AGENDA

Meeting Type:	W
Date:	01-06-1992
SUBJECT	

City of Charlotte, City Clerk's Office

City Clerk

CHARLOTTE.

MAYOR AND CITY COUNCIL WORKSHOP AGENDA

JANUARY 6, 1992

MAYOR AND CITY COUNCIL
WORKSHOP AGENDA
January 6, 1992

5:00 - 5:15 pm	Dinner
5:15 - 7:00 pm	Transit System Financing
7:00 - 7:05 pm	Set Public Hearing Dates for Central District Plan
7:05 - 7:20 pm	Update on Law Enforcement Center
7:20 pm	Recommend adoption of a motion to hold an executive session at the conclusion of the Workshop for the purpose of conferring with the City's attorneys about Airport litigation as permitted by G.S. 143-318.11(a)(4).

CITY COUNCIL WORKSHOP

TRANSIT FINANCING

AGENDA

Charlotte-Mecklenburg Government Center
Room 267

Monday January 6, 1992
5:00 p.m.

- -

Background	Terry Lathrop Deputy Director of Transportation
Transportation Fund Projections	Terry Lathrop
Funding Options for Projected Transit Shortfall	Vi Alexander Budget and Evaluation Director
Council Discussion	
• Process for Reaching Decisions	Pam Syfert Deputy City Manager

TRANSIT SERVICE AND FUNDING

WORKSHOP PURPOSE

1. What level of transit service for the community?

2. How will that service be funded?

3. When will service and funding start?

CHARLOTTE TRANSIT OPTIONS

FY 92		FY 96	FY 10
132 Buses	SERVICE REDUCTION TRANSIT DEPENDENT	115 Buses	135 Buses
	MODERATE EXPANSION COMMUTERS TRANSIT DEPENDENT	172 Buses	207 Buses
	LIGHT RAIL COMMUTERS TRANSIT DEPENDENT	190 Buses	260 Buses

TABLE 1

TRANSPORTATION FUND
COST AND REVENUE PROJECTIONS

No Expansion, No Fare Increase

	FY91	FY92 TOTAL	FY93 TOTAL	FY94 TOTAL	FY95 TOTAL	FY96 TOTAL
CTS OPERATING HOURS		328,700	328,700	328,700	328,700	328,700
OPERATING EXPEND. * (Charlotte Transit)		$18,671,681	$20,075,455	$21,079,228	$22,133,189	$23,239,849
OPERATING EXPEND. (Disabled Service)		$ 1,796,142	$ 1,882,569	$ 2,334,448	$ 2,899,296	$ 3,605,357
CAPITAL MATCH		0	0	0	0	0
TOTAL		$20,467,823	$21,985,024	$23,413,676	$25,032,485	$26,845,205
REVENUES		$17,857,132	$20,874,426	$21,028,940	$21,138,449	$21,247,120
SURPLUS (DEFICIT)		($2,610,691)	($1,083,598)	($2,384,736)	($3,894,036)	($5,598,085)
FUND BALANCE	$ 5,037,775	$ 2,427,084	$ 1,343,486	0	0	0
CUMULATIVE DEFICIT		0	0	($1,041,250)	($ 4,935,286)	($10,533,371)

* Includes other related, non-CTS costs.

CDOT
01/06/92

TABLE 2

TRANSPORTATION FUND
COST AND REVENUE PROJECTIONS

Service Reduction

	FY91	FY92 TOTAL	FY93 TOTAL	FY94 TOTAL	FY95 TOTAL	FY96 TOTAL
CTS OPERATING HOURS		328,700	311,800	318,000	324,300	330,600
OPERATING EXPEND. * (Charlotte Transit)		$18,671,681	$19,073,555	$20,299,128	$21,567,634	$22,909,016
OPERATING EXPEND. (Disabled Service)		$ 1,796,142	$ 1,882,569	$ 2,334,448	$ 2,899,296	$ 3,605,357
CAPITAL MATCH		0	0	0	0	0
TOTAL		$20,467,823	$20,956,024	$22,624,576	$24,466,930	$26,514,373
REVENUES		$17,857,132	$20,874,426	$21,028,940	$21,174,134	$21,282,643
SURPLUS (DEFICIT)		($2,610,691)	($ 81,598)	($1,595,636)	($3,292,796)	($5,231,729)
FUND BALANCE	$ 5,037,775	$ 2,427,084	$ 2,345,486	$ 749,850	0	0
CUMULATIVE DEFICIT		0	0	0	($ 2,542,946)	($ 7,774,675)

* Includes other related, non-CTS costs.

