

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
AIRPORT ADVISORY COMMITTEE**

**Minutes from the June 4, 2009 meeting
Piedmont Conference Room
8:00 a.m.**

Present

Dr. Henry Nicholson, Chair
Crystal Jackson, Vice Chair
Todd Fuller
Andrew Riolo
Jeff Hay
Russell McMillan
William Taylor
Stan Vaughan
Shawn Dorsch
Stan Campbell

Staff Present

TJ Orr, Aviation Director
Jennifer Long, Staff Advisor
Erika Helm, Community Outreach Specialist

Absent

Joe Carpenter

1. Call to Order

Chair Dr. Henry Nicholson called the meeting to order at 8:00 a.m.

2. Pledge of Allegiance

3. Approval of the May 7, 2009 Minutes

The minutes were approved as written.

4. Business Agenda

1. Amendment to Airport Concession Contract

Action: Approve an amendment to the Concession and Lease Agreement with Host International, Inc. to provide for an early termination to the Merchandise Concessions and an extension of the Food & Beverage Concessions.

Background:

- The Airport has a contract with Host International, Inc. that permits Host to operate food & beverage and merchandise facilities at the Airport. The term of this contract is set to expire on June 30, 2010. This amendment gives the Airport the right to immediately begin to implement a new merchandise program at the Airport while preserving the stability of the existing food & beverage operations. It also avoids the necessity of buying out Host's unamortized investment in the food & beverage facilities on July 2010 at a cost of \$6 million. The Airport has negotiated an agreement with Host to amend the contract to be effective when approved by Council as follows:
 - City can terminate the merchandise concessions immediately and rebid the contract.
 - Food & Beverage contract would be extended with one five year option.
 - Presently Host pays a fee equal to about 15% of its gross receipts plus 40% of its profits from the concessions. Under the amended contract:
 - Host would pay a fixed rental every year for the food & beverage concession areas in the terminal. Initially, this would be over

- \$4,000,000 per year. This number would increase or decrease if the amount of food & beverage space changes.
 - In addition, Host would pay to the City 50% of Host's profits from the food & beverage concession.
 - This is calculated to increase the City's share of gross receipts by about 2%.
 - There would be no increase in the fees paid by DBE sub concessionaires.
- The DBE goals under the amended contract would remain at 20%.
- Council was briefed in the Airport presentation at the June 1 Workshop.

Airport Concession Disadvantaged Business Enterprise

Established ACDBE Goal: 20%

Committed ACDBE Goal: 20%

The amended contract maintains a 20% commitment by Host International, Inc.

Council Date: June 8, 2009

Riolo: Does Host have an exclusive agreement?

Orr: Yes.

Riolo: When an outlet like Burger King or Starbucks wants to come to the Airport, do they negotiate with Host or the Airport?

Orr: Host. They are a sub-contractor to Host.

Riolo: So we derive income from Host, not the establishment itself?

Orr: That's right.

Riolo: They will continue to do that under Food & Beverage, but will no longer do that under Retail?

Orr: We would have a different manager/contractor/concessionaire for the Retail.

Riolo: There will still be a middle person, but it will be different?

Orr: Yes, and it may be more than one. We will package the Retail so there may be two or three providers. It depends who makes the best proposal.

Riolo: When Host then goes out to these establishments, like Starbucks and Bojangles', the equipment that they use is paid for by Host or by the establishment?

Orr: Some of each. It depends on Host's deal with the concessionaire. In the case of Starbucks particularly, the investment is from Host, the employees work for Host and Host has a Starbucks franchise. In other cases, they sub-contract entirely and the concessionaire pays for the upfit and staffs it with their people.

Riolo: What are the gross revenues? Can you separate gross revenues from Food & Beverage and Retail?

Orr: The gross revenue for Food & Beverage is about \$90,000,000 a year and the gross revenue for Retail is about \$40,000,000 a year.

