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INFORMATION:

May 3 & 5 – Blue Line Extension Public Meetings

Staff Resources: Jill Brim, CATS, 704-336-2267, jmbrim@charlottenc.gov

The Charlotte Area Transit System (CATS) will hold public meetings on May 3 and May 5 to present information on the Blue Line Extension. CATS staff will inform the community about the progress of the extension, answer questions, and share the overall vision for the alignment. Additionally, various City and state departments will be present to discuss local projects. Information for the public meetings is below:

Tuesday, May 3, 2015 6:00 p.m. – 8:00 p.m. Sugaw Creek Presbyterian Church 101 W. Sugar Creek Road	Thursday, May 5 6:00 p.m. – 8:00 p.m. The Oasis Shriners Center 604 Doug Mayes Place
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The same information will be presented at both meetings.

Moody’s Investor Service (Credit Rating Agency) Research Report

Staff Resource: Randy Harrington, Management & Financial Services, 704-336-5013, riharrington@charlottenc.gov

Barry Gullet, Charlotte Water, 704-336-4962, bgullet@charlottenc.gov

On March 31, 2016, Moody’s Investor Service published a research report entitled “Separate Governments Often Linked by Credit Ties.” In the report, Charlotte is cited as a model for strong management and how this is a benefit to Charlotte Water.

An excerpt from Moody’s report is provided below. The full report is also attached for reference.

“Municipal utility systems in North Carolina, such as in Raleigh (Aaa stable), Durham (Aaa stable) and Charlotte (Aaa stable), are usually run as departments of the city government and tend to benefit from the strong management that exists at the city level. Charlotte especially highlights this connection. The city realized in the 1950s that it was poised for growth and sought to ensure that its utility infrastructure was in place to accommodate any forthcoming residential or commercial expansion. In taking a proactive approach to building out infrastructure to accommodate a growing population, city management was able to ensure the continuation of a stable and sufficient system for years to come. Today, the Charlotte Water and Sewer Enterprise (Aaa stable) continues to benefit from the strong management at the city level.”



Moody’s Research
Report.pdf

2016 Charlotte-Mecklenburg Homelessness Point In Time Count Report

Staff Resource: Mary Gaertner, NBS, 704-432-5495, mgaertner@charlottenc.gov

The 2016 annual homelessness Point In Time (PIT) Count Report will be released publically on Thursday, April 28. The report was prepared by the UNC Charlotte Urban Institute on behalf of the Housing Advisory Board of Charlotte-Mecklenburg. The report was funded by Mecklenburg County Community Support Services and will be posted to the agency's [website](#) after its release. The report details the 2016 PIT count which was held on January 27 and provides an examination of PIT data from 2009-2016. This is an estimate of how many homeless people are living in transitional, emergency, and seasonal shelters as well as those unsheltered who are living in places unfit for human habitation on any given night. The count should not be viewed as an exact number but used to examine the complexity of the homeless population and trends over time.

Key findings in the 2016 PIT Report include:

- Overall homelessness has decreased by 36% (1,006 persons) since 2010 and 9% (183 persons) since last year as the population in Mecklenburg County grew.
- Chronic homelessness decreased by 39% (110 persons) from 2015 to 2016.
- Veteran homelessness decreased by 19% (36 persons) from 2015 to 2016.
- Family homelessness (adults with children) decreased by 14% (108 persons) from 2015 to 2016.
- Unaccompanied Youth homelessness decreased by 8% (7 persons) from 2015 to 2016.

An annual point in time count is federally mandated by the U.S. Department of Housing and Urban Development for all communities receiving federal funds through the McKinney-Vento Homeless Assistance Grants program.

While the report demonstrates progress, the HAB will continue to support and explore opportunities to expand supportive and affordable housing options. Work is underway to create an innovative partnership with existing landlords and property managers for utilization of existing affordable housing opportunities.

Also, as the governing board for the Continuum of Care, which is required to receive additional federal funding to support the community's homelessness efforts, the Housing Advisory Board will continue working with staff and agency providers to develop strategies and processes to reduce the length of time individuals and families are experiencing homelessness. The Housing Advisory Board is currently holding strategic planning sessions to develop guiding principles beyond the 10-Year Plan to End and Prevent Homelessness that was written in 2006 and adopted by Council in 2007.

