	FREE FARE	$.25 ALL DAY	$.25 PEAK $.70 BASE
BUDGET			
ADDITIONAL EXPENSE	$4,500,000	$1,200,000	$ 700,000
LOST REVENUE	$4,900,000	$2,801,000	$1,600,000
NO. BUSES, PEAK	+40	+20	+20
TOTAL FLEET	+50	+25	+25
PASSENGER INCREASE	6,662,000 (+61%)	3,050,000 (+28%)	1,101,000 (+10.0%)

Percentage increases were

	Trips to Uptown	All Trips
1/2 fare	+ 101%	+ 125%
Double Parking Cost	+ 94%	+ 46%
Both	+ 177%	+ 164%

These increases are higher than those reflected above for zero or sharply reduced fares. Both techniques are calibrated for - and are reliable within - limited ranges around current values, so the sharp changes in patronage should be regarded with extreme caution.

Regardless, these results reflect the information and analysis used to establish the parameters used in the models: potential riders are very sensitive to fare and parking cost. Certain trips (for example those to Uptown in this case) are <u>more</u> sensitive to some changes (parking cost in this case) than are other trips or these trips are to other changes.

Additional service cost and equipment are on the order of those suggested above for similar sharp changes in fare.

II. Evolutionary Changes

Similar to the changes in service and fare since 1983, staff also analyzed marginal changes in service and fare structure. Four "scenarios" were prepared for the five year period, which are compared

in Table 3.

A. No expansion of service; no change in fare

B. 1% to 5% changes in service each year

C. A $.10 increase in fare for base and express fares in FY91 (from $.70 to $.80 and $1.00 to $1.10).

D. Both (b) and (c)

The scenarios reflect the following assumptions:

- Unit Costs of operation will increase 6% per year

- CTS revenue from the 1/2 cent dedicated sales tax will increase 6% per year

- CTS revenue from the auto fee will increase 2.5% per year

- All other CTS non-farebox revenue will increase 1% per year

- Operating Assistance from the US Department of Transportation/ Urban Mass Transportation Administration will be constant through the period at $1,200,000.

TABLE 3

PATRONAGE AND REVENUE FOR SCENARIOS

	No Expansion No Fare Incrs.		Expansion No Fare Incrs.		No Expansion Fare Increase, FY91		Expansion Fare Increase, FY91	
	Patron	Revenue	Patron	Revenue	Patron	Revenue	Patron	Revenue
FY89 (Base)	11,542,033	$4,780,736	11,542,033	$4,780,736	11,542,033	$4,780,736	11,542,033	$4,780,736
FY90	11,729,172	$4,873,533	11,786,142	$4,892,759	11,729,172	$4,873,533	11,786,142	$4,892,759
FY91	11,919,347	$4,952,551	12,496,806	$5,156,257	11,644,676	$5,350,099	12,214,818	$5,552,987
FY92	12,112,606	$5,032,852	13,218,992	$5,456,329	11,833,485	$5,587,084	12,924,430	$6,055,437
FY93	12,309,000	$5,114,454	13,952,886	$5,761,266	12,025,354	$5,667,673	13,645,543	$6,395,905
FY94	12,508,576	$5,197,379	14,698,681	$6,071,148	12,220,033	$5,769,731	14,165,203	$6,660,728

- "Background" growth in patronage will be 3% per year. This is growth which is attributed to growth in population and employment, not increased service or fare structure changes. For the period 1983 to 1988 the comparable yearly rate has been just under 2%. However, for 1987-88, it was 3.56%.

Patronage is strongly related to service hours, fare structure and the cost of parking. Revenue is directly affected by patronage and fare structure.

The lowest patronage figures over the five year period result from no increase in service and an increase in fare. "No Change" in fare or service leads to the lowest revenue, but not the lowest patronage. Highest patronage results from increased service with constant fares, while highest revenue comes from increases in both service and fare.

More important is the combination of farebox revenue, other revenues and cost.

Comparison to Proposed Policies

Table 4 shows (1) projected farebox recovery percentages and (2) projections of work trips to Uptown for each of the four incremental scenarios.*

TABLE 4

	Objectives		SCENARIOS I No Exp No Inc		II Exp No Inc		III No Exp Inc		IV Exp Inc	
	Recov	% Upt	Rec	%	Rec	%	Rec	%	Rec	%
FY 90	0.40	12	.37	12.1	.37	12.1	.37	12.1	.37	12.1
FY 91	0.40	13	.36	12.0	.36	12.6	.39	11.7	.38	12.3
FY 92	0.40	14	.34	12.0	.34	13.0	.38	11.7	.38	12.8
FY 93	0.40	15	.33	11.9	.33	13.5	.36	11.6	.36	13.2
FY 94	0.40	16	.32	11.8	.32	13.9	.35	11.6	.35	13.4

(Approximate farebox recovery percentages for the "major" change scenarios range from 0.0 ("free fare") to 0.21 ("half fare"). In each of these scenarios, it is reasonable to assume that the objective for percentage of commuters to Uptown would be met.)

The two scenarios with <u>no fare increase</u> project a farebox recovery percentage which declines from 37 percent to 32 percent. The second - with incremental expansion each year - shows an increase in the percentage of work trips to the CBD, while the first does not; it declines slightly.

A fare increase in FY91, without, then with, expansions (III and IV) shows a smaller decline in the farebox recovery percentage <u>and</u> a smaller percentage of work trips to the CBD, without expansion, but a similar farebox recovery percentage and an increase in percentage work trips to 13.4.

Table 5 shows projected equipment needs and a preliminary acquisition and disposal schedule for one of the scenarios.

When combined with cost estimates, all scenarios lead to absorption of the currently dedicated revenues and of fund balance at some point in the 1990's.

No expansion FY96
No fare increase

TABLE 5

EQUIPMENT REQUIREMENTS: SCENARIO IV

FISCAL YEAR	'89	'90	'91	'92	'93	'94
CURRENT BUSES	133	118	106	123	132	150
ARTICULATED BUSES	-	10	10	10	10	10
REPLACEMENT	-	-	14	7	8	-
ADDITIONAL	-	-	10	10	10	5
SUB-TOTAL PEAK	133	128	140	150	160	165
SPARE	22	26	25	25	25	25
TOTAL FLEET	155	154	165	175	185	190
INACTIVE	-	-	-	-	-	-
DISPOSAL		11 ('66-'69)	13 ('71-'72)	7 ('73)	8 ('74)	-

Expansion No fare increase	FY94
No expansion Fare increase,FY91	FY97
Expansion Fare increase,FY91	FY95

Table 6 summarizes the scenarios:

- FY90 projections with no change in service or fare
- three scenarios (above), using Method 1
- three scenarios (above), using Method 2
- FY90 projections with an incremental change in service first of FY90-94 projections, Table 6)

The "major" changes in fare, service or assumed parking cost produce large but inconsistent changes in patronage. (Costs are estimated using FY90 costs/ passenger, slightly reduced to allow for minor economies of scale.)

Free and half-fare scenarios produce estimates of unusual patronage increase from 3,000,000 to 15,000,000: costs increase between $3,800,000 and $12,000,000 per year.

* Projections of farebox recovery percentages, for Budget purposes, have been below 0.40 each year for the past several years while actual experience has been above (Table 1). Conservative estimates of cost (high) and revenue (low) lead to the low projections.

GTL:cb

TABLE 6

FY90: ALTERNATIVES

	PATRONAGE (Million)	FAREBOX REVENUE (Million)	COST (Million)	NET (Million)	ADDITIONAL EQUIPMENT
Continue '89	11.7	$4.9	$13.8	$ 8.9	None
<u>Method I</u>					
Free Fare	18.3	0	18.3	18.3	50
$.25 All Day	14.7	2.1	15.0	12.9	25
$.25 Peak/$.75 Base	12.8	3.3	14.5	11.2	25
<u>Method II</u>					
Double Park'g Cost	17.1	7.2	17.1	9.9	45
1/2 Fare	26.3	5.5	26.3	20.8	125-150
1/2 Fare & Double Parking	30.9	6.5	30.9	24.4	175-200
<u>Trend</u>					
Moderate Exp	11.8	4.9	13.9	9.0	None

REHABILITATION ASSISTANCE PROGRAM

Purpose: To preserve the City's existing housing stock, to improve living conditions of low to moderate income households, and to revitalize neighborhoods.

Primary Objectives:

- Assist property owners in correcting violations of the City's Housing Code with primary focus on owner-occupied structures.
- Provide affordable housing opportunities for low to moderate income families (low to moderate income families defined as families whose gross income is 80% or less of the median income for Charlotte.)
- Provide modification of units occupied by the physically handicapped.

General Policies:

- Assist in financing eligible activities through loans, grants and deferred payment loans or any combination which makes the assistance affordable.
- Owner occupants pay up to 35% of their gross income less federal taxes for housing expense.
- Grants up to $7,500 from owner occupants who are eligible for a City-County tax exemption.
- Interest rates for owner occupants 0 to 3%; for non-profit organizations 3%; for investors 2% below the prime rate; for deferred payment loan zero interest rate.
- Assistance is available City-wide with efforts concentrated in the 21 census tracts having the greatest number of sub-standard housing units.

Eligible Activities:

- Correction of housing code violations
- Energy Conservation
- Acquisition costs
- Water and sewer tap on fees
- Handicapped modifications
- Approved moving costs related to relocating dwelling unit
- Historic preservation of designated properties
- Loan and Grant processing fees

Source of Funds:

- Federal Community Development Block Grant Funds.

Clearances:

- City Council approved modifications to the Standard Rehabilitation Loan and Grant Program on October 12, 1987.
- City Council approval is required for assistance over $30,000.
- City Manager approval is required for assistance of $30,000 and under.

Mayor Sue Myrick
Mayor Pro Tem Al Rousso

John A. (Gus) Campbell
Stanley M. Campbell
Dan Clodfelter
Charles S. Dannelly
Gloria Fenning
Roy Matthews
Cynthia Patterson
Ella Butler Scarborough
Richard Vinroot
Velva R. Woollen

3B

Council Agenda

Monday, July 11, 1988
District 7 Council Meeting
Carmel Junior High School
5001 Camilla Drive

6:00 PM. . . . . Council-Manager dinner
7:00 PM. . . . . Citizens Hearing
. Presentation by Hugh McColl
7:30 PM. . . . . Council Meeting

ITEM NO.