Jackson: Are other airports set up similar to this where they have management contracts?

Orr: Very few airports have management contracts. Most airports have a concession agreement and there are really two models. The principle model is you have a concession agreement with a single concessionaire like Host, who handles everything. The other model is the developer concept where you have a contract with a developer, just like you would in a shopping center, and they go out and put the deals together. Only a few airports, and they are the big airports, follow that model. That was the Pittsburgh model, but not anymore.

Taylor: Is the drive to separate Food & Beverage management from Retail management coming from us or Host?

Orr: It is coming from us. Host would like us to extend everything. This was done through a negotiation process. What they gave up is a year on the Retail side. What they get out of the deal is a five year extension for Food & Beverage. They can give-up the Retail because they don't have as much invested

there. We can go out and bid for that and get some competition. On the other side, it would cost us and become very messy to try and bid the Food & Beverage and have someone new come in a make a big investment and then have to tell them next year that we have to make changes to allow for terminal expansion. They would then expect us to pay them their unamortized investment. That would be a considerable amount of money.

Vaughan: Under the agreement, do you have veto in what type of food options come in?

Orr: We don't have an official veto, but we certainly have an opinion and work very closely with the master concessionaire. With respect to the DBE's, Host sub-contracts to the DBE operator, but Host is the one who makes the guarantee. So it's in Host's best interest to insure they're qualified DBE's who have a solid business plan.

Riolo: Will all the contracts with the non Food & Beverage people be re-written with the new supervising agent? Will those contracts roll-over?

Orr: It will be a new contract, but will be the same as the Host contract. The agreement will be between the City and the new concessionaire and that new concessionaire may have one shop or could have all of the shops or some number in between.

VOTING:

Hay: I need to recuse myself from the vote.

- Motion for Approval: Dorsch
- Second: Jackson
- All those in Favor: 9
- Opposed: 0

2. Airport Fixed Base Operator Management Contract

Action: Approve a five-year management contract extension with Wilson Air Center–North Carolina, LLC as the Fixed Base Operator (FBO) Services Manager to provide general aviation services at Charlotte Douglas International Airport as directed by the Aviation Director.

Background:

- The City had a twenty-year lease with Signature Flight Support for FBO Services at the Airport that expired June 30, 2004.
- In Spring 2004, the Airport requested and received proposals from qualified and experienced FBOs to provide FBO Services at the Airport pursuant to a Management Contract rather than a lease.
- In October 2004, Council approved a management contract with Wilson Air Center-North Carolina, LLC (Wilson) to provide FBO services at general aviation facilities at the Airport.
- Operating under the management contract, Wilson has significantly increased the customer service at the FBO, being recognized on multiple occasions as one of the best FBOs in the country. Wilson has also assisted the City in adjusting the customer's cost of fuel and services to be more competitive with other FBOs both regionally and nationally.
- Under this contract extension Wilson will continue to supply the staffing and expertise necessary to provide FBO services to locally based and itinerant aircraft operators at the Airport for an additional five (5) years.
- Wilson will receive an annual management fee of \$250,000 for its services, plus an incentive fee of 5% of the surplus revenues generated for the City from its operations.
- Council was briefed in the Airport presentation at the June 1 Workshop.

Small Business Opportunity

Established SBE Goal: 0%

Committed SBE Goal: 0%

It has been determined that SBE goals do not apply to this contract.

Council Date: June 8, 2009

Fuller: Regarding the fuel prices, who has the greater say, the City or FBO?

Orr: The City entirely. We have a management contract which means it's our business plan and we establish the level of service. The City buys the fuel and Wilson re-sales it. The money, technically, comes to the City. Wilson makes a deposit in our account every day, and then we pay them a flat fee plus an incentive to execute that business plan.

Fuller: Do you just put the price of fuel a certain percentage above the rack rate?

Orr: Yes.

Fuller: What is that percentage?