CATS To Release CityLYNX Gold Line Phase 2 Proposed Modern Streetcar Renderings

Staff Resources: David McDonald, CATS, 704-336-6900 dmcdonald@charlottenc.gov

A member of the media has submitted a public records request for renderings of proposed modern streetcar vehicles for the CityLYNX Gold Line Phase 2 streetcar project. The City Attorney has advised CATS to release the images as the proposed renderings, attached below, are considered a public record.

The request for proposals for modern streetcar vehicles was issued in January with proposals received in late March. Manufacturers who submitted proposals include Brookville Equipment Corporation, Siemens, and Stadler Rail. Evaluation of the three submissions is underway. The recommendation on the award of the vehicle manufacturing contract is scheduled for Council action in July. The renderings are as submitted by the manufacturer and do not represent the final branding of the vehicles.



CATS Modern
Streetcar.pdf

ATTACHMENTS:

March 14 Transportation & Planning Committee Summary



03.14.16 TAP
Committee Summary I

SECTOR IN-DEPTH

31 March 2016

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Local Government - US

Separate Governments Often Linked by Credit Ties

Separate US local government debt issuers are often related through economic, financial or governance factors, which create credit linkages despite the appearance of legal separation created by differing debt security pledges. Credit linkages, which we define as ties that connect otherwise separate issuers, may only become obvious when an issuer is already in distress and its rating is deep in speculative grade. These linkages do exist, however, and must be considered and evaluated at all rating levels.

- » **Economic Linkages:** Reliance on a shared economy or tax base often links issuers because public finance entities are directly dependent on their tax bases or regional economic activity for a majority of revenues.
- » **Financial Linkages:** Issuers may also have direct financial ties, such as reliance on shared revenues or transfers from one entity to another.
- » **Management or Governance Linkages:** Shared exposure to strong or weak management practices can link issuers. Management's budgeting practices and willingness to increase risk exposure, for example, can affect other related issuers.
- » **Shared Legal or Operating Environment:** Issuers in a shared legal or operating environment are often exposed to similar risks and benefits.

Exhibit 1



Source: Moody's Investors Service

Economic Linkages

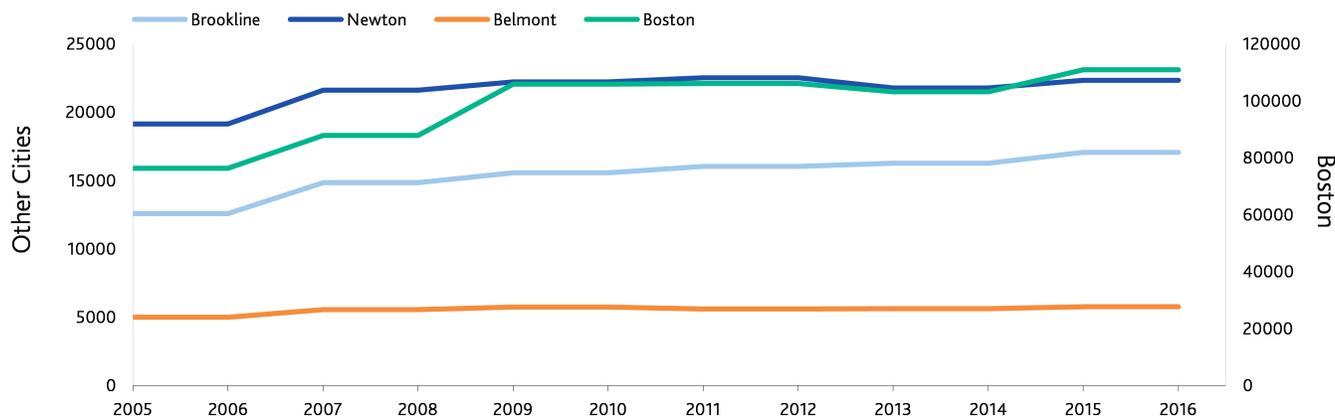
Reliance on a shared economy or tax base often links issuers because public finance entities are directly dependent on their tax base or regional economic activity for a majority of revenues. Examples of such economic linkages include:

- » **Boston, MA and surrounding suburbs:** The economic vibrancy of the [City of Boston](#) (Aaa stable) has long been a credit strength for its surrounding municipalities, such as [Brookline](#) (Aaa stable), [Newton](#) (Aaa stable) and [Belmont](#) (Aaa stable). As New England's largest economic center, Boston provides access to significant employment opportunities and encourages demand for local housing. The robust housing market and the expanding demand for commercial space outside of Boston have provided a stable, long-term environment for neighboring municipalities and are evidenced in the growth in property values of the Boston region (see Exhibit 2).