1. Invocation by Rev. Charles Page of Mouzon United Methodist Church.

2. Consider approval of minutes for Zoning Hearing on June 20, Special CUTRATE meeting of June 21 and Regular Meeting of June 27, 1988.

PUBLIC HEARINGS

3. A. Conduct a public hearing to consider the sale of four parcels of land to the Grier Heights Economic Foundation (GHEF).

B. Recommend approval of a loan of $65,177 to pay for the land and cost of moving six houses onto this land.

Background/Grier Heights Economic Foundation:
On April 20, 1988, the Community Development Department began working with the Grier Heights Economic Foundation (GHEF), a non-profit organization, to assist them in relocating up to ten houses which had been donated to the GHEF by Presbyterian Hospital and Wilmar Leasing. Officials from both Presbyterian Hospital and Wilmar Leasing were referred to the GHEF by Council member Dan Clodfelter. On June 3, 1988, the GHEF submitted a proposal seeking assistance for this project.

Feasibility studies by staff determined that it is only feasible to relocate six of the ten houses which are presently located on the sites of two construction projects. Presbyterian Hospital and Wilmar Leasing have already granted GHEF one deadline extension in order to try to save the houses. However, in order not to delay the construction projects, the houses must be moved or demolished by August 31, 1988. It is recommended that this project proceed in two phases. Council is asked to approve Phase I today.

Following completion of Phase I, staff will be coming back to City Council once we have assisted the GHEF in obtaining firm bids for the rehabilitation of the six houses. A breakdown of land acquisition costs, moving costs, and preliminary rehabilitation costs is attached.

Phase I

- The City will loan $65,177 to the GHEF at a rate of 3% to:
  1) finance the acquisition of four parcels of City-owned land in Grier Heights totalling 46,845 square feet for the appraised value of $15,927, and
  2) finance the cost of moving six single family houses at a cost not to exceed $49,250 on to the land.
- Two houses will be relocated to Marney Avenue (Block 16, Parcels 8 & 9).
- Four houses will be relocated to Ellington Street (Block 20, Parcels 6 & 7).
- Crouch Brothers House Moving Contractors will require 4-6 weeks to relocate the houses.

A map is attached.

Phase II

During the period the houses are being moved by the contractor, staff will be processing individual loan applications through the City's Standard Rehabilitation Loan Program. As a non-profit organization, the GHEF is eligible for 3% financing. The City will make individual loans to GHEF to repay the original loan made in Phase I for acquisition and moving costs, plus the costs of rehabilitating the houses. These houses will be sold to low to moderate income families, and the loans will be assumed by the purchasers. Families currently on the City's relocation workload will be given priority to acquire the houses.

Funds: Innovative Housing Account

Clearances: On June 14, 1988, the Charlotte-Mecklenburg Planning Commission approved the Mandatory Referral No. 88-12 (attached) to sell the land to GHEF. The Innovative Housing Committee approved this request on July 6, 1988.

Attachment No. 1

Addendum To Request For Council Action

Project Cost

Purchase of Production Machinery	$454,000

Source of Funds

Southern National Bank	$227,000	(50%)
City of Charlotte	181,600	(40%)
Colorcraft	45,400	(10%)
	$454,000	

(Southern National's loan is contingent upon approval of the City's loan.)

Terms of Loans

1) Southern National Bank
   Rate - 11.5%
   Term - 7 years

2) City of Charlotte
   Rate - 6%
   Term - 5 years

Security

1) Southern National Bank - a first lien security position on the equipment to be purchased by borrower;

2) City of Charlotte - a second lien security position on the equipment to be purchased, a lien on all unencumbered equipment, and a personal guaranty from Mr. and Mrs. Bell.

It has been determined that the bank will be adequately secured on their loan with a security interest in the amount of $227,000 on the purchased equipment.

The City will be secured with a 2nd security interest in the amount of $181,000 on the purchased equipment.

Cost	$454,000	(100%)
Bank loan	(227,000)	(50%)
	$227,000	
City loan	(181,600)	(40%)
Residual Value to City loan as collateral	$ 45,400	

Public Purpose

The City loan was determined as an appropriate action due to the findings of the public purpose review by the Planning Department as follows:

The proposal as submitted by Colorcraft Printing Company, Inc. falls within the policy framework by:

1) Serving a public purpose and providing employment for low income, unemployed or underemployed persons, while providing an opportunity for upward mobility, and

2) Being consistent with general reinvestment strategies as outlined in the 2005 Generalized Land Plan.

There are currently 90 full-time and 26 part-time employees working at Colorcraft of which 75% are from low to moderate income households. The applicant is offering 48 new jobs for the City loan. This would provide one new job for each $3,783 in City funds. The new job listing is shown as follows:

Additional Employees				Job Description	Labor Rate Range
1988	1989	1990	1991		
2				Offset Strippers	$8.00 to $13.00
1	1			Supervisor	8.00 to 10.00
1				Consolidated Operator	7.00 to 9.00
4				Asst. Operators	5.00 to 7.00
8				Gatherers	4.00 to 5.50
	1	1		Material Handler	4.00 to 5.50
1	1			Bailer Operator	4.00 to 5.50
2	1	2		Bindery Handworker	4.00 to 6.00
2	2			Knife Operators	8.00 to 10.00
2				Heidelberg Operator	7.00 to 9.00
1	1	1	1	Gluer Folder Opr.	8.00 to 12.00
1	1	1	1	Gluer Folder Helper	5.00 to 7.00
	2			2-Color Pressman	8.00 to 10.00
				2-Color Press Helpers	5.00 to 7.50
		1		Platemaker	6.00 to 8.00
		1		Night Material Handler	4.00 to 5.50
		1	1	Warehouse Helpers	4.00 to 6.00
25	12	8	3		

DEVELOPMENT AND REVITALIZATION FUND (DARF)

Purpose:

To provide public resources to invest in partnerships for the purpose of promoting economic development in four approved redevelopment areas (Beatties Ford Road, Wilkinson Boulevard, South Boulevard, and West Morehead Street) and the Pocket of Poverty when such partnerships do not incur a negative long-term liability on tax dollars and when such partnerships directly benefit one of the following targeted groups:

- Low income, unemployed, or underemployed county residents;
- Minority and/or women small business enterprises;
- Unique of indigenous enterprises which have significant economic value to the community.

Primary Objectives:

- To create jobs which have the potential for upward mobility, and for adequate pay which allows an individual or family to become self-sustaining;
- To promote revitalization efforts in areas targeted by public policy to include but not be limited to:
  1) Enterprise areas from the 2005 Plan
  2) The Pocket of Poverty;
  3) Approved area plans which include a commercial focus.
- To promote the development of projects which support redirection of growth policies;
- To retain a unique or indigenous enterprise;
- To participate in the funding of business projects that offer a significant number of employment opportunities.

General Policies:

- The City seeks to finance a business project based on the following financing mix:
  1) 50% from a private lender (banks, savings and loan, etc.)
  2) 40% from the City
  3) 10% from the applicant
- The interest rate is negotiable from 3% to 9% based on ability to repay.
- The term is negotiable based on need and ability to repay.
- The City requires a clear demonstration that "But For" the DARF loan, the project could not take place.

*"But For" is a term that is taken from the Urban Development Action Grant (UDAG), a federally funded program that is intended to assist cities in developing new jobs and an increased tax base. It must be clearly demonstrated that "But For" the DARF funds the project could not be <u>financed</u>. In other words a financial gap exists, i.e.:

Financing Gap

Project size	$800,000
Debt capacity	- 600,000
Financing Gap	$200,000

Financial assistance with favorable terms is needed from the City for $200,000 in order for the project to be feasible.

Eligible Activities/Applicants:

- Acquisition of real property;
- Construction, rehabilitation, or installation of:
  1) Commercial or industrial buildings and structures;
  2) Equipment and fixtures which are part of the real estate;
  3) Commercial industrial property improvements.
- Applicant must meet at least one of the following:
  1) Either operate or want to operate a business in an area eligible for assistance;
  2) Live in an area eligible for assistance and either operate or want to operate a business outside the eligible area;
  3) Operate a business located close enough to provide services and jobs to low and moderate income citizens living in eligible areas;
  4) Create jobs that pay adequate wages and offer upward mobility and advancement.

Source of Funding: A total of $3 million was allocated by City Council from Urban Development Action Grant repayment funds for use in promoting economic development in four redevelopment areas and the Pocket of Poverty. Urban Development Action Grant funds are allocated from the Federal government.

Clearances: The Policy Framework for this program was approved by City Council on June 8, 1987.

Economic Development Review Committee* which is made up of several City department directors, the Economic Development Revolving Loan Fund Committee, and City Council approvals are required.

*The Economic Development Review Committee is comprised of the following departments: Budget & Evaluation, Finance, City Manager's Office, Planning, Employment & Training, Community Development, and Economic Development.

#5

MINORITY & WOMEN BUSINESS ENTERPRISE PROGRAM

ANNUAL REPORT

OCTOBER 1988

CHARLOTTE SW

"We want to do business with you"

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- o Procurement Contracts
- o Advisory Committee
- o Contracts Supported with Federal Funds
- o N.C. Legislation

III. MWBE PROGRAM PERFORMANCE

- o Certification Committee
- o Contract Opportunities
- o Monitoring MWBE Performance
- o Training and Technical Assistance

IV. MWBE UTILIZATION IN CITY CONTRACTS AND CHARLOTTE/DOUGLAS INTERNATIONAL AIRPORT CONTRACTS

- o Construction Projects
- o Housing Rehab/Community Development
- o Procurement Contracts

V. PROGRAM HIGHLIGHTS

VI. MWBE PROGRAM RECOMMENDATIONS (FY 89)

I. MINORITY AND WOMEN BUSINESS ENTERPRISE PROGRAM POLICY STATEMENT

It is the Policy of the City of Charlotte to provide minorities and women equal opportunity for participating in all aspects of the City's contracting and procurement programs, including, but not limited to, employment, construction development programs, and lease agreements, consistent with the laws of the State of North Carolina.

It is further the policy of the City of Charlotte to prohibit discrimination against any person or business in the pursuit of these opportunities on the basis of race, color, national origin, religion, sex, age, handicap, or veteran's status. It is further the policy of the City of Charlotte to conduct its contracting and procurement programs so as to prevent such discrimination and to resolve any and all claims of such discrimination.