Orr: I don't want to misquote that rate. I believe it is a \$1.05 for AvGas. When we requested proposals for the management agreement, since we were going to buy the fuel and re-sale it, what we also did was ask for bids from the oil companies to sale us jet fuel and AvGas, which is our next business item.

VOTING:

- Motion for Approval: No motion was made.
- Second:
- All those in Favor: 10
- Opposed: 0

3. Airport Fixed Based Operator Fuel Supplier Contract

Action: Approve a one-year contract extension with Eastern Aviation Fuels to provide aviation fuel for resale to general aviation customers through the Airport's Fixed Base Operator, Wilson Air Center—North Carolina, LLC.

Background:

- The Fixed Base Operator (FBO) facility at the Airport is operated under a management contract with Wilson Air Center—North Carolina, LLC (Wilson).
- On behalf of the City, Wilson sells aviation fuel to general aviation aircraft owners at the FBO.
- In Spring 2004, five aviation fuel suppliers submitted proposals to sell the City its requirements of aviation fuel.
- In November 2004, Council approved a five-year contract with Eastern Aviation Fuels of New Bern, NC (Eastern). Eastern offered the lowest price, at \$0.069 per gallon over the Platts Gulf Coast Index (Platts). Platts is the governing index for fuel prices in North Carolina. Eastern also leased the City fueling trucks as needed.
- Under this one-year contract extension, Eastern will continue to provide fuel and fuel trucks as needed for the FBO operation at the Airport under the same conditions as the existing contract.
- Council was briefed in the Airport presentation at the June 1 Workshop.

Small Business Opportunity

Established SBE Goal: 0%

Committed SBE Goal: 0%

Pursuant to Section 5 of the SBO program, no SBO utilization goal was set for this contract because subcontracting is not anticipated.

Council Date: June 8, 2009

VOTING:

- Motion for Approval: Dorsch
- Second: No second was made.
- All those in Favor: 10
- Opposed: 0

4. Airport Property Exchange

Action: Recommend approval of a resolution authorizing a land exchange between the City and DavidLand LLC.

Background:

- DavidLand LLC owns 24.845 acres of land on the south side of the Airport, and 7.914 acres of land on the north side of the Airport. They want to exchange 21.136 acres of this land for adjacent land owned by the City on West Boulevard on the south side of the Airport.
- The City owns over 1,000 acres of land on the south side of West Boulevard. There are four parcels of land totaling 21.236 acres in that area that the Airport wants to exchange for the DavidLand LLC property.
- An independent MAI appraiser has appraised the proposed exchange. The city will exchange 21.236 acres (valued at \$1,483,192) for 21.136 acres (valued at \$1,483,192).

Benefits to the City are:

- The Airport will acquire land on Wilkinson Boulevard that can be used for terminal complex expansion in the future.
- Appropriate restructuring of property lines allows maximum utilization of the property currently owned by DavidLand LLC, which they plan to develop and will maximize property taxes to the City.

Council Date: June 8, 2009

VOTING:

- Motion for Approval: Dorsch
- Second: Jackson
- All those in Favor: 10
- Opposed: 0

5. Airport Communication Infrastructure

Action: Award the low bid of \$233,820.64 by Enterprise Systems of Houston, Texas to provide the head-end equipment necessary to activate the fiber optic backbone between the Airport's Maintenance facility on Wilkinson Boulevard and the Airport terminal.

Background:

- The backbone will support the various forms of communication including the Business Valet Deck's revenue control and Closed Circuit TV, the office and warehouse data communication, and other future communications including

active signage for the parking lots and roads.

Small Business Opportunity

Established SBE Goal: 0 %

Committed SBE Goal: 0%

Pursuant to Part B: Section 2.4 of the SBO Program, no SBO utilization goal was set for this contract because subcontracting is not anticipated.