This publication does not announce a credit rating action. For any credit ratings referenced in this publication, please see the ratings tab on the issuer/entity page on www.moody.com for the most updated credit rating action information and rating history.

Exhibit 2

Equalized Property Values Resilient Throughout Recession in Boston Region (\$ millions)



Note that Massachusetts equalized values are calculated every other year.

Source: Moody's Investors Service

- » **Atlantic City, NJ and Atlantic County, NJ:** [Atlantic City](#) (Caa1 RUR) has been fiscally challenged for years, with very large structural budget deficits that have led to a projected negative net cash balance in 2016. Regional competition to the casino industry has worsened the economy, leading to elevated unemployment (10% as of December 2015 compared to 4.4% for the state) and depressed property values. The city's tax base in 2015 is \$8.4 billion, down 63% from a high of \$22.4 billion in 2008. Because the city accounts for approximately a quarter of the tax base and revenue of [Atlantic County](#) (Aa2 negative), the effects of this economic deterioration have impacted county finances as well, with county full value down 37% to \$36.5 billion from \$58.3 billion over that same period. Any further decline in casino-related revenue has the potential to materially impact the county going forward, and continued revenue loss from the city will require tax increases or spending cuts at the county level. County management reports that it is actively monitoring how the city's downturn is affecting its own finances and will continue to take steps to maintain its structural balance.

Overlapping tax bases connect issuers

Issuers with some or all of their tax bases overlapping are linked in that they rely on the same taxpayers for revenue. A city and its coterminous school district, for instance, are an example of this: To the extent that one issuer raises property taxes on its base, it could impact both the political willingness of the other entity to take on more taxes and the taxpayers' ability to withstand increased costs. For this reason, a high overlapping debt burden could link the ratings of two local government issuers together, and therefore result in rating downgrade for one issuer if there is a downgrade of the related issuer, as there may be a limited ability to raise revenues going forward.

Financial Linkages

Issuers may also have direct financial ties, such as reliance on shared revenues or transfers from one entity to another. This is especially common when one issuer operates as a component fund of another, such as a city's utility system, but it exists in other instances as well, such as when one issuer regularly distributes funds to another to maintain operations. Examples of finances linking issuers include:

- » **Fort Myers, FL:** Like much of [Florida](#) (Aa1 stable), the [City of Fort Myers](#) (Aa3 negative) experienced significant erosion in its tax base throughout the recession, with full value down almost 42% between 2008 and 2012. In order to mitigate some of the loss of property tax associated with tax base declines, the city was able to increase utility rates in its [Water and Sewer Enterprise](#) (Aa3) by over 29% during those same years. The presence of an open loop flow of funds, which allows the utility to transfer excess net operating revenues to the city after paying debt service, strengthens the city's general operations. The city continues to benefit from links to

its component utilities, which it budgets for annually, and transfers from the water, sewer and solid waste funds accounted for over 13% of general fund revenues in 2014.

- » **New York counties and municipalities:** County sales tax is a significant source of revenue for [New York State](#) (Aa1 stable) counties. Counties collect and then distribute a portion of the revenues to their underlying municipalities. Because a county is able to determine the amount that it keeps for its own operations, it is able to increase its own share in order to address anticipated budget shortfalls, but doing so may lead to budgeting constraints for underlying governments that have reduced sales tax revenues but have no other revenue raising ability to mitigate that loss. This has happened recently in [Dutchess](#) (Aa2 stable), [Onondaga](#) (Aa2 stable) and [Chemung](#) (A1) counties. Chemung County, for instance, put in place a 2013 restructuring plan that increased the amount of sales tax retained at the county level to 75% in 2018 from 62.5% in 2015. Dutchess County's 2013 budget capped the amount of sales tax distributed to local municipalities at \$25 million, beginning in 2013, which resulted in municipalities receiving approximately 85% of the sales tax they had previously received. The [City of Beacon](#) (Aa3), for instance, saw its sales tax revenues drop to \$4.2 million in fiscal 2013 from \$5.1 million in fiscal 2012. Underlying local governments are thus financially tied to the county and may be negatively or positively impacted by any changes to its allocation.