TABLE 3

TRANSPORTATION FUND
COST AND REVENUE PROJECTIONS

Moderate Expansion

	FY91	FY92 TOTAL	FY93 TOTAL	FY94 TOTAL	FY95 TOTAL	FY96 TOTAL
CTS OPERATING HOURS		335,650	348,800	357,600	367,000	376,400
OPERATING EXPEND. * (Charlotte Transit)		$18,671,591	$20,601,455	$22,026,528	$23,522,854	$25,093,997
OPERATING EXPEND. (Disabled Service)		$ 1,796,542	$ 1,882,569	$ 2,334,448	$ 2,899,296	$ 3,605,357
CAPITAL MATCH		0	0	0	0	0
TOTAL		$20,467,733	$22,484,024	$24,360,976	$26,422,150	$28,699,354
REVENUES		$17,857,132	$20,874,426	$21,028,940	$21,095,609	$21,196,900
SURPLUS (DEFICIT)		($2,610,691)	($1,609,598)	($3,332,036)	($5,326,541)	($7,502,454)
FUND BALANCE	$ 5,037,775	$ 2,427,084	$ 817,486	0	0	0
CUMULATIVE DEFICIT		0	0	($2,514,550)	($ 7,841,091)	($15,343,545)

* Includes other related, non-CTS costs.

TABLE 4

TRANSPORTATION FUND
COST AND REVENUE PROJECTIONS

Preparing for Light Rail

	FY91	FY92 TOTAL	FY93 TOTAL	FY94 TOTAL	FY95 TOTAL	FY96 TOTAL
CTS OPERATING HOURS		335,650	348,200	360,700	371,700	382,600
CTS OPERATING EXPEND. *		$18,671,591	$20,601,455	$22,157,528	$23,725,404	$25,371,674
STS OPERATING EXPEND.		$ 1,796,142	$ 1,882,569	$ 2,334,448	$ 2,899,296	$ 3,605,357
CAPITAL MATCH		0	0	0	0	0
TOTAL		$20,467,823	$22,484,024	$24,491,976	$26,624,700	$28,977,031
REVENUES		$17,857,132	$20,874,426	$21,028,940	$21,089,685	$21,191,178
SURPLUS (DEFICIT)		($2,610,691)	($1,609,598)	($3,463,036)	($5,535,015)	($7,785,853)
FUND BALANCE	$ 5,037,775	$ 2,427,084	$ 817,486	0	0	0
CUMULATIVE DEFICIT		0	0	($2,645,550)	($ 8,180,565)	($15,966,418)

* Includes other related, non-CTS costs.

TRANSPORTATION FUND REVENUE OPTIONS

WHAT IS NEEDED: A source of revenue for the Transit System

CURRENT FUNDING SOURCES:

	Rounded Millions
System Operating Revenues	$ 6.3
UMTA Grant	1.3
Sales Tax	5.8
Auto Tax	3.6
Other Revenue	.3
Reserve for Inventory	.6
Interest on Investment	.3
Fund Balance	2.2
Total	$20.4

TRANSPORTATION FUND
SERVICE OPTIONS FY93 -FY96

	Revenue Needed	Average Annual Cost (Millions)
No Expansion, No Fare Increase	FY93	$ 4.1
Service Reduction	FY94	3.4
Moderate Expansion	FY93	6.2
Preparing for Light Rail	FY93	6.5

AUTO TAX REVENUE OPTION

I. AUTO TAX:	Transfer $1.4 million from the General Fund ($5 of the $25 Auto Tax)
FY92 Value:	$5 = $1.4 million
Who Pays:	All owners of motor vehicles in the City of Charlotte
Who Authorizes:	N.C. General Assembly
Why This Source:	No restriction on use. Ties Auto use to Transit use.
FY93 Distribution:	General Fund - $5 Transit Fund - $20

SALES TAX REVENUE OPTION

II. SALES TAX:	Transfer 1/4 cent ($5.8 million) from the General Fund.
FY92 Value:	1/4 cent = $5.8 million
Who Pays:	All persons and businesses making purchases of goods and services in the City of Charlotte
Who Authorizes:	N.C. General Assembly
Why This Source:	No restriction on use. Point of collection tied to regional revenue. Major source of revenue.
Current Distribution:	General Fund - 1 cent Point of Collection
	Transit Fund - 1/2 cent Per Capita
	Municipal Debt - 1/2 cent Per Capita

PROPERTY TAX REVENUE OPTION

III. PROPERTY TAX: Increase by 2 1/4 cents ($5.8 million)

FY92 Value: 2 1/4 cents = $5.2 million
1 cent = $2.3 million

Who Pays: All persons and businesses which own real property in the City of Charlotte

Who Authorizes: Requires a public referendum

Why This Source: Dedicated tax. Public authorization.