Summary of Bids:

Enterprise Systems \$ 233,820.64

CDG-G \$ 256,476.25

GHA Technologies \$ 283,290.23

Council Date: June 8, 2009

VOTING:

- Motion for Approval: Dorsch
- Second: Vaughan
- All those in Favor: 10
- Opposed: 0

6. Airport Telecommunications Contract

Action: **Approve a contract with AT&T in the amount of \$139,469.13 for maintenance of the Airport's telecommunications system.**

Background:

- Since the new terminal opened in 1982, the Airport has contracted for a dedicated on-site technician to maintain its AT&T Centrex telephone system.
- The telephone system currently has over 3,100 lines.
- The cost of the technician is spread over all users of the Airport system.
- This agreement will extend the contract with AT&T for another year with an increase of \$1,458.22 in the annual cost.

Small Business Opportunity

Established SBE Goal: 0%

Committed SBE Goal: 0%

No SBE utilization goal was set for this contract because subcontracting opportunities are not anticipated (Part C: Section 2.4 of the SBO Policy).

Council Date: June 8, 2009

Nicholson: What's the technician's schedule?

Orr: He is here eight hours a day and is on-call.

VOTING:

- Motion for Approval: Dorsch
- Second: Vaughan
- All those in Favor: 10
- Opposed: 0

7. Property Transaction

Action: Approve the following property acquisition.

- A. Project: Airport Master Plan Land Acquisition**
Owner(s): Hunter Mobile Home Park LLC
Property Address: 5911/6001 Wilkinson Blvd
Property to be acquired: 11.873 acres
Improvements: Mobile home park
Purchase Price: \$1,831,500

Remarks: The purchase price was determined by two independent Member Appraisal Institute (MAI) appraisers and was reviewed by a third MAI appraiser. Each appraisal takes into consideration the specific quality and quantity of the land. The tax value is determined on a more generic basis and will be higher or lower for land/house with certain attributes. Property is acquired per Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition and Relocation Act of 1970. Acquisition costs are eligible for Federal Aviation Administration reimbursement.

Zoned: I2 Use: mobile home park

Tax Value: \$1,008,700

Tax Code: 115-172-11 and 115-172-13

Council Date: June 8, 2009

Dorsch: When will they actually move out?

Orr: We'll acquire the land next week and then over the next six months we will be tasked with relocating each of those tenants, plus paying the money, which is all required under the federal relocation act.

VOTING:

- Motion for Approval: Dorsch
- Second: Vaughan
- All those in Favor: 10
- Opposed: 0

8. Airport Electrical Supplies Purchase

- Action:**
- A. Approve the purchase of various electrical parts without competitive bidding, as authorized by the cooperative purchasing exemption of G.S 143-129(e) (3); and**
- B. Approve a contract with Graybar, Inc., for the purchase of electrical parts in the amount of \$160,000.00**

Background:

- Graybar has a national contract through US Communities Cooperative Purchasing Alliance that guarantees their prices to be the lowest available to a government entity.
- US Communities pools the purchasing power of 87,000 public agencies.
- The Graybar contract was competitively bid by Los Angeles County, California and awarded by the Los Angeles Board of Commissioners through January 1, 2011.

- NC Senate Bill 914, effective January 1, 2002, authorizes the exception to competitive bidding for cooperative group purchasing.

Explanation

This contract will provide for various electrical parts to maintain the facilities throughout the airport complex.

- The Airport purchases a wide variety of electrical parts and recommends utilizing a national contract with Graybar, which the City has established through its membership in the US Communities Purchasing Alliance.
- US Communities Purchasing Alliance conducts its own competitive bidding when establishing contracts, in turn, purchasing through the alliance's established contracts in compliance with state bid laws.

Small Business Opportunity

Established SBE Subcontractor Goal: 0%

Committed SBE Subcontractor Goal: 0%

This contract is exempt under Section 2.21 of the SBO Policy because we are utilizing the US Communities Government Purchasing Alliance.