AN ACT TO AMEND THE CHARTER OF THE CITY OF CHARLOTTE RELATING TO THE ESTABLISHMENT OF CONTRACT SPECIFICATION

The General Assembly of North Carolina enacts:

Section 1. Chapter IX, subchapter E. of the Charter of the City of Charlotte, being Chapter 713, Session Laws of 1965, is amended by adding a new section to read. "Section 9.83. Contract Specification Requirements. The City Council may establish minimum minority and/or women's business enterprise participation (MWBE) requirements and in that event shall include such requirements in the specifications for City contracts. In addition, in construction and repair contracts under which subcontracts are customarily awarded by that primary contractor, the City Council is authorized to establish specifications requiring bidders to subcontract a certain designated percentage of the construction and repair work amount; provided, that nothing in the specifications or requirements developed shall be construed to require that the award of subcontracts be made to subcontractors who do not submit the lowest responsible sub-bid and do not meet the bonding requirements other wise required by law. Notwithstanding the provisions of G. S> 143-129 and G.S. 143-131, the City Council may consider a bidder's compliance with specifications containing MWBE or subcontracting requirements in its award of contracts, and may, in its discretion, refuse to award a contract to bidder if it determines that the bidder has failed to make a good faith effort to comply with said requirements Sec. 2. All laws and clauses of laws in conflict with this act are repealed. Sec. 3. This act shall apply to City of Charlotte only. Sec. 4. This act is effective ratification. [In the General Assembly read three times ratified this the 12th day of June, 1987.]

II. EXECUTIVE SUMMARY

The City of Charlotte's Minority and Women Business Enterprise Plan was revised during FY '88 to incorporate local legislation (N.C. Senate Bill 290) obtained by the City Council. The legislation strengthens the City's management structure in which minority and women business owners engage in the competitive bid process for award of construction, commodities, and professional services contracts.

The revised plan, adopted by the City Council November 23, 1987, enables the City to assign contract-specific MWBE requirements, including utilization goals for MWBEs. The plan gives the City Council the option to instruct bidders to solicit and include sub-bids from MWBEs in bid proposals. The City Council will take MWBE utilization into account prior to award of contract.

City staff in Engineering, Community Development, Community Relations, Legal Counsel, Charlotte-Mecklenburg Utility Department, Transportation, Purchasing, and Consultants for airport construction projects (Day and Zimmermann), worked with the MWBE Program Director and the MWBE Advisory Committee to implement the necessary revisions.

The MWBE Advisory Committee applauds the successful execution of contract-specific MWBE goals administered in the Engineering and Utility departments.

Favorable community response and public support for proposed MWBE provisions were gained through a series of informational meetings and public forums.

RESULTS

Construction

Various assessments of City contract awards during the last year show that MWBE participation in construction projects has increased dramatically over the last year. During eight months of implementing the revised plan, the following MWBE utilization is reported:

	$ VALUE CONSTRUCTION PROJECTS	MBE AMOUNT	%	WBE AMOUNT	%
FY 87	$61,791,076	$3,823,380	(6.2)	$1,464,730	(2.3)
FY 88 (1/88-8/88)	97,315,264	7,918,577	(8.1)	2,860,672	(2.9)

Statistical reports show that women contractors increased the dollar value of their participation in City contracts significantly; and minority contractors/sub-contractors increased their participation to twice that of FY 87.

Engineering projects utilized MWBEs for 78% ($437,616) of all informal contracts (under $30,000). The department increased awards of formal contracts and subcontracts to MWBEs to 12.7% ($3,167,142) in FY 88. This utilization shows improvement over the 67.7% of informal contract awards and 9.2% of formal contracts bid competitively by MWBEs during FY 87.

The most significant increase in MWBE participation during FY 88 was obtained by the Charlotte-Mecklenburg Utility Department. Minority contractors and sub-contractors improved their competitive bid activity from 0.53% (FY 87) to gain 10.3% of $45.8 million spent for water/sewer lines and treatment facilities. WBE performance increased from 2.4% during FY '87 to 4.0% in FY 88 Utility contracts.

Procurement Contracts

Development of MWBE provisions for commodities, products, and professional services contracts was completed only recently. Because MWBE provisions were not included in procurement contracts until September 1988, the effect of the legislation cannot be evaluated for this area at this time. However, statistical analysis of traditional MWBE participation in procurement activity is available:

Procurement Contracts

	$ VALUE CONTRACTS	MBE AMOUNT	%	WBE AMOUNT	%
FY 87	$27,067,405	$342,320	1.3	$352,458	1.3
FY 88	29,643,656	289,323	.98	440,972	1.5

Minority-owned businesses bid competitively for 8% of office supplies and paper products ($28,665); 20% of auto painting contracts ($43,751); 5% of auto repair awards ($370,142); and 24.9% of contracts for real estate appraisals ($370,142). A WBE firm bid competitively for 24.5% of the purchase of petroleum products ($1,063,731).

MWBE provisions for sub-contracting were included in one professional services contract, resulting in the award of 10% of the contract to an MBE firm as a sub-contractor in an audit project.

This positive response to contract-specific MWBE participation indicates that improvements can be realized in commodities and service contracts.

Advisory Committee

A representative from the Charlotte Business League serves as chairperson of this Committee comprised of eight governmental agencies and civic organizations.

The MWBE Advisory Committee participated in several study sessions with City staff designed to interpret MWBE legislation and to develop revisions for the Charlotte MWBE Plan. In addition, the Committee conducted five public forums to review the legislation and obtain ideas from contractors, sub-contractors, and vendors for the necessary plan revisions. Thirty-seven (37) construction firms and twelve (12) independent contractors attended these meetings which resulted in modifications to the MWBE Plan.

Volunteer service to the City through this Committee is given by the: U.S. Small Business Administration (SBA), Associated General Contractors of America, Inc. (AGC), Central Piedmont Community College (Small Business Center), Charlotte Chamber (Small Business Services Division), U.S. Minority Business Development Agency (MBDA), the Mecklenburg County Women's Commission, and the Carolina Association of Black Women Entrepreneurs. Minority contractors and women business owners are also represented on the Committee.

The MWBE Program Director provides staff resources and works with the Committee to plan and execute programmatic aspects of the MWBE Program. The Committee meets once each quarter of the fiscal year to review MWBE policy and contract provisions and to analyze MWBE utilization in City contracts.

The Advisory Committee works in behalf of the City to interpret the MWBE Program and to assist with community information meetings to discuss revisions to the Plan. In addition to this service, the Committee shares in the preparation of the Annual Report and submits recommendations for improving the MWBE Program to the City Manager.

Contracts Supported with Federal Funds

During the year, the U.S. Department of Transportation changed Minority and Women Business utilization goals to a single goal for Disadvantaged Business Enterprises (DBEs). The Charlotte/Douglas International Airport construction contracts have DBE goals of 15%. The Charlotte Department of Transportation contracts have DBE goals of 13%.

In addition, Municipalities may increase credits for expenditures to DBE suppliers performing a commercially useful function from 20% to 60% of all such contracts.

N.C. Legislation

The N.C. State General Assembly has enacted legislation (HB1514) urging M/W/DBE participation of 4% of all goods and services purchased by local government agencies. A Special Interest Directory of M/W/DBE and Handicapped Businesses has been distributed to all municipalities. The Department of Administration has requested annual reports of the purchase of materials, supplies, and equipment from these businesses.

No assessment of the effect these legislative actions will have on the City's MWBE Program can be made at this time. However, increased awareness of M/W/DBE participation in public contracting and greater opportunities to negotiate with these firms is a positive development.

III. MWBE PROGRAM PERFORMANCE

Certification

The certification process is managed as a staff function shared by City of Charlotte and Mecklenburg County staff in the operating departments administering a majority of contracts utilizing MWBEs. The Committee is chaired by the MWBE program assistant and includes staff from City Engineering, County Engineering, Charlotte-Mecklenburg Building Standards Department, Charlotte-Mecklenburg Utility Department, County Buildings and Grounds Department, County Community Development, City-County Purchasing, County Health Department, Human Relations Committee, and MWBE staff for both local governments, and Charlotte/Douglas International Airport.

During FY 88 the number of entrepreneurs requesting City certification as MWBEs increased by 15% over FY 87. One hundred fifty-two (152) firms completed the application process, resulting in the certification of 141 businesses (97 MBEs and 44 WBEs). Four (4) firms failed to meet City certification criteria and were denied placement on bid invitation lists as MWBEs. Action for seven (7) businesses was deferred pending on-site interviews with owners.

The certification committee reviews all applicant files, participates in interviews with business owners, and assists in determining eligibility of firms for certification. MWBE staff performs preliminary interviews and conducts site visits to all local applicants operating businesses as partnerships and corporations.

At present, the MWBE Directory contains 770 construction, professional services, manufacturers and suppliers (616 MBEs and 154 WBEs) certified as Minority and Women Business Owners.

The certification committee has developed guidelines to facilitate the review process and to improve the interpretation of procedures to interested businesses.

Contract Opportunities

The most notable increase in contract opportunities for MWBEs has been in professional services related to construction projects (architects, surveyors, engineering, and design).

MWBE contract opportunities in Charlotte/Douglas International Airport projects decreased during FY 88 due to contract needs for specialized construction trades requiring mechanical, heating, ventilation, air-conditioning (HVAC), structural steel, and other specialty trades.

It is hoped that incorporating MWBE provisions into informal contracts for procurements and professional services will increase opportunities for competitive MWBE suppliers and manufacturers.

Monitoring of the MWBE Program

The Staff of the Charlotte-Mecklenburg Community Relations Committee monitors the City's MWBE Program.

During FY 88, fifty (50) contracts administered by the Engineering Department were monitored. Thirty-three (33) contracts of the Utilities Department were monitored. One hundred and thirty-nine (139) on-site visits were made to monitor the progress of construction contracts. Four (4) low bids were found to be not in compliance with the requirements and were not accepted. The provisions made possible by the State enabling legislation were found to have strengthened the Program.

Training and Technical Assistance

The focus of City-sponsored training and technical assistance was directed toward developing guidelines for implementing MWBE legislation.

Twenty-three (23) seminars and public forums were conducted during the year (5/87 - 2/88) to assure MWBE participation in shaping policies and procedures formulated for the revised Plan.