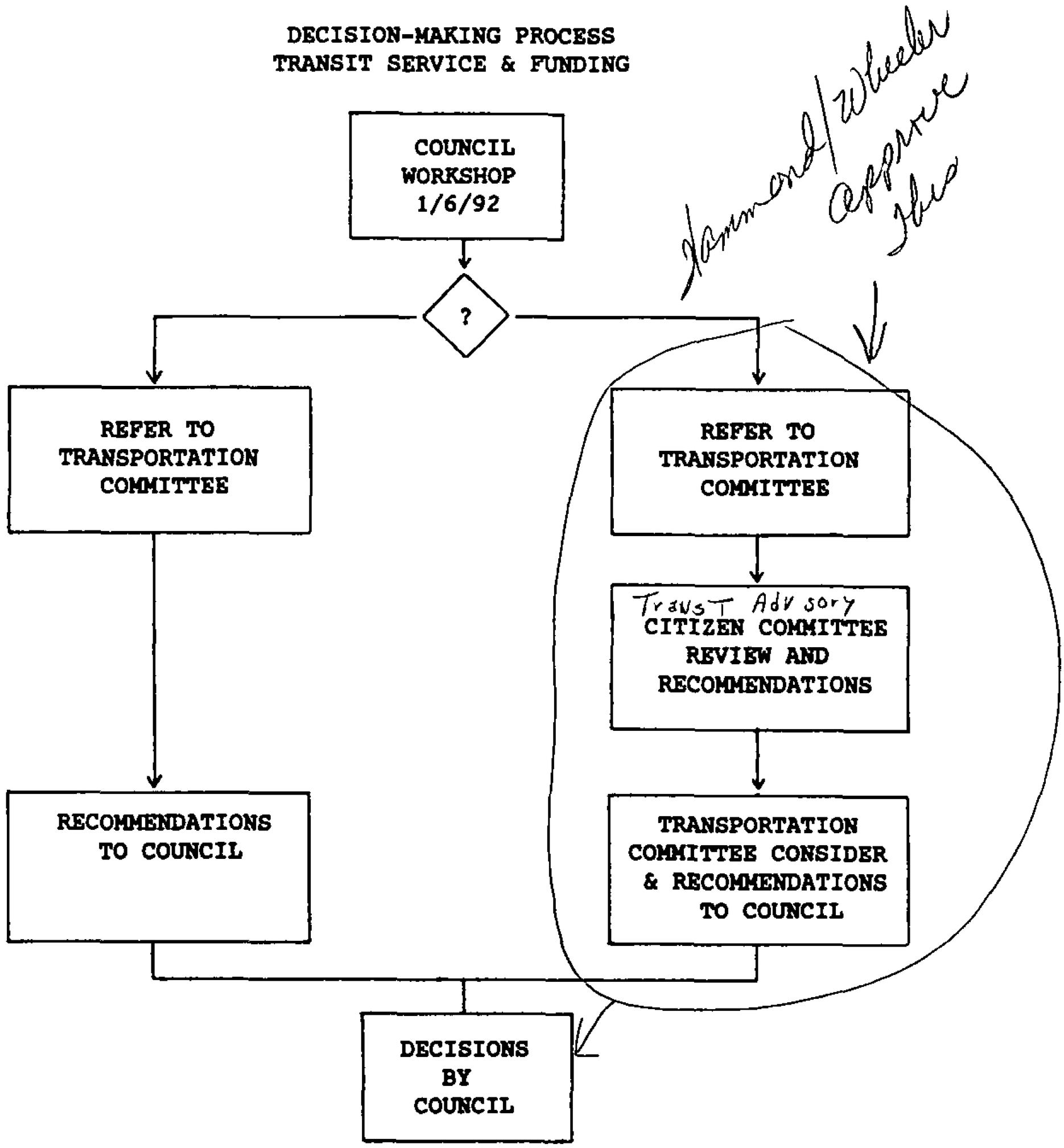
Current Distribution:

General Fund	-	46 1/4 cents
Municipal Debt	-	5 1/2 cents
Pay-As-You-Go Capital	-	3 1/4 cents
Total	-	55 cents

NEW REVENUE OPTIONS

IV. NEW SOURCES:	Rental Car Surtax, Parking Space Tax, Land Transfer Tax and expand public purposes for property taxes to include transit services
Potential Value:	Rental Car Surtax - $428,700 (1% gross receipts)
	Parking Space Tax - $408,000 ($1 per month)
	Land Transfer Tax - Unknown
	Property Tax - 1 cent = $2.3 million
Who Authorizes:	Requires City Council decision to include in the 1993 legislative package.