Council Date: June 22, 2009

VOTING:

- Motion for Approval: Campbell
- Second: Taylor
- All those in Favor: 10
- Opposed: 0

9. Airport Terrazzo Maintenance Contract

Action: Approve a three year contract with American Facility Services in the amount of \$749,798 for cleaning, repair and maintenance of terrazzo flooring.

Background:

- Contract will provide specialized trained personnel for continuous cleaning and maintenance of approximately 141,049 sq.ft. of terrazzo on a schedule set by the Housekeeping Manager.
- Includes an amount to repair any damaged or cracked terrazzo.
- Contract can be terminated with a 10 day written notice.

Small Business Opportunity

Established SBE Goal: %

Committed SBE Goal: %

Pursuant to Section 5 of the SBO Program, no SBO goal was set for this contract because there are no sub-contracting elements in the scope of work.

Summary of Bids:

American Facility Services	\$749,798
Green's Commercial Cleaning	\$1,027,209.60
Sunshine Cleaning Systems, Inc.	\$1,182,160
Stone Restoration of America	\$1,384,963
Boylan Marble and Terrazzo Restoration	\$2,357,785.25

Council Date: June 22, 2009

Vaughan: Since the price is so low, are we satisfied with this bidder and their experience?

Orr: We have checked them out and contacted their references and they maintain approximately 200,000 square feet of Home Depot's home office in Atlanta and they gave them a good recommendation. We will give them a try and if they don't work out, we will terminate the contract.

VOTING:

- Motion for Approval: Vaughan
- Second: Jackson
- All those in Favor: 10
- Opposed: 0

10. Air National Guard Lease Amendment

Action: Approve a lease amendment adding 2.640 acres of land to the North Carolina Air National Guard's leased premises for an Air Rescue and Firefighting facility.

Background:

- The North Carolina Air National Guard (NCANG) currently leases 103.30 acres of land at the Airport for their base. The acreage includes 4.0 acres added in a lease amendment approved by Council on May 12, 2008.
- In December 2004, Council approved an amendment to the lease extending the lease expiration date from June 30, 2032 to June 30, 2055.
- In April 2008, Council approved an agreement with the National Guard Bureau to reimburse the City \$420,000 for the cost of designing a new fire station at the Airport.
- Design of the facility is nearing completion and construction is expected to begin in August, pending Council approval.
- This amendment to the NCANG lease adds 2.60 acres of additional land on the west side of the airfield on which the facility will be located.

Council Date: June 22, 2009

VOTING:

- Motion for Approval: Dorsch
- Second: Taylor
- All those in Favor: 10
- Opposed: 0

11. Upgrade and Expansion of Airport Flight Monitors

Action: Approve a \$156,439.37 upgrade and expansion of the Flight Information Display System (FIDS) with Com-Net Software of Miamisburg, Ohio without competitive bidding as authorized.

Background:

- The Airport provides a series of flight information displays (FIDs) for the traveling public to utilize while in the terminal. The monitors display arrival and departure information for more than 640 flights a day.
- The industry model for this technology function is that the Airport provides the infrastructure and the airlines feed the appropriate data into the system.

- We have 20 banks of displays and an existing FIDs infrastructure that is supplied by Com-Net Software that is an approximate \$4 million investment of monitors, servers, software and cabling. The complete system is designed by Com-Net including their proprietary software and specific components to provide the current flight information. They also maintain the system once installed.
- The FIDs currently in use have been in place since 1998. The 196 monitors currently being used are a CRT technology and can no longer be purchased. In addition to unavailable technology the terminal building has been expanded and the FIDs have not been. However, the cabling network, software and servers have been upgraded and can support new display technology.
- This upgrade and expansion will:
 - Consist of first phase of forty-four 40" LCD displays (monitors) together with software, licenses, processors, video cards and labor for loading, testing, modifying software and installation that will create seven banks with two spares.
 - Improve the quality of the monitor from the current to a LCD which has an estimated life of seven to ten years.
 - Four of the banks of monitors meet the need for newly constructed areas lacking this service.
 - Visually upgrade the overall quality of the FIDs product being offered offering a much high quality, modernized product to the end user.