Four (4) informational meetings to interpret the revised MWBE Plan to City departments were successful in the level of participation and increasing interest in the MWBE Program.

City staff, working directly with contractors and suppliers, provided project-specific technical assistance to approximately three-hundred and sixteen (316) bidders during a four-month period (9/87-12/87) toward further clarification of the revised MWBE Plan.

It is felt that this additional support for contractors, sub-contractors, and vendors resulted in increased bid activity and a greater volume of competitive bids from MWBEs.

City staff in the Engineering, Utility, and MWBE offices increased monitoring activity of contracts awarded under the revised Plan to improve communication and problem-solving between contractors and sub-contractors. These efforts were also successful in introducing the revised Plan to the community.

IV. MWBE PARTICIPATION IN CITY CONTRACTS STATISTICAL CHARTS

CHARLOTTE DBE UTILIZATION FY 88

	TOTAL CONTRACTS	DBE AMOUNT	%	WBE AMOUNT	%
I AIRPORT CONTRACTS	$ 38,646 343	$3 359 828	0 0%	$1 617,768	4 0%
TOTAL	$ 38,646 343	$3 359,828	0 0%	$1,617 768	4 0%
II CITY CONTRACTS					
COMMUNITY DEVELOPMENT	$ 24,633,638	$1,056,567	4 3%	$ 194,200	0 8%
ENGINEERING	$ 16 503,373	$1,773,728	10 8%	$ 677,274	4 1%
UTILITY	$ 45 812,019	$4 701,439	10 3%	$1,820 304	4 0%
SUBTOTAL	$ 86,949,030	$7,531,734	8 7%	$2,691,778	3 1%
III CONSTRUCTION CONSULTANTS					
ENGINEERING	$ 8,201 213	$ 120,859	1 5%	$ 495,281	6 0%
UTILITY	$ 2,165,013	$ 265,984	12 3%	$ 123,613	5 7%
SUBTOTAL	$ 10,366,226	$ 386,843	3 7%	$ 168,894	6 0%
TOTAL CITY CONSULTANTS (II & III)	$ 97,315,264	$7,918,577	8 1%	$2,860,672	2 9%
IV PROCUREMENTS PURCHASING	$ 29,643,652	$ 289,323	0 98%	$ 440,972	1 5%
TOTAL	$ 29,643,652	$ 289,323	0 98%	$ 440,972	1 5%
TRANSPORTATION	($ 491,692)	($ 82,204)	(16 7 %)	(DISADVANTAGED BUSINESS ENTERPRISES)	

CUMMULATIVE RECORD

MWBE ACTIVITY - CITY OF CHARLOTTE
1980 - 1988

YEAR	TOTAL AWARDED	MBE	%	WBE	%
I. CONSTRUCTION					
1980	$ 13,052,981	$ 331,848	2.5%	-	-
1981	9,200,295	286,798	3.1%	-	-
1982*	5,089,642	25,368	0.5%	-	-
1983	9,676,994	399,681	4.1%	32,351	0.3%
1984	48,028,700	5,865,605	12.2%	282,212	0.5%
1985	43,678,285	3,827,792	8.7%	261,464	0.6%
1986	112,857,518	6,168,171	5.4%	3,569,141	3.1%
1987	57,081,353	3,627,180	6.3%	1,235,248	2.1%
1988	97,949,030	7,918,577	8.1%	2,860,672	2.9%

*The available data represents half of the year (January, 1982 - June, 1982)

II. PROCUREMENT					
1980	-	-	-	-	-
1981	$ 21,998,945	$ 118,698	0.5%	$ 159,441	0.7%
1982*	28,461,934	60,581	0.2%	33,416	0.1%
1983**	-	-	-	-	-
1984	23,499,820	298,287	1.2%	230,810	0.9%
1985	27,073,261	381,033	1.4%	595,195	2.1%
1986	23,625,713	360,790	1.5%	561,762	2.3%
1987	27,067,405	342,320	1.2%	352,458	1.3%
1988	29,643,652	289,323	0.9%	440,972	1.5%

*The available data represents half of the year (January, 1982 - June, 1982)
**Complete data unavailable

V. PROGRAM HIGHLIGHTS

Construction Projects

ENGINEERING

- Fifty-six of seventy MWBE firms (80%) were successful (low bidders) in obtaining construction contracts with the City during FY '88.

- Two-thirds (24 of 36) of all formal contracts (over $30,000) administered in City Engineering included sub-contracting opportunities.

- Under new MWBE provisions for City contracting, MBE utilization in engineering projects increased from 3.8% to 7.7%. WBE participation in these projects increased from 1.3% to 4.7% during FY '88.

UTILITY

- The traditional pattern of low MWBE participation in Charlotte-Mecklenburg Utility projects was changed significantly and favorably with new MWBE provisions. MBE participation in these contracts increased from 0.53% to 10.4% and WBE participation increased from 2.4% to 4.1%.

CERTIFICATION

- Improvements in the City certification process for MWBEs resulted in the development of expanded MWBE vendors lists. MWBE bid lists have been constructed for 168 of the 180 commodity and class codes used for City purchasing.

CHARLOTTE/DOUGLAS INTERNATIONAL AIRPORT

- Approximately $400,000 of MWBE utilization in airport contracts was obtained in procurement and professional services projects.

FINANCE DEPARTMENT

- MBE participation (10%) was achieved in a professional services contract administered by the Finance Department (Accounting) in the amount of $3,720.

VI. MWBE PROGRAM RECOMMENDATIONS (FY 89)

- Expand training and technical assistance program to MWBE suppliers, manufacturers, and professional services providers.

- Develop process for increasing use of MWBE bid lists in City departments where no MWBE participation is obtained.

- Implement MWBE provisions in the procurement program to effect increased MWBE participation and aggressively monitor and report all MWBE procurement activity in each department as part of regular quarterly reports to City Council and the MWBE Advisory Committee.

- Increase use of MWBE bidders list for professional services contracts in each department and monitor and report professional services bid activity of MWBEs as part of regular quarterly reports to City Council and to the MWBE Advisory Committee.

- Provide MWBE Program training for all City staff engaged in the procurement of commodities, goods, and professional services. The MWBE office shall schedule training at least twice per year with all departments.

M/WBE ADVISORY COMMITTEE
FY '88 ROSTER

Charlotte Business League (1987-1988 Chairperson)	Amy Edmunds
Associated General Contractors of America, Inc. (Carolinas Branch)	Ed Latham
Carolina Association of Black Women Entrepreneurs	Laura McClettie
Central Piedmont Community College (Small Business Center)	Emma Quinn
Charlotte Chamber (Small Business Services Division)	Lawrence Toliver
Independent Minority Contractor	Earl Driggers
Mecklenburg County Women's Commission	Fay Skidmore
Metrolina Association of Minority Contractors	Sam R. Foster
Minority Business Development Center (U.S. Department of Commerce)	W. Troy Watson
U.S. Small Business Administration	Rose Marie Cotton

APPOINTMENTS TO BOARDS AND COMMISSIONS

Information on Nominees

	District	Profession/Business
Tree Advisory Committee		
1. Jean Davis W/F	1	Community Leader
2. Patricia Rodgers W/F	7	Landscape Designer/Consultant
3. Randy Veltri W/M	(Matthews)	Landscape Architect - Duke Power
Community Resources Board		
1. Peter Keber W/M	6	Bank V. P.
2. Marsha Gaspari W/F	1	Research/Marketing Consultant

3 Appointed by Mayor
7 Appointed by City Council
2 Ex-officio

TREE ADVISORY COMMISSION

(12 Members)

Membership - Appointments are for three-year terms with service limited to two consecutive full terms. A majority of the membership should be residents of the City of Charlotte. Ten members are appointed by elected officials; the remaining two should be representatives of the Parks & Recreation Department, who serve ex-officio, attending meetings when so requested by the secretary of the Commission.

Responsibility - Make recommendations from time to time to the City Manager or his authorized representative relative to trees and shrubbery in the City.

MEMBER	DIST.	BUSINESS/ PROFESSION	ORIGINAL APPTMT.	RE-APPTMT.	TERM	EXPIRATION
(C)Martha Washam W/F	6	Freelance Art Dir.	11/14/83	11/24/86	3 yrs.	12/13/88
(C)Walter Fields W/M	5	City/County Planner	11/14/83	11/24/86	3 yrs.	12/13/88
(C)Tom Martin W/M	6		10/25/82	11/14/83		
				11/24/86	3 yrs.	12/13/89
*(M)Ed Evans W/M			12/18/84	1/29/88	3 yrs.	12/13/90
(M)Nita Byrum W/F			12/02/83	12/15/86	2 yrs.	12/13/88
(C)Patricia Hayden W/F	4	Tax Specialist - Dellinger & Deese	12/28/87		3 yrs.	12/13/90
(C)Donna Parker W/F	6	Attorney	12/28/87		3 yrs.	12/13/90
(M)Landon Wyatt III W/M		Trammell Crow	1/29/88		Unexp.	12/13/89
(C)Gwen M. Cook W/F	6	Odell Associates	9/13/88		1 yr.	12/13/89
(C)Joe M. Spencer, Jr. W/M	6	Industrial Textile Supply	9/13/88		2 yrs.	12/13/90

Ex-Officio:
Parks & Recreation Department (2 representatives)

*Chairman

Revised 9/23/88

No. 6432

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Tree Advisory Commission

Name Mrs. Jean E. Davis **Sex/Race** F/W **District No.** 1

Home Address 3701 Arvin Dr., Char. N.C. 28213 **Phone No.** 596-1877

Business Address ——— **Phone No.** ———

Education High School Diploma, Various college courses

Present Employer ——— (2 afternoons per wk, care for Alzheimer's patient)

Job Title ——— **Duties** ———

Business & Civic Experience Pres. Nevin Community Organization, Inc. - Librarian and Historian - Statesville Ave. Baptist Church Board Member - Derita/Statesville Rd. Community Organization

Interests/Skills/Areas of Expertise Member Mecklenburg Forestry Assn with my husband, John. Interests - Community Improvement and Beautification

Comments I became actively involved in my community due to the loss of the beautiful old oak trees on Statesville Road - Jan. 1987

I understand that this application will be maintained in the active file for a period of one year only