DECISION-MAKING PROCESS
TRANSIT SERVICE & FUNDING



REVIEW OF COUNCIL'S 1989-91 ACTIONS ON PUBLIC TRANSPORTATION

January 9, 1989	Council adopts the FY90-94 Financial Management Plan for Charlotte Transit which includes four major policies: 1. Revenue-to-operating cost ratio of 40 percent or higher 2. Expand service to meet increases in population, employment, and geographic size 3. Provide mobility for the transportation-disabled 4. Review opportunities for private-sector participation
September 5, 1989	Council approves the 2005 Transportation Plan which includes the primary recommendation of the Transit Corridors Study to protect existing rail corridors as abandonment occurs.
May 22, 1990	Council adopts the General Development Policies for District Plans which includes the following public transit policy: Actively pursue a rail transit and expanded bus system for the community and support the rail concept by encouraging higher density development.
June, 1990	Council approves FY91 budget for Charlotte Transit which is inconsistent with the system's adopted Financial Plan. The budget includes funds for a service increase but does not incorporate a fare increase as recommended in the Plan.
September 10, 1990	Council approves maintaining Charlotte Transit fares at $0.70 (local) and $1.00 (express) for the remainder of FY91. Council agrees in principle to commit entire proceeds from $20 auto privilege license fee to operating Charlotte Transit. They also vote to ask State legislature to increase $20 ceiling on auto fee.
November 5, 1990	Council directs Planning Commission staff to complete a corridor evaluation which will lead to selecting the corridor to be advanced first to the Alternatives Analysis/Draft Environmental Impact Statement phase of transit project planning.
February 11, 1991	As a follow-up to the 2005 Transportation Plan, Council adopts 15 transportation and street design policies identical to the ones contained in the Financial Management Plan, the 2005 Transportation Plan, and the General Development Policies (as discussed above).

April 22, 1991	Council approves the east, northeast, and south sectors plus the airport corridor for inclusion in a transitional system planning study. Staff is asked to seek Federal funding through the proposed transportation bill to help finance the next phases of transit project planning.
June 1991	Council adopts the FY92 and FY93 budgets for the Transportation Fund. Revenues in the FY92 budget includes dedication of $5 increase in auto privilege fee authorized in 1991 by General Assembly. Revenues also reflect 15 percent increase in fares, effective September 1991. Revenues in FY93 budget reflect transfer of $7.50 of auto privilege fee from Major Intersection Improvement Program. Service levels are unchanged in both years although the FY90-94 Financial Management Plan specified a 4 percent service expansion each year.
November 25, 1991	Council approves eliminating some Charlotte Transit express service, effective May, 1992. The cuts represent an annual savings of $337,000. Council agrees to hold workshop for further discussion of transit financing.

TRANSIT MANAGEMENT OF CHARLOTTE, INC.

901 N. Davidson St., Charlotte, N.C. 28206

MEMORANDUM

DATE: JANUARY 3, 1992

TO: ROBERT N. PRESSLEY

FROM: DAVID A. HINES

SUBJECT: NEWSWEEK "HOT CITIES" COMPARISONS

Attached are the results of a survey in which we participated regarding the provision of transit service in the "Hot Cities" that Newsweek highlighted in 1989.

Although the information is a little old it does provide some useful comparisons regarding levels of service provided, costs, and funding sources. I thought that the members of City Council might find it useful background information for their workshop on January 6, 1992.

DAH/saa

cc: G.T. Lathrop
Attachment

City/Transit System	Columbus COTA	Birmingham Jefferson Cty Transit Authority	Fort Worth Trans Auth.	Sacramento Regional Transit District	Orlando Tri County Transit	Charlotte Transit System	Albuquerque Transit System	St Paul/Minn Metropolitan Transit Comm	Providence Rhode Island Pub Transit	Portland Tri-Met Transpor Oregon Dist
1 Type of system	Regional Transit Authority	Regional Transit Authority	City of Ft Worth	Regional Transit District	Regional Transit Authority	City	City	Regional Transit Authority	State	Regional Transit Authority
2 Service Area	Franklin Co	Jefferson County	City of Ft Worth	Sacramento Urbanized Area	Orange Co Seminole Co Osceola Co Urbanized Area	City of Charlotte	City of Albuquerque	Twin Cities Metro Area	Entire State	Clackamas Washington Multinomah Counties
3 Population Serv. Area	920,000	450,000	440,000	920,000	1,000,000	364,000	366,000	2,100,000	850,000	1,094,706
4 Vehicles				26 LRV		155	107	1,142	256	26 LRV 590 buses
-Total	343	120	137	207 Buses	89	133	83	828	212	22 LRV 419 buses
-Peak Hour	273	89	109	24 LRV 155 Buses	70					
5 Ridership										
-Weekday	73,000	12,000	20,000	61,000	14,000	35,000	16,159	281,000	52,000	160,000
-Annual (in millions)	20 5	3 3	4 9	15 1	4 8	10 0	4 4	70 7	15 7	46 6
6 Number of Employees	744	249	325	616	243	262	234	2,267	540	1,623
7 Total Annual Veh. Hours	752,986	235,884	304,607	482,784	305 846	312,309	283,461	2,041,000	581,135	1,500,000
8 Peak Hour Fares										
-Regular	$ 75	$ 80	$ 75	$ 1 00	$ 75	$ 70	$ 60	$ 75-$1 00*	$ 70	$ 85-$1 15*
-Express	$ 1 00	$ 1 00	$ 75	$ 1 00	$ 1 00	$1 00	$ 60	$1 00-$1 25*	$1 40	$ 85-$1 15*
9 Annual Oper Costs (in millions)	37 3	11 5	11 5	34 5	9 1	14 0	8 9	101 0	22 2	76 8
-Oper Revenue (in millions)	8 8	2 9	3 3	9 7	3 5	5 2	1 4	30 5	7 0	22 0
10 Annual Funding Federal (in millions)	4 5	2 5	3 4	3 4	1 6	1 3	N/A	8 5	4 9	4 5
State	3 2/8 345	None	None	¼¢ sales tax	None	None	N/A	3 6	10 1	1 3
Type of Local Funding	None	Property Tax Motor Tax	½¢ sales tax	½¢ sales tax	Gen Fund Orlando and Orange/Seminole Ct	City Sales Tax	General Fund-City	Property Tax	None	6% payroll tax