Council Date: June 22, 2009

Riolo: Will we receive new monitors?

Orr: Yes, there will be new monitors, new structures and the monitors will be like what you see in lots of other airports that are flat screen, more vertical with larger letters.

Riolo: Will there be monitors for departures at each checkpoint?

Orr: Yes, for departures.

Riolo: When I walk through the D Checkpoint, there will be monitors there?

Orr: They will be in over 20 different locations. So they will be by the checkpoints and on the concourses.

Riolo: Will there be arrivals screens?

Orr: There will be several arrivals screens, but not many.

Riolo: Is it possible to do something cosmetically that would be grand that would showcase all the flights? For example, when you walk into the Atrium, having something that shows all the destinations we serve throughout the day, so that it shows we go to hundreds of places throughout the day and 600,000 seats a day. I am referring to having something that represents that we are the 8th busiest airport in the country.

Orr: No. What Drew is describing is the big board at Frankfurt, and that airport's ceiling is about 100 feet high. This board at Frankfurt lists all their flights, which I would estimate is about 50 flights. Here in Charlotte, we have over 600 flights a day. If US Airways would take the hub out by dropping about 400 flights, then perhaps we could do that.

Riolo: Can we tone it down?

Orr: Yes, I think there are some opportunities to convey the image that we are a busy airport. I like the big board too, but with our current amount of flights, we just can't do that. Our current system uses 12 screens to convey two hours of flights.

VOTING:

- Motion for Approval: Jackson
- Second: No second was made
- All those in Favor: 10
- Opposed: 0

12. Airport On-site Parts, Warehouse & Supply System

Action: Approve a contract with Management Consulting, Inc. (MANCON) of Virginia Beach, VA to supply and staff an on-site parts warehouse for the Airport's Vehicle Maintenance Facility. This contract is for three years with an option for the City Manager to renew for two one-year terms. The total amount of the contract for parts and labor over a three year term will be \$2,700,000.

Approve a two month extension to Genuine Auto Parts Co. (NAPA) in the amount of \$165,000 to continue the current contract until transition of new vendor is completed.

Background:

- On February 27, 2006 Council awarded a contract to Genuine Parts Company, dba NAPA Auto Parts for managing and supplying the on-site vehicle parts warehouse at the Airport. That contract will expire on June 30, 2009.
- A request for proposals was advertised on April 29, 2009 and a pre-proposal conference was held on May 5, 2009 and attended by three companies.
- Two proposals from Management Consulting, Inc. and Genuine Parts Company, dba NAPA Auto Parts were received on May 13, 2009.
- After review of the proposals, MANCON provides the best financial and operational proposal and will save the airport approximately \$158,000 over the base three year contract.
- The contract will provide one full-time on-site person for inventory management and control and includes pick-up and delivery service of all parts.
- Utilizing a vendor for parts management provides the following benefits:
 - It eliminates inventory investment. MANCON will maintain whatever inventory is necessary for an efficient operation. The City will be charged for parts only when used.
 - It reduces the costs of parts and supplies.

Small Business Opportunity

Pursuant to Section 5 of the SBO Program, no SBO utilization goal was set for this contract because subcontracting is not anticipated.

Summary of Bids

Based on pricing for a market basket of typical parts used and labor costs, the following is the estimated three year contract amount:

ManCon	\$2,698,365
NAPA	\$2,856,512

Council Date: June 22, 2009

VOTING:

- Motion for Approval: Jackson
- Second: Vaughan
- All those in Favor: 10
- Opposed: 0

5. Status Reports

1. Nominating Committee

The committee Chair, Dr. Nicholson, appointed Stan Campbell, Crystal Jackson and Jeff Hay to the Nominating Committee. The role of Nominating Committee is to nominate a person for the office of Chair and nominate a person for the office Vice Chair at the July meeting. Campbell will serve as the Chair of the Nominating Committee.