9-7-88 Jean E. Davis

Date Signature of Applicant

The Mayor and City Council appreciate the interest of citizens in serving on City committees Applications should be sent to

City Clerk's Office
Charlotte-Mecklenburg Goverment Center (CMGC)
600 East Fourth Street
Charlotte, NC 28202-2857

A personal contact with the Mayor's Office or a City Councilmember is recommended

SEP 9 1988

OFFICE OF CITY CLERK

PLEASE DO NOT SUBMIT RESUMES

City Clerk
1988

No. 2 3 0 7

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: TREE ADVISORY COMMISSION

Name PATRICIA E RODGERS (MRS. JOHN J.) **Sex/Race** F/W **District No.** 7

Home Address 4910 CARMEL PARK DR 28226 **Phone No.** 366-5008

Business Address 4910 CARMEL PARK DR 28226 **Phone No.** 366-5008

Education 3 YEARS COLLEGE - PENNSYLVANIA STATE UNIV. + CPCC COURSES

Present Employer SELF

Job Title LANDSCAPE DESIGNER & CONSULTANT **Duties** DESIGNS GARDENS GIVES HORTICULTURE PROGRAMS, TEACHES AT QUEEN'S COLLEGE QUILL PROGRAM

Business & Civic Experience SERVED ON TREE ADVISORY COMMISSION 2, 3-YEAR TERMS + 1 YEAR (TOTAL 7 YEARS). VICE CHAIRMAN 2 YEARS, CITY APPOINTMENT TO RECYCLING COMMITTEE. PAST PRESIDENT OF N.C. LANDSCAPE CRITICS COUNCIL, LANDSCAPERS & FAR CORNERS GARDEN CLUBS CURRENT PRESIDENT CHARLOTTE IRIS SOCIETY & CHARLOTTE CHAPTER #49 OF IKEBANA INTERNATIONAL.

Interests/Skills/Areas of Expertise CIVIC BEAUTIFICATION & ENVIRONMENTAL CONCERNS. HORTICULTURE & LANDSCAPE DESIGN. I AM A MASTER LANDSCAPE CRITIC IN NATIONAL COUNCIL OF STATE GARDEN CLUBS - THE ONLY ONE IN CHARLOTTE

Comments I SERVED ON THIS COMMISSION IN THE 1970'S, I HAVE BEEN OFF FOR 8 OR 9 YEARS & WOULD LIKE TO SERVE AGAIN

I understand that this application will be maintained in the active file for a period of one year only

11-21-88 Patricia E. Rodgers

Date Signature of Applicant

The Mayor and City Council appreciate the interest of citizens in serving on City committees Applications should be sent to

City Clerk's Office
Charlotte-Mecklenburg Goverment Center (CMGC)
600 East Fourth Street
Charlotte, NC 28202-2857

A personal contact with the Mayor's Office or a City Councilmember is recommended

PLEASE DO NOT SUBMIT RESUMES

City Clerk
1988

No. 1,4[illegible]

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: City Tree Advisory Commission

Name Randy N. Veltri **Sex/Race** M/W **District No.** _____

Home Address 9800 Chaney Ct., Matthews, NC 28105 **Phone No.** 847-3940

Business Address Duke Power Company, P. O. Box 33189 Transmission Dept., Charlotte, NC 28242 **Phone No.** 373-6615

Education BS in Landscape Architecture at West Virginia University

Graduate Work in Architecture at Kent State University

Present Employer Duke Power Company

Job Title Landscape Architect **Duties** Reduce visual impact of Duke Power facilities, visual analysis for route selection of transmission lines

Business & Civic Experience 8 years experience in landscape architecture, member of National Historic Preservation Society

Interests/Skills/Areas of Expertise · Photography, color renderings, residential landscape design.

Comments In my profession, I feel responsible to volunteer my time and expertise to this commission and to the City of Charlotte.

I understand that this application will be maintained in the active file for a period of one year only

10-3-88 Randy Veltri

Date Signature of Applicant

The Mayor and City Council appreciate the interest of citizens in serving on City committees Applications should be sent to

City Clerk's Office
Charlotte-Mecklenburg Goverment Center (CMGC)
600 East Fourth Street
Charlotte, NC 28202-2857

RECEIVED
OCT [illegible] 1988
OFFICE OF CITY CLERK

A personal contact with the Mayor's Office or a City Councilmember is recommended

PLEASE DO NOT SUBMIT RESUMES

City Clerk
1988

3 Appointed by City
Mayor (1), Council (2)
3 Appointed by County
16 Appointed by UCS

COMMUNITY RESOURCES BOARD

22 Members

Membership - Appointed for three-year terms.

Responsibilities - Oversees the work of Information & Referral Service, Case Advocacy Program, Voluntary Action Center, Retired Senior Volunteer Program, Volunteer Leadership Development Program, Partners in Caring.

NAME	DISTRICT	BUSINESS/ PROFESSION	ORIGINAL APPTMT.	RE-APPTMT.	TERM	EXPIRATION
(C)Peter Keber W/M	6	Bank V. P.	12/30/85		3 yrs.	12/31/88
(C)Virginia Ryan W/F	4	Counselor CPCC	5/09/88		Unexp	12/31/89
(M)Rudolph Worsley	2	Ret. Educator	4/19/83	12/31/84	3 yrs	12/31/87
County:						
John Varol, Jr. W/M						1991
Elloree Erwin B/F						1989
Brigid O'Connor						1990
UCS:						
*Godfrey Bennett W/M						1988
John Ratliff						1988
Renee D. Bramlett						1989
Ray D. Vaughn						1989
Caroline Wannamaker						1989
Rev William M White						1989
D. Scott Wilkerson						1990
Patt Bower						1990
Tim Breiding						1990
Margaret Dabbs						1990
Jan Keny						1990
Pender R McElroy W/M						1990
Joyce Reid						1990
R V. Spracklin						1990
Michelle Thomas						1990

Chairman

No. 1 - 3 1

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Community Resources Board

Name Marsha Gasperi **Sex/Race** Female/White **District No.** #1

Home Address 410 Clement Avenue Charlotte, NC 28204 **Phone No.** 333-7702

Business Address same as above **Phone No.**

Education Wawasee High School, Syracuse, Indiana 1972-Honors; Indiana University, Bloomington, Indiana 1976-Hoosier Scholar, Dean's List, B.S. in Secondary Education, major in English, minor in Psychology; Ball State University, Muncie, Indiana 1981-Summa cum laude, M.A. in Social Psychology with concentration in attitude measurement

Present Employer Currently looking for part-time work in marketing research/marketing consulting. Prior to relocating was with the Consumer Products division of Reynolds Metals in Richmond, Virginia.

Job Title Director of Marketing Research and Analysis **Duties** Recommend marketing strategies for Reynolds brands (Reynolds Wrap, Oven Cooking Bags, Aluminum-Pans), manage market, advertising, and consumer research studies. Responsible for $225,000 budget. Previous management experience with Jones and G.E.

Business & Civic Experience Board of Directors, Children's Home Society of Virginia 1986-1987-developed a marketing plan that increased awareness of pregnancy counseling and adoption services; Board of Directors, Children's Home Society of North Carolina 1988; Adult Literacy volunteer 1987-1988; Big Sister 1983; served as an assessor for a middle management assessment center 1980-1983; member American Marketing Association 1983 to present; member Marketing Research Council 1985 to present; member Underwriters Laboratories marketing board 1980 to present; and member National Family Opinion, Inc. a market research survey group.

Interests/Skills/Areas of Expertise I have a strong background in marketing and marketing research. My business and civic experience has given me the opportunity to develop good skills in organization, communication (both oral and written), managing people and projects, analyzing, and being results orientated.

Comments Although new to Charlotte, I am anxious to become involved in the community. The Community Resources Board seems like an excellent place to get started. I believe my marketing experience would be invaluable in terms of being able to assist in determining how best to get information about city and county services to clients. I look forward to being of service. Thank you.

I understand that this application will be maintained in the active file for a period of one year only

Date Signature of Applicant

The Mayor and City Council appreciate the interest of citizens in serving on City committees Applications should be sent to

City Clerk's Office
Charlotte-Mecklenburg Goverment Center (CMGC)
600 East Fourth Street
Charlotte, NC 28202-2857

A personal contact with the Mayor's Office or a City Councilmember is recommended

PLEASE DO NOT SUBMIT RESUMES

City Clerk
1988

NAME	CHAIRMAN	MEETING DAY & TIME	LOCATION
ZONING BOARD OF ADJUSTMENT Staff: Margee Carr Bldg. Standards Dept. 336-3818	Tom O'Brien 2001 Sherwood Ave. (28209) 332-8306 (h) 331-1240 (w)	Last Tuesday (monthly) 2:00 p. m.	Hal Marshall Center 700 N. Tryon St.
WASTE MANAGEMENT ADVISORY COMMITTEE Staff: Evelyn Duty County Engineering Dept. 336-3713	Charles Willis 365-2325 (w)	Third Tuesday (monthly) 12:00 Noon or 4:15 p. m.	Hal Marshall Center 700 N. Tryon St.
CERTIFIED DEVELOPMENT CORPORATION Staff: A. C. Shull C. D. Dept. 336-3311	L. R. Miller, Jr. P. O. Box 18068 (28218) 537-9583 (w) 372-8084 (h)	Wednesday (may vary) 12:00 Noon for regular mtgs. 4:00 p. m. for Board mtgs.	Varies

Same letter sent to:
Auxiliary President and
Docent President

December 19, 1988

Mrs. Sarah B. Gambrell, President
Hezekiah Alexander Foundation
300 Cherokee Road
Charlotte, North Carolina 28207

Dear Mrs. Gambrell:

At its December 12 meeting, City Council voted to have all nine of the Hezekiah Alexander Homesite and History Museum Trustees appointed by Council. The nominations for these positions will be made at the January 9, 1989 Council meeting.

I would strongly suggest that you inform your members, if interested, that they may submit their name or the name of any interested person to be nominated for a position on the new Trustee Board. Of course, your organization is also asked to submit a list of suggested names. From these lists City Council will make nominations and will appoint three representatives for your organization on the Trustee Board.

Accordingly, Council will appoint three representatives from the Auxiliary and Docents, and three at large members.

Please submit all names to the City Clerk, no later than January 2, 1989.