Management or Governance Linkages

Shared exposure to strong or weak management practices can link issuers. For example, city management's budgeting practices or willingness to increase risk exposure can affect any utilities it operates as well. Examples of management overlap affecting local governments include:

- » **Harrisburg, PA:** The Harrisburg Authority, which provides water to the City of Harrisburg, suffered during the city's long period of financial distress, which resulted in the city entering into state-sponsored receivership in late 2011. At that time, the city had operated and managed the water system; this relationship exposed the authority to the city's financial problems. For instance, due to the city's role as operator, the authority was seriously delayed in releasing its fiscal 2009 audit. Furthermore, a delay in the city's budgetary process prohibited the authority from adopting its own budget on time. The delay in the city's budget, combined with a delay in the city's appointment of authority board members in 2010, also prevented the authority from enacting planned rate increases. The city's poor management practices were partly to blame for the authority's downgrade to Ba1 from A1 in January 2011 and again to Ba3 in November that same year. The authority's rating was withdrawn in 2011. In creating Capital Region Water (CRW) in 2013, Harrisburg transferred its operational responsibility of the water utility (including related personnel) to a separate authority. Under this new system, no water system revenue is commingled with any city funds, and the utility's employees were spun off into a pension plan separate from the city's. Although linkages remain – the city appoints the CRW board and represents more than 80% of its customers – the creation of CRW was a recognition that the credit stress of the City of Harrisburg was affecting the water utility.
- » **North Carolina (Aaa stable) utilities:** Municipal utility systems in North Carolina, such as in [Raleigh](#) (Aaa stable), [Durham](#) (Aaa stable) and [Charlotte](#) (Aaa stable), are usually run as a departments of the city government and tend to benefit from the strong management that exists at the city level. Charlotte especially highlights this connection. The city realized in the 1950s that it was poised for growth and sought to ensure that its utility infrastructure was in place to accommodate any forthcoming residential or commercial expansion. In taking a proactive approach to building out infrastructure to accommodate a growing population, city management was able to ensure the continuation of a stable and sufficient system for years to come. Today, the [Charlotte Water and Sewer Enterprise](#) (Aaa stable) continues to benefit from the strong management at the city level.

Shared Legal or Operating Environment

Issuers in a shared legal or operating environment are often exposed to similar risks and benefits. Examples of risks that have affected multiple issuers within a shared operating environment include:

- » **Michigan (Aa1 stable) school districts:** A number of changes to the operating environment have challenged school districts throughout the state in recent years. These include Michigan's recent increased authorization of charter schools and its 1996 "Schools of Choice" reform, both of which created direct competition between public, charter and private schools. This exacerbated enrollment declines and thus state funding in some districts, while improving enrollment in others. The shared

exposure to state legislation highlights shared risks between school districts in the state, which are competing for the same declining student base in some regions. The number of students opting for schools outside of the district in which they reside through Schools of Choice has risen on an annual basis, and total participation in the program now exceeds 8% of total Michigan students enrolled in publicly funded schools. Increasing pension costs associated with the state's defined benefit pension plan in recent years have also stressed Michigan school districts. Widespread credit weaknesses still affect the sector, with 23% of school districts in the state being downgraded in 2015 alone. The median rating of Michigan school districts is A1, or one notch lower than the Aa3 median for school districts nationally.

- » **New York local governments:** The Triborough Amendment is a clause of the Public Employees Fair Employment Act of New York State (commonly known as the Taylor Law), which outlines the rights and limits of public sector unions in negotiating contracts with government employers. The amendment stipulates that if the public sector employer and union employees are unable to come to a resolution, the contract currently in place will continue to be effective. This limits the bargaining power of government employers in the state, as they cannot force concessions from the union if they no longer wish to provide the level of benefits offered in the current contract. In this way, all New York state local governments are linked by the fact that they operate in the same constrained legal environment.

Local government methodologies address issuer linkages

Relationships among issuers are important when determining credit quality. Our rating methodologies address the most common linkages in the sector. Although linkages become more apparent in times of distress, these relationships also exist in the absence of stress, and we assess them across the rating scale. Importantly, GO debt is not monolithic, and debt that is secured by statute and/or a lockbox structure has less credit risk in bankruptcy than unsecured GO debt. Similarly, "special revenue" debt carries stronger investor protections, and payments will likely continue to flow during the bankruptcy process. Nonetheless, it is not immune from adjustment in bankruptcy, and its linkages with other credits are an important component of our analysis. (See [Recent Municipal Bankruptcies Provide Greater Clarity on Outcomes for Investors](#).)