2. CATS—West Corridor Update

Jason Lawrence with CATS addresses the committee with an update on Airport Sprinter, the west corridor enhanced bus plans for the Airport.

Lawrence: The long term plan for the west corridor came out of the 2030 Corridor System Plan, which was approved by the Metropolitan Transit Commission (MTC) in 2006. The streetcar was selected as the local preferred alternative (LPA) and will be the last corridor. Therefore, the MTC requested that another option be created to promote ridership and provide some level of capital investment to Morehead and Wilkinson Blvd. out to the Airport and that is the enhanced bus project, Airport Sprinter. The current system is served as Route 5 which goes from uptown to the Airport. The service is a half-hour in the peak, an hour midday and an hour on weekends. CATS will essentially keep the same route, however CATS will alter the uptown routing. The alignment for the streetcar is to come down Cedar and out to Morehead. We have had some concerns from the Third Ward neighborhood about increased bus traffic. What really drove this change are utility problems with power poles and the moving of utilities creating a very tight turn radius at Cedar and Morehead. So we decided to come down I-77 and pop out at Morehead and continue out to Wilkinson. There will be stops at Little Rock, Harlee and Baggage Claim. Highlights of the service is it will be 20-minute weekday at the AM and PM peak and in the evenings it will go to 40 minute and half hours on the weekends. This is a huge increase as far as service coming to the Airport, basically tripling the service during the day. We have also consolidated some of the stops. There were about 35 to 40 stops in one direction and 35 to 40 going back to uptown. We have consolidated those along Morehead and Wilkinson to 11 stops in and 11 stops out. We have worked with the Airport for signage. We will remove the Route 5 signs and replace them with Airport Sprinter signs. The back of the shelters will have banners indicating the route and help to show people where they are along the route. It will also have real-time transit information informing customers when the next bus is to arrive. There will be one at the transit center, one at the outbound and inbound of the Ashley Road/Wal-Mart stop and we'd like to add one at the Airport location at Baggage Claim. The bus stop amenities are the real investment. We are trying to enhance these areas and put on an RFP in September but they came in over budget. We then put an invitation to bid out in December for shelters and Tolar Manufacturing in California was selected. We will also have public art as a component. We will use the glass of the shelters to incorporate local area history. The artwork will be etched into the back of the glass. The Airport Sprinter will consist of a dedicated hybrid bus fleet with a total of five vehicles. The buses will also be identified by its own color scheme making it easier to identify. One thing we continued to hear from the public is that we need to do something to the buses that makes it more accommodating to passengers and their luggage. So we added a luggage rack and took out a row of seating, creating wider aisle space. We have done an extensive amount of public involvement. We just met with various community groups along the corridor including Camp Greene and Westerly Hills. Our next steps are to continue public involvement, receive NCDOT approval and start the service in late summer 2009.

Campbell: With CATS apparently hemorrhaging money, has there been any discussion about postponing the public art component?

Lawrence: That is something we can look into. The art adds about \$1,000 to the shelter. The additional cost will come in the form of maintenance, but we haven't talked too much about not doing the art.

Campbell: If you are pleading for more money from the public that could be a difficult sale.

Lawrence: I can definitely take that comment back to our management.

Riolo: I would like to follow-up on those comments. Did you say those etchings only cost \$1,000 per shelter?

Lawrence: It adds \$1,000 to the shelter cost.

Riolo: One of the things I have noticed about the shelters is that they are not good shelters from the weather. They just don't seem to provide the cover. Have there been any thoughts given to expanding the overhead portion or the backing of the shelter.

Lawrence: There is glass in the back that goes all the way down to the bottom of the base of the shelter and there will be glass on the side. The roof does come over but from a safety standpoint we don't want it to be too enclosed.