* Zone Fare Structure

	Annual Transit Passengers Per Cap.	Annual Vehicle Hours Per Cap.	Annual Operat Expend. Per Cap.	Farebox Returns	Cost Vehicle Hour	Cost Per Trip
COLUMBUS	22 26	0 82	$40.50	23 6%	$49 48	$1 82
BIRMINGHAM	7.26	0.52	$25 56	26%	$48 75	$1 52
FORT WORTH	11.22	0 69	$26 14	28 5%	$37 75	$2 33
SACRAMENTO	16.36	0 52	$37 50	28%	$71 46	$2 29
ORLANDO	4 84	0 31	$9 11	38%	$29 79	$1 88
CHARLOTTF	27.42	0 86	$38.66	42%	$45 06	$1 41
ALBUQUERQUE	12.14	0.77	$24 52	16%	$31 66	$2 02
ST. PAUL/ MINNEAPOLIS	33 7	0.97	$48 10	30%	$49 49	$1 43
PROVIDENCE	18 47	0 68	$26 12	31 6%	$38 20	$1 41
PORTLAND	42 56	1 37	$70 16	28 6%	$51 20	$1 65
AVERAGE	19 62	0 75	$34 64	28 7%	$45 28	$1 78

PUBLIC HEARING DATES FOR CENTRAL DISTRICT PLAN

Dates have tenatively been scheduled for February 11 and 13, 1992 to hold public hearings for City Council on the Central District Plan. There are a number of rezonings in this plan and a large crowd is anticipated. Therefore, a second meeting is scheduled if needed to give Council an opportunity to hear the numerous property owners who will likely want to speak on the recommendations in this plan.

MECKLENBURG COUNTY

Office of the County Manager

December 30, 1991

Mr O. Wendell White
City Manager
Charlotte-Mecklenburg Government Center
600 East Fourth Street
Charlotte, NC 28202

RE: Law Enforcement Center

Dear Wendell:

I have reviewed your letter of December 27, 1991 on the above referenced project Be advised that I will schedule and discuss this issue with the Board of County Commissioners at their regular meeting on January 6, 1992 My recommendation will be to proceed with Option II from my December 3, 1991 letter to you which would include the five (5) key points as put forth on page 3 of your December 27th letter.

Very truly yours,

Jerry

Gerald G. Fox
County Manager

GGF/cb

cc Ed Chapin, Assistant County Manager

600 East Fourth Street • P O Box 31787 • Charlotte North Carolina 28231 • (704) 336 2472

CHARLOTTE

December 27, 1991

Mr. Gerald Fox, County Manager
600 E. Fourth Street, 11th Floor
Charlotte, N. C. 28202

Dear Jerry:

Subject: Law Enforcement Center

This letter provides additional follow-up to our discussions regarding your December 3 letter which sets forth two options for proceeding with a new Law Enforcement Center. Your letter begins with four key points which I have restated below with our concerns highlighted:

"o Included in the City's FY91-95 CIP was $12 million for LEC expansion and in the FY92-96 CIP, $2.45 million for LEC parking needs."

The City's FY92-96 CIP includes $12 million for the new LEC, which is designated as the City's share.

"o That the current LEC nor the proposed expanded LEC could accommodate County/City Police Department occupancy nor a consolidated Police Department occupancy using the current "centralized" operation."

We concur.

"o The City would choose the site for the relocated LEC."

We conur and have completed this assignment.

"o The County would keep the City "whole" on this project.

We concur.

The central issue in this transaction was for the City to vacate the existing LEC in a timely fashion to permit the County to use the site and/or the facility as a part of its new jail project. To that end, the City, with County participation, has taken the following actions:

- Completed a site analysis and selected a site for the new LEC.
- Negotiated the purchase of the site.
- Selected an architect and project manager.

The next steps in this process include:

- Payment of $6,901,728 by the County to the City by December 31, 1991, or payment by the County in that amount to the closing attorney Horack, Talley, Pharr and Lowndes, P.A. on January 9, 1992 (the closing date).

- Negotiation of contract with the architect and construction management firm.

It is anticipated that the City and County will participate in contract review to assure that the architectural program assignment is consistent with the plans for a consolidated police department as approved by the County Board and the City Council.