Methodologies that incorporate linkages include:

- » **US Municipal Utility Revenue Debt:** A municipality's general obligation credit quality may directly affect the strength of its associated utility systems, and vice versa, because the two tend to have some combination of economic, legal, financial and management ties. As such, the ratings of the utility and general obligation debt will generally be within two notches. In rare cases where a utility credit is sufficiently independent from its associated general obligation credit, there may be greater notching between the two. This may be justified in instances where we see several of the following characteristics: a service area that does not fully overlap, a closed loop flow of funds, a strict separation of accounts and assets, the absence of rating triggers tied to the other entity, or an unusually weak GO or utility rating that is driven by idiosyncratic factors less relevant to the other rated entity.
- » **US Public Finance Special Tax:** An inherent financial tie exists between the special tax revenue and the general obligation rating because the general fund can often access the special tax revenues needed to pay special tax debt service. An issuer's special tax rating is almost always equal to or lower than its general obligation rating, given the strength of the full faith and credit pledge backing the general obligation debt. In cases where we assign a special tax rating that is higher than the general obligation rating, the pledged special tax revenue stream must be legally separated from the issuer's general credit.
- » **US Local Government General Obligation Debt:** Certain elements of the General Obligation methodology capture the linkages that exist in the local government sector. For instance, when issuers (such as a school district and a city) share a common economic base, they receive a similar score for the economy/tax base portion of the rating, thus linking them to the common strengths and weaknesses of their region. Similarly, the institutional framework (IF) factor, which captures the legal ability to match resources with spending, is assigned at the subsector level, meaning all issuers of the same type (cities, for example) in a state will have the same IF score. This is appropriate because these issuers would be operating in a similar legal and political environment. The assignment of the same IF score means credit quality across an entire subsector may be strengthened or weakened by a change in the legal ability to match revenues with expenditures in that subsector.

Moody's Related Research

- » [US Municipal Bond Defaults and Recoveries, 1970-2014](#)
- » [Recent Municipal Bankruptcies Provide Greater Clarity on Outcomes for Investors](#)
- » [Michigan Schools' Widespread Credit Weakness Continues](#)

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CityLYNX Gold Line

Phase 2 Proposed

Modern Streetcars

BROOKVILLE



CENTRAL PIEDMONT CC

Central Piedmont
Community College

GTS



McCreary



STEP DOWN



ENJOY THE RIDE

NEXT STOP: LAS OLAS BLVD

ENJOY THE RIDE





Charlotte Streetcar

CENTRAL PIERMONT CC

ATS



Charlotte Streetcar

ATS

N 10th St

SIEMENS

SIEMENS



Siemens Industry, Inc., Mobility Division, Rolling Stock

S70 Streetcar for the City of Charlotte

Industrial Design Exterior and Interior Renderings

The rendering booklet includes optional equipment, possible variations of the developed concepts and different design suggestions to the City of Charlotte. All content aims at providing a basis for further discussions and Siemens is open to any combinations or variations of the designs introduced in this document.

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Printed in the United States of America

I. Visibility Study



Operator's Cab

Forward View

Siemens Mobility, Rolling Stock | The City of Charlotte



II. Exterior Design Concept



The S70 Streetcar for the City Lynx Gold Line Streetcar Project

Siemens Mobility, Rolling Stock | The City of Charlotte

Features & Benefits

Contemporary Design: FRP Sculpted Front Mask Compared to Steel

Improved Operator Visibility: Thinner A-Pillar and Large Cab Side Windows for a Panoramic View