Sincerely,

C. Don Steger
Assistant City Manager

cp
cc: Mr. Merritt White

Office of the City Manager 600 East Fourth Street Charlotte, NC 28202 2853 704/336-2241

Dec.8, 1988

To: Pat Sharkey, City Clerk

From: Ann Williams, Pres. Hezekiah Alexander Auxiliary

Linda Ray, Pres. Alexander Homesite Docents

Re: Hezekiah Alexander Homesite and History Museum Board of Trustees.

The boards of the Hezekiah Alexander Auxiliary, and the Alexander Homesite Docents met and decided to place the following names in nomination to serve on the Board of Trustees to be formed to manage the homesite.

Anne Trotter (Mrs. William H)
6801 Folger Drive -- auxiliary member

Mary Lynn Bugge (Mrs. David V.)
665 Belmorrow Drive -- docent

Ann Williams (Mrs. James H.)
1601 Wendover Road -- member of both

Ann Williams, President
Auxiliary of the Hezekiah Alexander
Homesite and History Museum, Inc.

Linda Ray, President
Alexander Homesite Docents

DEC 1988

Hezekiah Auxiliary

No. 0-92

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Hezekiah Alexander Board

Name Phyllis "Ann" Trotter **Sex/Race** F/W **District No.** 7

Home Address 6801 Folger Drive **Phone No.** 366-2783

Business Address 1221 E. Morehead St. **Phone No.** 333-8804

Education BFA Degree

Present Employer William Trotter Company

Job Title Director of Advertising & Art **Duties** Designing & writing weekly display ads - brochures & displays. Selecting decor for houses not pre-sold. Directing design & furnishing of model homes.

Business & Civic Experience Artist Illustrator for US Army 2 years 30 yrs at present Job / Recording Sec. Hezekiah Alexander Aux - 2 yrs; - Membership chairman / Meck. Chap. DAR - Indian Chairman / Torrence Store Board Member

Interests/Skills/Areas of Expertise history & art - layout & design of printed matter - copy writing - design of displays - interior design

Comments The Hezekiah Alexander House & Museum is Charlotte's Most important historical site & should be utilized fully for the good of the entire community.

I understand that this application will be maintained in the active file for a period of one year only

1/2/88 Phyllis "Ann" Trotter

Date Signature of Applicant

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City Clerk's Office
Charlotte-Mecklenburg Goverment Center (CMGC)
600 East Fourth Street
Charlotte, NC 28202-2857

RECEIVED
JAN 3 1989
OFFICE OF CITY CLERK

A personal contact with the Mayor's Office or a City Councilmember is recommended

PLEASE DO NOT SUBMIT RESUMES

City Clerk
1988

MEMBER ALEXANDER HOMESITE DOCENTS

2-93

City of Charlotte
Application for Appointment

No. _____

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: HEZEKIAH ALEXANDER HOMESITE AND HISTORY MUSEUM BOARD OF TRUSTEES

Name MARY LYNN B BUGGE **Sex/Race** F/W **District No.** 2

Home Address 665 BELMOTROW DRIVE **Phone No.** 393 0553

Business Address _____ **Phone No.** _____

Education Assoc. degree Merchandising, Fashion Institute of Tech. N.Y.,N.Y. additional courses Hunter College, N.Y.; Capital University, Columbus, Ohio; Lowell Inst. of Tech. Lowell, Ma.

Present Employer Homemaker and community volunteer

PRIOR

Job Title 2'87 -6/87 H. Alexander Homesite & History Museum, coordinated major event, scheduled tours, publicity **Duties** temporary, part time

1967 -69 Liberty Mutual Insrance Co., Cincinnati,Ohio - Licensed Insurance Agent & custome servic

1962- 67 Mercantile Stores Inc.,NY, NY - Buyer

Business & Civic Experience Since moving to Charlotte in 1980:

Alexander Homesite Docents since 1980 - past Treasurer, Vice President, President, current Parliamentarian. Chaired public events and various committees

Member North West District Study Committee under the Planning Commission

PTA - past Treasurer Paw Creek Elementry , past President Coulwood Middle, current chair West Mecklenburg High beautification committee.

Church Religious Education Committee chair

Coulwood Community Council - Past treasurer,membership,newsletter and July 4th event chair

Interests/Skills/Areas of Expertise History, education, Charlotte community esp. the west side

Broad knowledge of public events,tours and volunteers at the homesite. Planning and coordinating public events, scheduling tours and volunteers.

Comments H. Alexander Homesite and History Museum has provided excellent service to and educational opportunities for the public since 1976, I want to see this continued and enhanced; a publically accountable board,professional staff and contributions from ALL support groups will enable this goal to be met.

I understand that this application will be maintained in the active file for a period of one year only

Jan 2, 1989 — Mary Lynn B Bugge

Date — Signature of Applicant

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City Clerk
1988

PLEASE DO NOT SUBMIT RESUMES

Docent/Auxiliary

City of Charlotte
Application for Appointment

No. C 91

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Hezekiah Alexander Homesite - Board of Trustees

Name Ann Williams **Sex/Race** F/W **District No.** 5

Home Address 1601 Wendover Rd., Charlotte, N C 28211 **Phone No.** 365-2402

Business Address NA **Phone No.**

Education BAE University of Florida (major: English; minor: math)

Present Employer NA

Job Title **Duties**

Business & Civic Experience Member Hezekiah Alexander Aux. since 1978; Rec. Sec. 1981-82 Pres. 1988-89. Member Alexander Homesite Docents since 1978; Treas. 1982-84, V.P. 1987-88 I have spent approx 20-25 hours per month at the homesite or working on homesite projects since 1978. I am familiar with programs, exhibits, special events, and daily operations.

Interests/Skills/Areas of Expertise Textiles and costumes. I developed the homesite textile program and train docents in its interpretation. I have researched 18th century textiles and costumes, and designed the costume worn by the docents. I have had a good working relationship with all homesite staff.

Comments Member Char. Handweavers Guild; pres. twice. Chaired many committees. Experienc in organizing exhibits and writting grants. Member Visual Arts Coalition 1980-83

I understand that this application will be maintained in the active file for a period of one year only

Dec. 21, 1988 Ann Williams

Date Signature of Applicant

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City Clerk's Office
Charlotte-Mecklenburg Goverment Center (CMGC)
600 East Fourth Street
Charlotte, NC 28202-2857

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DEC 22 1988
OFFICE OF CITY CLERK

A personal contact with the Mayor's Office or a City Councilmember is recommended

PLEASE DO NOT SUBMIT RESUMES

City Clerk
1988

AT LARGE (at her request)

City of Charlotte
Application for Appointment

No. _____

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Board of the Hezekiah Alexander Homesite

Name MARY BOYER **Sex/Race** F W **District No.** 6

Home Address 3818 Champaign St., Charlotte, N.C. 28210 **Phone No.** 552-1389

Business Address _____ **Phone No.** _____

Education Queens College, B.S. in Education

Present Employer _____

Job Title _____ **Duties** _____

Business & Civic Experience Latta Place, Inc. Honorary Member Board of Directors, Docent, Latta Research; Hugh Torance House + Store, Board of Directors; Mecklenburg Historical Assoc., Board of Directors; Mecklenburg Declaration of Ind. Chapter DAR, Historian; Charlotte-Mecklenburg Historic Properties Commission; Hezekiah Alexander Foundation, Auxiliary, Docent; Teacher

Interests/Skills/Areas of Expertise Documentary research of early Charlotte-Mecklenburg records: deeds, wills, estate records to aid in restoration of historic homes + family records. HAVE done extensive Research on the Alexanders, 18th century occupations, census, tax records, furnishings, Alexander's neighbors, crops, etc. Draw plats from deeds; Photography

Comments I was a special assignment RESEARCHER for N.C. Dept. of Archives + History for the National Register of Historic Places Program. I am a descendant of Hez. + WANT this project to succeed!

I understand that this application will be maintained in the active file for a period of one year only

January 3, 1989 — Mary M Boyer (Mrs. Miles J.)

Date — Signature of Applicant

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Charlotte, NC 28202-2857

RECEIVED
JAN 3 1989
OFFICE OF CITY CLERK

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PLEASE DO NOT SUBMIT RESUMES

City Clerk
1988

3 Appointed by Mayor
5 Appointed by City Council

ZONING BOARD OF ADJUSTMENT

(5 Regular Members; 3 Alternates)

Membership - Members are appointed for a term of three years, and until their respective successors have been appointed and qualified. No member shall serve more than two full consecutive terms. Alternate members serve on the Board in the absence of any regular members and are appointed in the same manner and for the same term as regular members. The Code makes no reference to residency requirements of appointees.

Responsibilities - Established under Section 1400 et seq of the City Code to hear appeals where it is alleged there is error in any order, requirement, decision, or determination made by the Director of the Charlotte-Mecklenburg Building Standards Department. It hears and decides appeals for variances from the requirements of the ordinance when strict application of its provisions would result in practical difficulties or unnecessary hardship.

MEMBER	DIST.	BUSINESS/ PROFESSION	ORIGINAL APPTMT.	RE-APPTMT.	TERM	EXPIRATIO
+(C)Thomas O'Brien W/M	6	Real Estate Executive	*2/09/87	1/11/88	3 yrs.	1/30/91
(M)Thelma Currence B/F	5		8/22/85	2/16/88	3 yrs.	1/30/91
(M)Michael H. Stenhouse W/M	6	Engineer-IBM	***2/03/86		3 yrs.	1/30/89
(C)Evan Webster W/M	6	CPA	2/10/86	1/12/87	3 yrs.	1/30/90
(C)W. Edwin McMahan W/M	6	Architect/Developer	5/23/88		Unexp.	1/30/89

Alternates:

(M)Thomas Mullinax, Jr. W/M	7	Architect	2/03/86	2/16/88	3 yrs.	1/30/91
(C)Don Abernathy W/M	5	Architect	3/23/87	1/11/88	3 yrs.	1/30/91
(C)Humphrey Cummings B/M	0	Trial Attorney	2/11/85	1/11/88	3 yrs.	1/30/91

* Served since 12/22/86 as alternate.