Riolo: I think the problem could be solved by extending the roof. What's the difference in a Sprinter bus and a regular bus and then I also heard you mention streetcar.

Lawrence: The west corridor is a part of the 2030 corridor system plan, and as a part of that, streetcar was selected as that local preferred alternative for the west corridor. It is at the end of all the other corridors. Our governing board suggested that we do something in the interim and the enhanced bus was the selection.

Riolo: So the interim is called Sprinter?

Lawrence: Yes.

Riolo: That will only be on the west corridor and the only buses painted green?

Lawrence: This will be the first enhanced bus service. If it works well, we could do an enhanced bus service on Central or Providence.

Riolo: Regarding the bus stops, which of them are available for people who come to/from the Airport to transfer to another bus?

Lawrence: Today, about 80% to 85% transfer at the main transit station in uptown. In talking to some of the employees here, some do get on along Wilkinson, Remount and Old Steele Creek. The majority are coming from various points, transferring at the transit center.

Campbell: How confident are you with the streetcar component. I read something recently that it might not progress.

Lawrence: The west corridor will be heavily hinged with what happens along Trade Street, Central Avenue and Beaties Ford street car. Unfortunately streetcar is not as easy to get federal financing for like light rail or a bus rapid transit service.

Campbell: So it might not be added at all?

Lawrence: That's a possibility. As far as planning, if Trade Street doesn't happen, then West Corridor streetcar would not happen because that's here it would tie-in. If the Federal Transit Administration (FTA) sees streetcar as a more appropriate mode, then that could change.

Fuller: What is the amount of time from the main station to the Airport?

Lawrence: That is about 28 minutes. This won't save a lot of time but we are hoping for a more efficient service with fewer stops. It will be able to shave off a couple minutes.

Fuller: Would the streetcar be similar?

Lawrence: Yes, it would stop the same amount, but if no one is at the stop it wouldn't have to stop.

Fuller: So we are the 8th busiest airport in terms of take-offs and landings. What about passengers?

Orr: Well for this, you would look at local traffic, and that would place us around 36th.

Fuller: That's still a lot of people and you have to wonder what it will be like 30 years from now. Why not use light rail? Is the cost that much more greater as opposed to streetcar? I would assume light rail would be more efficient.

Lawrence: The problem we had in looking at that is it is in-street operation and working with NCDOT and finding the right-of-way for that. It would be difficult to take away a lane to make a dedicated right-of-way for rapid transit. The problem with the west corridor was the cost of right-of-way, and

infrastructure was not off-set by a higher ridership. Streetcar would be in-street operation and be in the far right lane just like a bus.

Fuller: So it could take up right-of-way as well just like light rail?

Lawrence: At the stop locations, but not for its operation. Streetcar is in-street, so cars would be in front and behind it.

Fuller: Sounds like streetcar would hinder traffic flow, to a degree. It seems like if we use a transportation system that is going to restrict rubber wheel traffic, that we should use the most efficient system like light rail. I have spoken to Bob Morgan about this as well.

Campbell: In doing your cost evaluation and analysis, did you explore the possibility that there is FAA money that might help connect from the Airport to one of these systems?

Lawrence: No, that's something we did not look at.

Campbell: You do understand the frustration that buses move in the same traffic flow as cars? For example the Providence Road Express is sort of an oxymoron because the bus is anything but an express and it sits in the same traffic that everybody else does. CATS has always been very set on what they want to do and not open minded about exploring other things.

2. Presentation to City Council (June 1)

Orr: In the interest of time, we will save this for next month. But in summary, what we told Council is that in November 2006 we laid out for them a \$300 million expansion program. We explained to them that we have accomplished that. We are now at a fork in the road and it's our intent to keep moving forward and we laid out for them what we planned to do.

Orr presents each committee member with a NCANG History Book which highlights the first 50 years of the Guard.

Meeting adjourned at 9:06 a.m.



T. J. Orr, Aviation Director

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