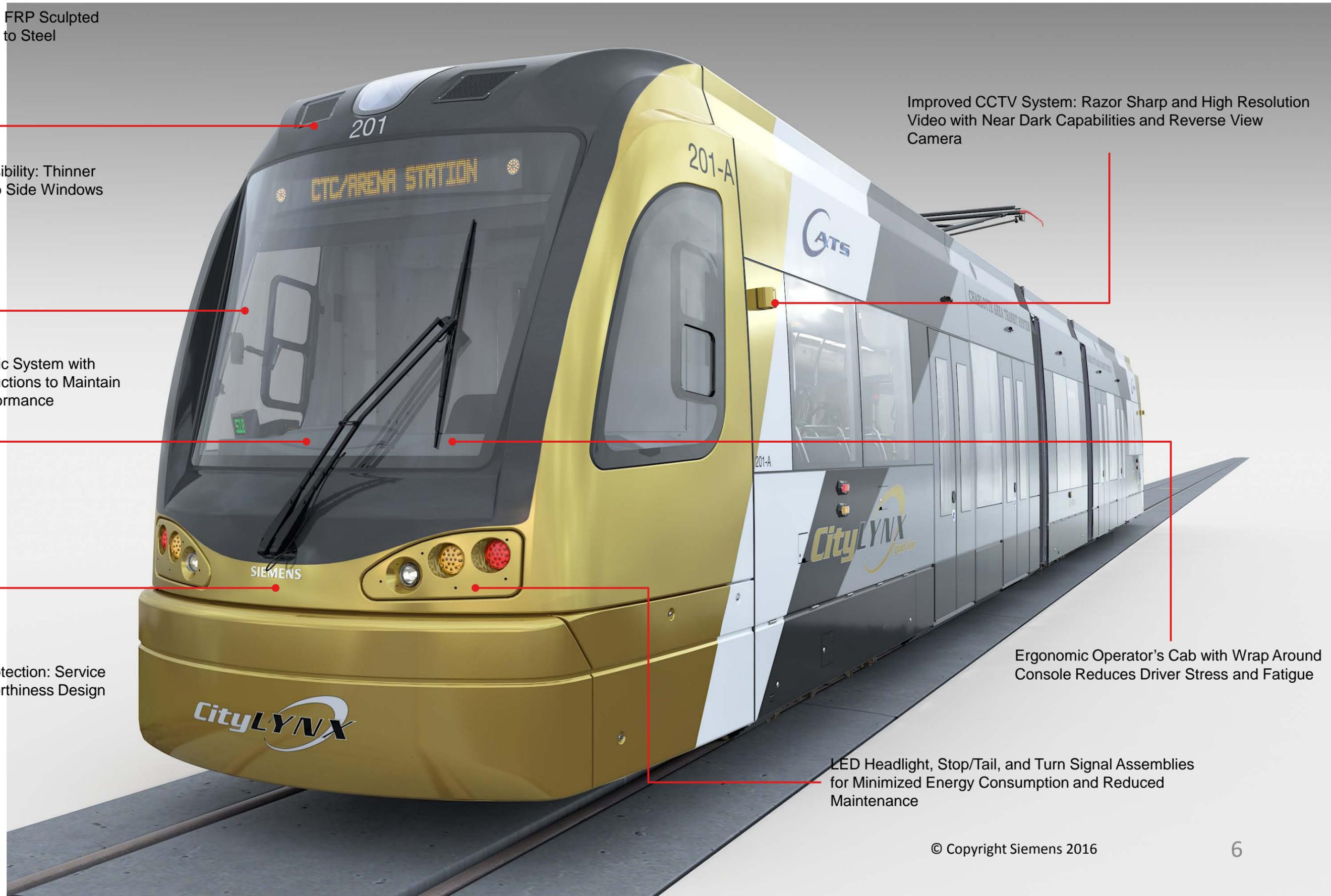
Monitoring & Diagnostic System with Simple Operator Instructions to Maintain System On-Time Performance

Maximized Driver Protection: Service Proven 2G Crash Worthiness Design

Improved CCTV System: Razor Sharp and High Resolution Video with Near Dark Capabilities and Reverse View Camera

Ergonomic Operator's Cab with Wrap Around Console Reduces Driver Stress and Fatigue