The remaining issue is to clarify the two options to keep the City "whole" which you have outlined in your letter and to present the results to the City Council for approval. It is my understanding that we are scheduled to meet on December 30 and with that in mind, the following issues need clarification:

- Both options identify $14.45 million as the City's participation. Since only $12 million is included in the City's CIP, additional authorization by City Council would be necessary.

- Both options anticipate the City providing its parking structure at the current LEC and its adjacent surface parking to the County in addition to the Law Enforcement Center itself. These properties are in addition to the land actually needed for jail purposes as originally discussed and will need City Council approval.

- Both options require capital financing by the City for its share and require some detailed work by bond counsel and City Council approval.

A staff review of the two options suggests that Option II is the most practical and if we can clarify the issues I have identified in this letter, I would be prepared to recommend it to the City Council. To reiterate the key points:

1. As you agreed previously, the County will handle the financing of the property closing January 9, 1992.

2. The City and County will "jointly plan the LEC and parking".

3. The City and County Managers will jointly resolve planning disputes.

4. The site, building and equipment for the consolidated department will be owned and operated by the City upon completion.

5. City Council approval of the additional capital financing and property transfers to the County is required.

I look forward to our continued progress on these issues and to our meeting on December 30.

Sincerely,

O. Wendell White
City Manager

cgm

Del — Please review
WW

MECKLENBURG COUNTY

Office of the County Manager

December 3, 1991

Mr. O. Wendell White
City Manager
City of Charlotte
600 East Fourth Street, 15th Floor
Charlotte, NC 28202

Dear Wendell:

Several months ago County and City governments began discussions centered around co-locating County and City Police Departments (PD) in one Law Enforcement Center (LEC), relocating the City's current Law Enforcement Center and parking so that the sites could be used for county detention facilities, and then consolidation of County and City PDs. Brought out during these discussions were the following points.

> Included in the City's FY91-95 CIP was $12 million for LEC expansion and in the FY92-96 CIP $2.45 million for LEC parking needs.
>
> That the current LEC nor the proposed expanded LEC could accommodate County/City PD occupancy nor a consolidated PD occupancy using the current "centralized" operation.
>
> The City would choose the site for the relocated LEC.
>
> The County would keep the City "whole" on this project.

I understand that the City, with County input, has now selected a site, architect and project manager for this project. In order to fulfill the County's commitment to keep the city "whole", I am setting forth two options for your consideration.

<u>Option 1</u>

> The City and the County would each choose an appraiser to value the following parcels. Book 125, Page 32, Lot 5; Book 125, Page 43, Lots 1 and 2. The average of these two appraisals or the current tax value of $11,338,880, whichever is greater, would be paid in exchange for the property. The City would construct, equip, and fund the cost for a new LEC to accommodate a consolidated PD. The County would make the City "whole" by the City including as an annual cost for the consolidated PD

CHARLOTTE

Request for Council Action

To the City Council from the City Manager

Action Requested Recommend adoption of three actions related to construction of a new Law Enforcement Center (LEC): A. Adoption of a budget ordinance totalling $200,000 from Mecklenburg County to purchase the remaining parcel for the new LEC site; B. Authorize the City Manager to negotiate the transfer of the current LEC, parking deck and surface parking to the County.

Responsible Department City Manager's Office

This request should be organized according to the following categories
Background Explanation of Request Source of Funding Clearances Bibliography

Background:

On November 25, 1991, Council authorized the purchase of two parcels for the construction of a new LEC in the block bounded by Davidson, Trade, Alexander and Fifth. Council also authorized a budget ordinance totalling $6,901,728 from Mecklenburg County to purchase these parcels.

Action Requested:

Council is requested to (A) approve a budget ordinance estimating revenues of $200,000 from Mecklenburg County to acquire an additional parcel for the new LEC. This third parcel (see attached map) is needed to complete property acquisition for the new LEC site. Authorization is also requested (B) to proceed with the acquisition of the third parcel which has an estimated cost of $200,000. Finally, Council is requested (C) to authorize the City Manager to negotiate with the County for the transfer of the current LEC, parking deck and surface parking to the County. This latter item is contingent upon approval of an agreement between the City and County for construction of a new LEC and new parking deck.

For Office Use Only

Date Submitted January 6, 1992

Agenda Date Requested January 6, 1992

Consequences if Agenda Date is Delayed or Action is Deferred

Contact Person for Questions from the City Manager's Office

Authorized by O. Wendell White, City Manager

Approved by *Department Head*

Assistant City Manager

List Attachments

ORDINANCE NO. _____

AN ORDINANCE TO AMEND ORDINANCE NO. 2187-X, THE 1991-92 BUDGET ORDINANCE, ESTIMATING REVENUES FROM MECKLENBURG COUNTY AND PROVIDING A SUPPLEMENTAL APPROPRIATION FOR THE ACQUISITION OF PROPERTY FOR THE NEW LAW ENFORCEMENT CENTER.