** Served since 2/12/85 as alternate.

+ Chairman

Revised 7/1/88

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: City of Charlotte Zoning Board of Adjustment

Name Otis A. Crowder **Sex/Race** Male Caucasian **District No.** 5

Home Address 411 Nottingham Drive, Charlotte 28211 **Phone No.** 366-0009

Business Address 1123 East Tenth Street, Charlotte 28204 **Phone No.** 372-3541

Education North Carolina State University, Raleigh, NC - B.S. Civil Engineering
Queens College, Charlotte, NC - Courses in Masters of Business Administration Studies

Present Employer Crowder Construction Company

Job Title President **Duties** Chief Executive Officer in charge of company operations. Crowder is a 40-year old general contractor headquartered in Charlotte. Crowder employees over 500 people and has annual revenue in excess of $50 million.

Business & Civic Experience Executive Committee-Carolina Asphalt Pavement Association 1988. Board of Directors-Charlotte North Rotary 1987-1989; Board of Directors NCFREE 1988-1989; Executive Committee-NCFREE 1988-1989; UNCC Engineering Advisory Council 1987-1989; Board of Directors-Mecklenburg General Contractors 1988-1989; President-Mecklenburg General Contractors 1989.

Interests/Skills/Areas of Expertise Interests: Music; Real Estate Broker; Engineering

Comments Charlotte native.

I understand that this application will be maintained in the active file for a period of one year only

December 20, 1988 — Otis A. Crowder

Date — Signature of Applicant

The Mayor and City Council appreciate the interest of citizens in serving on City committees Applications should be sent to

Office of the City Clerk
600 East Trade Street
Charlotte, North Carolina 28202

RECEIVED
DEC 2 1988
OFFICE OF CITY CLERK

A personal contact with the Mayor s Office or a City Councilmember is recommended

PLEASE DO NOT SUBMIT RESUMES

City Clerk
1983

City of Charlotte
Application for Appointment

No. _____

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: ① Housing Appeals Board ② Zoning Board of Adjustment

Name David E. Foland Jr. **Sex/Race** M/W **District No.** #5

Home Address 6014 Dorchester Dr Charlotte **Phone No.** 362 1744

Business Address 1213 Cleveland Ave **Phone No.** 374 0756

Education 2½ years U. of South Southern Tech. Night work at Kind in Charlotte & East Carolina U.

Present Employer Clontz Commercial Investments & Auction Co

Job Title Auctioneer, Appraiser & Broker **Duties** Auctioneer & Residential & Commercial Appraiser Commercial Broker,

Business & Civic Experience 22 yrs Experience @ Property & Casualty Ins Agent, 15 yrs Residential Real Estate - (Hayward Co. Inc) 20 yr Wayneville Rotary Club Past Pres 1970-71 - Red Cross Board & Bgal Donor worked with Special Olympics

Interests/Skills/Areas of Expertise Previous served on Town of Waynesville (NC) Zoning Board of Adjustment ~~as~~ 4 yrs with my wife as Antique Dealers & enjoy making Biscuits & Sourdough Bread

Comments Due to my Background in Real Estate & Previous experience on a Zoning Board I can Do the Job

I understand that this application will be maintained in the active file for a period of one year only

12/28/88 _____

Date Signature of Applicant

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City Clerk's Office
Charlotte-Mecklenburg Goverment Center (CMGC)
600 East Fourth Street
Charlotte, NC 28202-2857

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PLEASE DO NOT SUBMIT RESUMES

City Clerk
1988

No. 0337

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: ZONING BOARD OF ADJUSTMENT

Name Craig D. Germain **Sex/Race** M/W **District No.** _____

Home Address 4354 Woodglen, Charlotte 28226 **Phone No.** 541-7271

Business Address 4601 Charlotte Park Dr., Charlotte 28217 **Phone No.** 525-8006

Education BBA (Univ. of Texas at Austin), MBA (North Texas State Univ. at Denton) and Graduate Work (Harvard University at Boston).

Present Employer Lormic Development Corporation

Job Title Vice President **Duties** Land Acquisition Development, Marketing, Land Planning and Finance.

Business & Civic Experience Chamber of Commerce (Director, Chairman of Membership and Business Development Committees), Founder and Chairman of Arts Board, Chairman Las Colinas Architectural Control Committee, Full Gospel Businessman, Rotary, Realtor, Bank Director.

Interests/Skills/Areas of Expertise Past Experience included responsibility over 500 people, Administration Budgets of $10,000,000.00, Construction Budgets of $100,000,000+, Writing Policy and Procedures Manual, Written News Articles for Charlotte Realestate Magazine, Negotiating Deals, Nat'l Realestate exposure.

Comments I want to be part of the solution, not part of the problem.

I understand that this application will be maintained in the active file for a period of one year only

6-1-88 — Craig D. Germain

Date — Signature of Applicant

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Office of the City Clerk
600 East Trade Street
Charlotte, North Carolina 28202

A personal contact with the Mayor's Office or a City Councilmember is recommended

OFFICE OF CITY CLERK

PLEASE DO NOT SUBMIT RESUMES

City Clerk
1983

No. [illegible]

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Zoning Board of Adjustment

Name Dennis Huguley **Sex/Race** Black **District No.** #3

Home Address 6144 Ashcrest Drive 28217 **Phone No.** 525-1640

Business Address 9844 Southern Pine Blvd Charlotte, NC 28217 **Phone No.** 553-5632

Education AA Architecture Technology, BS Industrial Design ; 3yr. Graduate study, Architecture UCLA

Present Employer Freightliner/Mercedes-Benz, Chief Stylist

Job Title Chief Stylist **Duties** Exterior/interior design of heavy duty trucks.

Business & Civic Experience 7yrs. Detroit Police Reserves (voluntary basis)

Interests/Skills/Areas of Expertise Artist/Designer/Model builder

Comments

I understand that this application will be maintained in the active file for a period of one year only

December17,1988

Date Signature of Applicant

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City Clerk's Office
Charlotte-Mecklenburg Goverment Center (CMGC)
600 East Fourth Street
Charlotte, NC 28202-2857

RECEIVED
DEC 22 1988
OFFICE OF CITY CLERK

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PLEASE DO NOT SUBMIT RESUMES

City Clerk
1988

No. 0495

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Zoning Board of Adjustment or any others where it is felt I can be of service

Name Gordon T. Mitchell **Sex/Race** M/W **District No.** 7

Home Address 7520 Red Oak Lane **Phone No.** 704-541-3772

Business Address — **Phone No.** —

Education High School

Present Employer Retired: ~~[illegible]~~ J. A. Jones Const Co - Charlotte, N.C

Job Title Former Senior V.P. & Director **Duties** Commercial Const for U.S.

Business & Civic Experience Former Advisory Comm. School of Bldg Const. V.P.I.; Ch. of Bd, Ga Foundation of Independent Colleges, Pres of Va. Branch, A.G.C.; Mayors Comm, Atlanta; Minority Business Comm. Atlanta; Member American Institute of Constructors

Interests/Skills/Areas of Expertise Those related to Management.

Comments

I understand that this application will be maintained in the active file for a period of one year only

1-4-89 Gordon T. Mitchell

Date Signature of Applicant

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City Clerk's Office
Charlotte-Mecklenburg Goverment Center (CMGC)
600 East Fourth Street
Charlotte, NC 28202-2857

RECEIVED
JAN 4 1989
OFFICE OF CITY CLERK

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PLEASE DO NOT SUBMIT RESUMES

City Clerk
1988

No. 0328

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Zoning Board of Adjustment

Name Donald A. Points **Sex/Race** M/W **District No.** 6

Home Address 144 Perrin Place, Charlotte, NC 28207 **Phone No.** 338-9796

Business Address One Parkway Plaza, Charlotte, NC 28217 **Phone No.** 525-8110

Education BBA - Major in Accounting, Georgia Southern College; CPA, 1967

Present Employer McDevitt & Street Company

Job Title Vice President **Duties** Strategic Planning, Long Range Planning and Corporate Diversification

Business & Civic Experience Two years Public Accounting, Arthur Andersen & Co.; 20 years experience in development, real estate finance, financial analysis, construction management, marketing and long range planning for The Ervin Company, First Colony Corporation, Resort Development Corporation, and McDevitt & Street Company. Member of N.C. Association of CPA's and American Institute of CPA's.

Interests/Skills/Areas of Expertise Over 20 years experience in financial and real estate analysis and planning which would bring a creative and practical and logical approach to problem solving.

Comments I understand the time required for Zoning Board of Adjustment duties and am prepared to devote the necessary time.

I understand that this application will be maintained in the active file for a period of one year only

5/16/88 Donald A. Points

Date Signature of Applicant

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Office of the City Clerk
600 East Trade Street
Charlotte, North Carolina 28202

RECEIVED
MAY 17 1988
OFFICE OF CITY CLERK

A personal contact with the Mayor's Office or a City Councilmember is recommended

PLEASE DO NOT SUBMIT RESUMES

City Clerk
1983

5 Recommended by City Council
for approval by the County
13 Appointed by County Commission

WASTE MANAGEMENT ADVISORY COMMITTEE

(18 Members)

Membership - The City Council is to recommend five (5) members for approval by the County Commission. Represented are to be the following groups. (1) Medical-Scientific; (2) Legal, (3) Planning Organization; (4) Chamber of Commerce, (5) Charlotte Clean City Committee. Terms are for three years and appointees must be residents of Mecklenburg County.

Responsibilities - Evaluate all decisions to construct additional waste-to-energy facilities in the future and consult and advise the City and County governing bodies on the merits and cost efficiencies of such decisions prior to the time they are made.