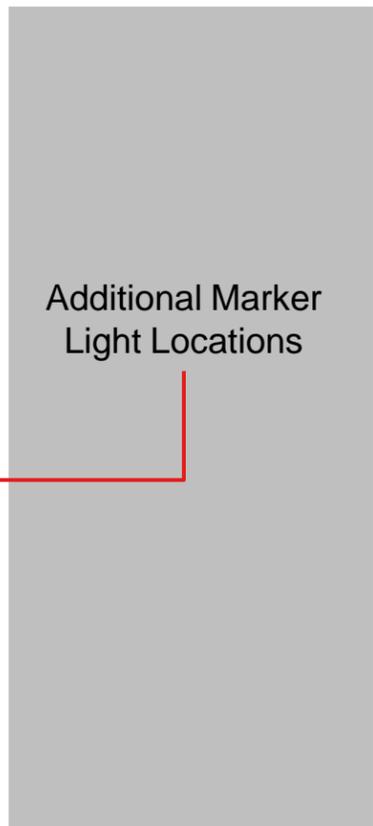
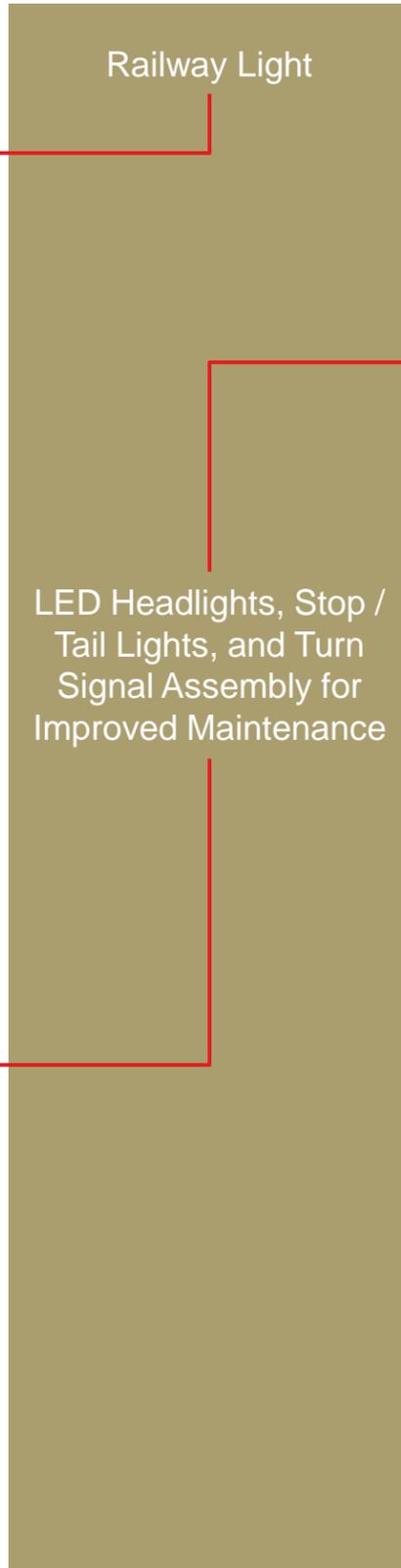
LED Headlight, Stop/Tail, and Turn Signal Assemblies for Minimized Energy Consumption and Reduced Maintenance