BE IT ORDAINED by the City Council of the City of Charlotte, North Carolina;

Section 1. That the sum of $200,000 is hereby estimated to be available from Mecklenburg County.

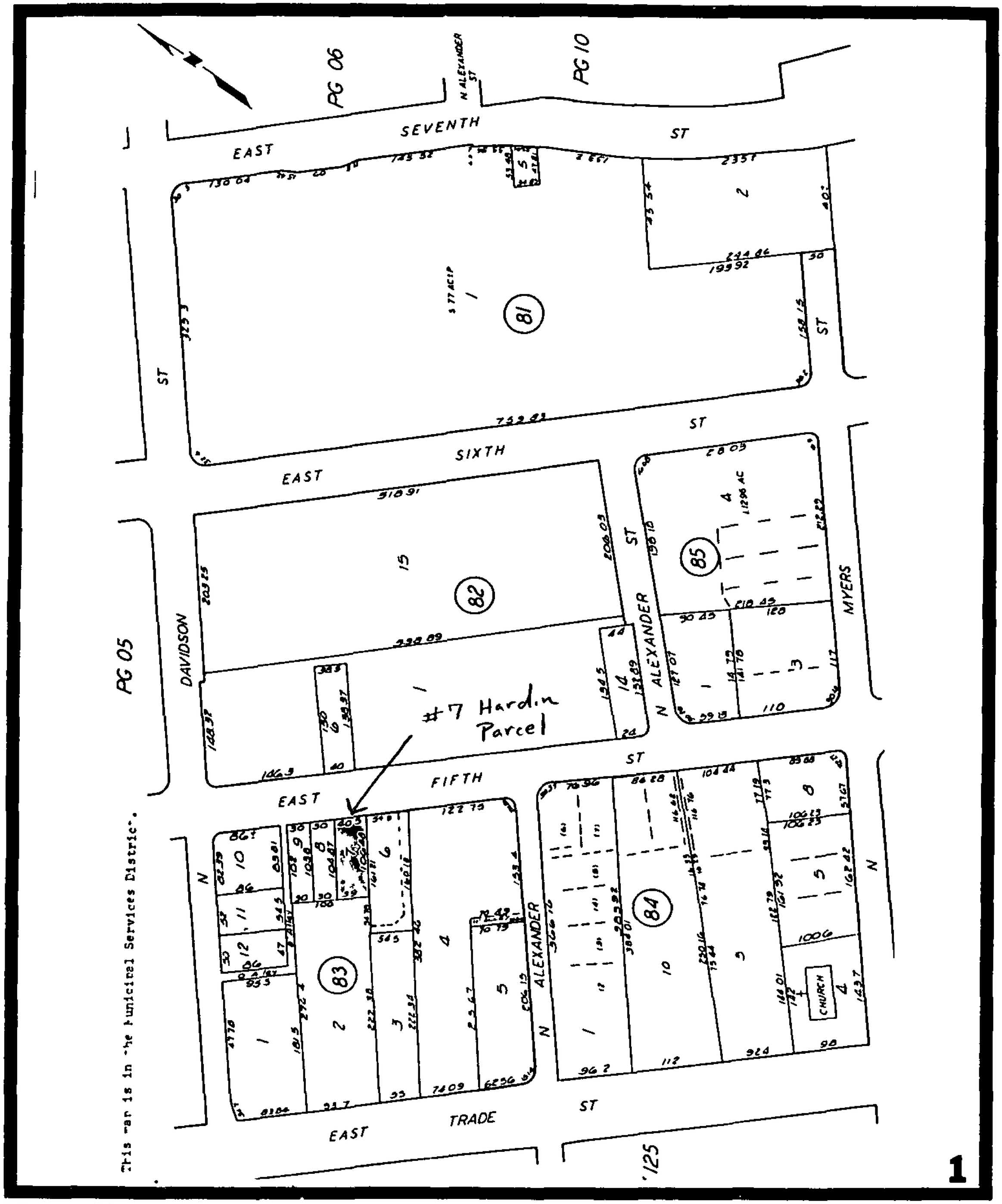
Section 2. That the sum of $200,000 is hereby appropriated to General Capital Improvement Fund 2010;234.00 - Law Enforcement Center.

Section 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 4. This ordinance shall become effective upon its adoption.

Approved as to form:

Henry W. Underhill Jr.
City Attorney



Real Estate Graphics, Inc. ©COPYRIGHT 1979

Tax Map

operation the annual debt service to amortize the difference between the total cost for relocating the LEC less the County's payment for the city owned property and the City's already scheduled $14.45 million for this project (ie: cost or relocating LEC is $38.45 million, County pays City appraised value of $12 million for current LEC and parking, City includes its already scheduled $14.45 million; amortizing the difference of $12 million for principal and interest over 20 years would add $1.2 million annually to the consolidated PD operational costs, County would pay for its portion of the $1.2 million debt service and other operational costs of the PD based upon an established countywide basic service level). As a suboption, the County would consider "upfronting" some of the initial capital cost for the relocated LEC with the City refunding all of the "upfront" dollars plus interest upon occupancy of the relocated LEC. The amortization would then be handled as described above. The City would be "whole" after 20 years.