MEMBER & QUALIFICATION	DIST.	BUSINESS/PROFESSION	ORIGINAL APPTMT.	RE-APPTMT.	TERM	EXPIRATION
City						
(Medical-Scientific)						
(Legal)						
(Planning Organization)						
(Chamber of Commerce)						
(Clean City Committee)						
County						
Jacqueline Clark	B/F	Engineer	11/16/87			9/30/89
Walter Dillard	B/M	Senior Examiner	11/16/87			9/30/89
William Jones	W/M	Asst.VP Govt/Indus Affairs	9/21/87			9/30/90
Linda Kissinger (MH/Matthews/P'ville)	W/F	Env. Engineer	11/16/87			9/30/89
Michael Lascara (Duke Power Co.)	W/M	Env. Engineer	10/17/88			9/30/91
William Lynch, Jr.	W/M	Env. Engineer	10/17/88			9/30/91
Mary McDaniel	W/F	Dir Waste Exchange	8/13/84			9/30/89
David Martin (Financial/Accounting) (Htsville/Davidsn/Cornel.)	W/M	Asst Prof. Economics	12/15/86			9/30/91
Bea Quirk (Civic/Community Org.)	W/F	Free Lance Writer	10/17/88			9/30/91
Michael Smith (Env. Prot. Commission)	W/M	Env. Affairs Dir	6/15/87			9/30/89
Charles Willis (Engineering - Technical)	W/M	Consult. Engineer	11/16/87			9/30/91
Ann Yochem (Academic)	W/F	Biology Prof	11/16/87			9/30/91
Conrad Pracht (Sierra Club)	W/M	Consultant	4/15/85			9/30/90

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Waste Management Advisory Board

Name Brian Schick **Sex/Race** M/C **District No.** six

Home Address 1835 Lynnwood Drive **Phone No.** 372-2532

Business Address 129 West Trade Street **Phone No.** 378-1325

Education University of South Carolina B.S. Degree in Business Administration

Present Employer Manufacturers' Council/ Charlotte Chamber

Job Title Manufacturers' Council Representative **Duties** represnt over 30 manufacturers in the Charlotte/Mecklenburg region

Business & Civic Experience formerly employed by the U.S. Department of Energy

Interests/Skills/Areas of Expertise as the presenative to local manufacturing firms, I would be most interested to serve on this board to help reach an agreeable solution to the City's waste management problem.

Comments

I understand that this application will be maintained in the active file for a period of one year only

September 8, 1988 [signature]

Date Signature of Applicant

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Office of the City Clerk
600 East Trade Street
Charlotte North Carolina 28202

A personal contact with the Mayor s Office or a City Councilmember is recommended

City Clerk
1983

18 Appointed by City:
Mayor (6); Council (12)
9 Appointed by County

CERTIFIED DEVELOPMENT CORPORATION
(27 Members)

Membership - Members must be residents of the City of Charlotte or Mecklenburg County, of legal voting age, be of good character and reputation, have never been convicted of a criminal offense other than a minor motor vehicle violation, and not under indictment, on parole or probation. Terms are for three years (following the expiration of the initial terms which were made on a staggered basis).

Membership shall include participation by the following four groups: (a) local government, (b) private lending institutions, (c) community organizations, and (d) business organizations.

Responsibilities - The purpose of the company is to stimulate the growth and expansion of small businesses in the community by assisting such businesses to obtain long-term financing for capital improvements and fixed assets.

MEMBER & CATEGORY	DISTRICT	ORIGINAL APPTMT.	RE-APPTMT.	TERM	EXPIRATIO
Local Government					
(C)Gus Psomadakis W/M'	6	11/14/88		Unexp.	4/30/90
Private Lending Institutions					
*(C) L. R. Miller, Jr. W/M	6	5/14/84	4/06/87	3 yrs.	4/30/90
(C)J. Chandler Martin W/M	6	4/25/88		3 yrs.	4/30/91
(C)H. Clayton Howze W/M	6	3/11/85	4/11/88	3 yrs.	4/30/91
(M)Consuella Chavis Miller B/F		5/19/86	5/18/87	3 yrs.	4/30/90
(C)Titus Ivory B/M	2	5/05/86		3 yrs.	4/30/89
(M)Melvin White B/M	0	6/17/88		3 yrs.	4/30/91
Business Organizations					
(C)Jerry W. McMurray W/M	4	4/27/87		3 yrs.	4/30/90
(C)Clayton Lovell B/M	6	10/08/84	4/06/87	3 yrs.	4/30/90
(C)Mitchell Aberman W/M	1	5/09/88		3 yrs.	4/30/91
(M)Gregory Finnican W/M		4/19/88		3 yrs.	4/30/91
(M)Walter Denning B/M		8/06/87		3 yrs.	4/30/90
(C)Robert S. Cunningham	4	8/22/88		3 yrs.	4/30/91
Community Organizations					
(C)Spencer Thompson B/M	3	1/28/85	3/11/85		
			4/11/88	3 yrs.	4/30/91
(C)A. Ray Biggs W/M	6	3/11/85	4/11/88	3 yrs.	4/30/91
(M)Lem Long, Jr. B/M	5	7/31/84	5/18/87	3 yrs.	4/30/90
(M)James H. Watters W/M		5/05/86	4/19/88	3 yrs.	4/30/91
(C)David R. Krug W/M	6	6/08/87		3 yrs.	4/30/90

County Appointments - Expiring 4/30/89

W. Mark Gill W/M
Pradeep K. Patnaik W/M
Richard Bullard W/M
James P. Locke W/M
James M. Patterson, Jr W/M
Michael Blair W/M
Stephen Morris W/M
Robert Shirley W/M
Donna D Noble W/F

Revised 11/16/

President

NCNB Texas
Ervay and Pacific Streets
PO Box 83000
Dallas Texas 75283 3000
(214) 922 5000

NCNB
Texas

November 29, 1988

Mr. Linn R. Miller, Jr.
President
Charlotte Certified Development Corporation
Suite 510
301 S. McDowell Street
Charlotte, NC 28204

Dear Linn,

As you know, I have been transferred to Dallas as part of the new NCNB Texas team. As a result I must resign my position as a member of the Charlotte Certified Development Corporation.

I regret that I was unable to take an active role in this program, but I am sure you understand the circumstances. Give me a call if you get to Dallas.

Sincerely,

Chan

J. Chandler Martin

ca

RECEIVED
DEC ~ 1988
OFFICE OF CITY CLERK

No. 0286

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

Committee, Commission, Board or Authority: Certified Development Corporation

Name Harold G. Deal **Sex/Race** Male/Cauc **District No.** 7

Home Address 3907 Bridgewood Lane, Charlotte 28226 **Phone No.** 541-5764

Business Address NCNB, One Independence Center, I07-2, 28255 **Phone No.** 374-8302

Education Masters of Business Administration, Rutgers Univ. 1979
Bachelors of Business Administration, Temple Univ 1972

Present Employer NCNB

Job Title Vice President **Duties** Planning for Regulatory issues and compliance. Also planning other operational areas.

Business & Civic Experience Treasurer, Rockbridge Homeowners Assoc, 1985 & 86, Treasurer, Knights of Columbus Council 770, 1986 thru present. Leadership Charlotte

Interests/Skills/Areas of Expertise Financial and Operational analysis, strategic planning.

Comments

I understand that this application will be maintained in the active file for a period of one year only

4/5/88 Harold G. Deal

Date Signature of Applicant

The Mayor and City Council appreciate the interest of citizens in serving on City committees Applications should be sent to

Office of the City Clerk
600 East Trade Street
Charlotte, North Carolina 28202

A personal contact with the Mayor's Office or a City Councilmember is recommended

PLEASE DO NOT SUBMIT RESUMES

IT RESUME
City Clerk
1983

0298

No. _____

City of Charlotte
Application for Appointment

Applications should be typed or printed in black ink

[redacted]

Committee, Commission, Board or Authority: ~~[illegible]~~

Name PEGGY C JENNINGS **Sex/Race** F/U **District No.** 5

Home Address 6324 OLD HICKORY CT CHARLOTTE **Phone No.** 568-7622

Business Address 6501 MORRISON BLVD **Phone No.** 374-6051

Education EAST MECK. UPCC - PART TIME - 1 YRS - BUS ADM INSTIT FINANCIAL REL - INSTI FOR FINAN ED

Present Employer FIRST UNION

Job Title ASST V.P - MORTGAGE SALES SPECIALIST **Duties** DEVELOPR BUSS, ESPIMORTGAGES SIFE CASE SELLS PROSPECTS ON FWB - & SOMETIMES WELCOME TO THE CITY THRUGH OUR RELOCATION DEPT,

Business & Civic Experience SERVE PUBLIC 20 YRS + BALANCE SALES BRANCH MANAGER (9 YRS) ACTED AS FAM AV CONSUL SERVICES EXECUT & MANAGER, CHAIR CONSUMER EDUCAT COMMITTEE CHARLOTTE BOARD OF REALTORS EQUAL OPP H HOUSING + EDUCATION COMMITTEES, TEST & TESTIMONIAL

Interests/Skills/Areas of Expertise CITIZEN OF CHARLOTTE 42 YEARS KNOW THE CITY. SEE NEEDS - FAMILIAR W/ FINANCIAL NEEDS OF BUSINESS DEV & ENCOURAGE OUR ENVOLVEMENT. FINANCIAL BACKGROUND - ACTIVE IN MANY AREAS OF CITY OVER THE YEARS. ENJOY SELLING.

Comments _____

I understand that this application will be maintained in the active file for a period of one year only

4/5/88 — Peggy C Jennings

Date — Signature of Applicant

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PLEASE DO NOT SUBMIT RESUMES

City Clerk
1983

#8

STREETS FOR IMMEDIATE WRECKER RESPONSE

STREET	ALL DAY	PEAK PERIODS
I-77	X	
I-85	X	
I-277	X	
3rd (100 - 1800 E)		PM ONLY
4rd (100 - 400 W)		PM ONLY
4rd (100-1800 E)		AM ONLY
5th (Graham to McDowell)		X
7th E (900 - 2500)		X
Albemarle Rd		X
Beatties Ford		X
Billy Graham Pkwy (3200 - 4900)	X	
Brookshire Bv (3400 - 3900)	X	
Carmel		X
Central Av		X
Church St (1000 S - 200 N)		X
College St (500 S - 900 N)		X
Delta/Newell Hickory Grove		X
East Bv		X
Eastway Dr		X
Fairview Rd		X
Freedom Dr (3200 - 3700)	X	
Graham St		X
Hawthorne (100 - 900)		X
Idlewild Rd		X
Independence Bv	X	
Lawyers Rd		X
Monroe Rd		X
Old Concord Rd		X
Providence Rd		X
Park Rd (2600 - 5300)		X
Park Rd (5400 - 5800)	X	
Park Rd (5900 - 8000)		X
Park Rd (8100 - 9800)	X	
Randolph		X
Sharon Rd (3700 - 5800)		X
Sharon Amity Rd		X
South Bv		X
Sugar Creek Rd (1100-1300)	X	
Tryon N (800 - 3800)		X
Tuckaseegee Rd		X
Tyvola Rd (100 - 1200 E)	X	
Wendover		X
West Bv		X
Wilkinson Bv		X
Woodlawn Rd (500 E - 2000)		X