Option 2

City to turn over to the County the $14.45 million it had scheduled for the LEC expansion/parking and Lot 5, Book 125, Page 32; Lots 1 and 2, Book 125, Page 43. The County would construct,equip and fund the cost of a new LEC to accommodate a consolidated PD. The City would choose the site and participate in selection of architect and project manager (already done) The City and County would jointly plan the LEC and parking. Any planning disputes would be forwarded to the City and County Manager for resolution. Upon completion, the site, building and equipment will be turned over to the City. No amortization costs for the building would be included as operational expenses for the consolidated PD. This option keeps the City completely "whole" from the start of the project.

As we are both anxious to complete this project to accommodate consolidation efforts and construction of detention facilities, I would appreciate your response as soon as possible. Thank you and kindest regards.

Very truly yours,

Jerry

Gerald G. Fox
County Manager

GGF/cb

cc Board of County Commissioners
Ed Chapin, Assistant County Manager
Harry Weatherly, Director of Finance

Council Workshop 1/6/92

Veirood	✓
Campbell	
Clodfelter	✓
Hammond	✓
McCrory	✓
Majeed	✓
Mangum	✓
Martin	✓
Patterson	
Reid	✓
Scarborough	✓
Wheeler	✓

5:30

White

Jerry Lathrop - Showed slides on Transit system financing 1/3 TO 40% cut of additional funding

Hoyle Martin

Lathrop

Martin

Lathrop

Martin
Lathrop
Clodfelter
Lathrop
Wheeler
Lathrop
Scarborough
Lathrop
Scarborough
Lathrop
Clodfelter
Lathrop
Clodfelter
Lathrop
McCrory
Lathrop
McCrory
Lathrop
Alexander (Vi)
Vinroot
Mangum
Martin
Alexander
Martin
Vinroot

Martin
Lathrop
Reid
Alexander
Reid
McCrory
Alexander
McCrory
Alexander
McCrory
Alexander
McCrory
Alexander
McCrory
Alexander
McCrory
White
McCrory
White
McCrory
Clodfelter
Alexander
Clodfelter

Hammond
Vinroot
Majeed
Alexander $1.2 mil FY-93 FY-92 $1.3 mil
Majeed
Alexander 1890
Majeed
Alexander
Martin
Lathrop
Vinroot
Martin
Lathrop
Martin
Lathrop
Martin
Clodfelter
McCrory
Vinroot
Reid
McCrory
Reid
Hammond
Hammond / Wheeler -
Marizon

Martin
Reid
Martin
Vinroot
Martin
Vinroot
McCrory
Vinroot
Searborough
Vinroot
White
Wheeler - Put time frame on motion
White
Wheeler
~~Alex~~ Alexander
Vinroot
Alexander
Clodfelter - Before next fall's legislative sessions
Majeed
Vinroot
Martin
Majeed
Vinroot - Vote - Tenan.
Mangum - Fare Rate for Children

Let them ride for $.25 CENTS but not during school hours

Vinroot

McCrory

#2 White

McCrory / Approve

Lenan.

Clodfelter

LEC

#3 White - County today took action to approve option II in Jerry Fox's letter of 12/3/91

Clodfelter

White

Wheeler

White

Wheeler

White

Reid - High + Low estimates

White 150,000 SF - $40 mil

Borgsdorf

White $32 mil

Reid - Community stations save money?

White

Martin
White
Reid
Vinroot
Reid
Vinroot
White - County will provide land &
a facility in return for letting
them have
Vinroot
McCrory
White
McCrory
Hammond
Borgsdorf
Hammond
White
Hammond / McCrory - Move Option II
Martin
White
Majeed
Borgsdorf
Wheeler -
Borgsdorf
Wheeler

Martin
White
Clodfelter
Alexander
Clodfelter - Will this vote commit us to County?
White - yes
VOTE 5-4 NO Wheeler, McCrory, Clodfelter, Reid

Vincent
White
Clodfelter
Vincent
Clod / Wheeler approve to commit to $1.2 mil & defer the $2.45 mil
VOTE - Unan.

#4 Mangum
Mangum / Scarborough Put on 1/13 agenda to discuss

#6 - Clodfelter

#7 Underhill
Hammond / Wheeler - Exec. Session

Marzen/Wheeler Adj

7:00 p.m.

7 20 pm	Recommend adoption of a motion to hold an executive session at the conclusion of the Workshop for the purpose of conferring with the City's attorneys about Airport litigation as permitted by G S 143-318 11(a)(4), <u>and to confer with the City Attorney about the Schwartz land acquisition as permitted by G S 143-318 11(a) & (4)</u>

Brenda -
Revised agenda
item -
Eloise