The S70 Streetcar for the City Lynx Gold Line Streetcar Project

Siemens Mobility, Rolling Stock | The City of Charlotte

Front View – Improved Headlight/ LED Stop/Tail Light & Turn Signal Design Shown



The S70 Streetcar for the City Lynx Gold Line Streetcar Project

Siemens Mobility, Rolling Stock | The City of Charlotte

Top View



The S70 Streetcar for the City Lynx Gold Line Streetcar Project

Side View A-Car

Siemens Mobility, Rolling Stock | The City of Charlotte



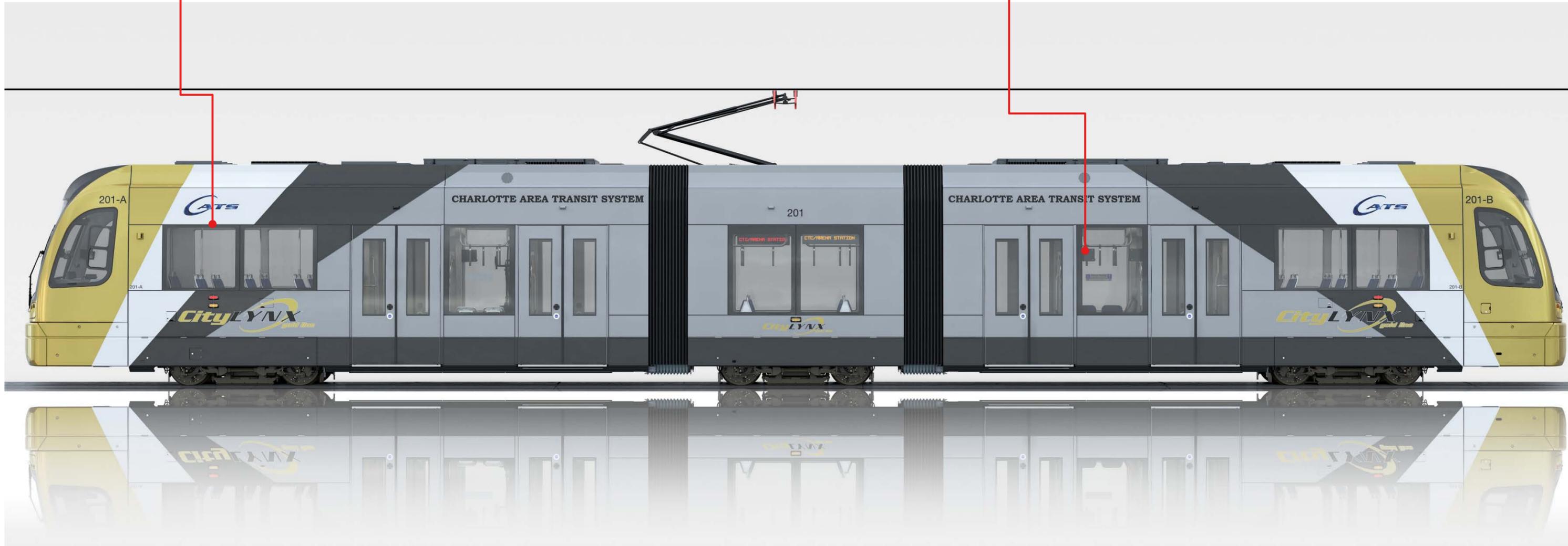
The S70 Streetcar for the City Lynx Gold Line Streetcar Project

Siemens Mobility, Rolling Stock | The City of Charlotte

Side View

Offers the largest seat pitch

Dual bicycle racks in each Car half



The S70 Streetcar for the City Lynx Gold Line Streetcar Project

Siemens Mobility, Rolling Stock | The City of Charlotte

City View – Mount Baker Station



III. Base Interior Design Concept



The S70 Streetcar for the City Lynx Gold Line Streetcar Project

Siemens Mobility, Rolling Stock | The City of Charlotte

Interior Design Concept

Comfortable Air Flow: Reduced Air Speeds and Interior Noise

Greater Accuracy: Automatic Passenger Counter with enhanced 3D Infrared Sensor Technology

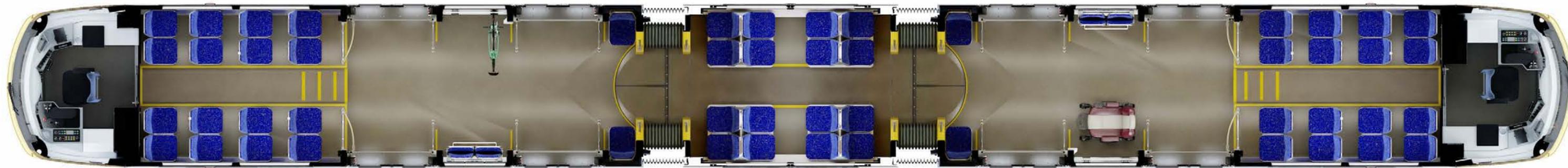
Large Passenger Windows for Increased Visibility and Improved Passenger Safety

Maintenance friendly floor design: Clear unobstructed concept allows easier cleaning, wall-mounted brackets



Interior Design Concept

Bird's Eye View



Interior Design Concept

C-Car

Siemens Mobility, Rolling Stock | The City of Charlotte



Interior Design Concept

High Floor Transition and Door Vestibule

Siemens Mobility, Rolling Stock | The City of Charlotte



Interior Design Concept

High Floor Seating Area and Cab Wall

Siemens Mobility, Rolling Stock | The City of Charlotte



Interior Design Concept

Door Vestibule and ADA Designated Wheelchair Area

Siemens Mobility, Rolling Stock | The City of Charlotte



Interior Design Concept

ADA Area with Flip-Up Seats

Siemens Mobility, Rolling Stock | The City of Charlotte



Interior Design Concept

Cab Wall To Cab Wall View – Bicycle Area Shown

Siemens Mobility, Rolling Stock | The City of Charlotte



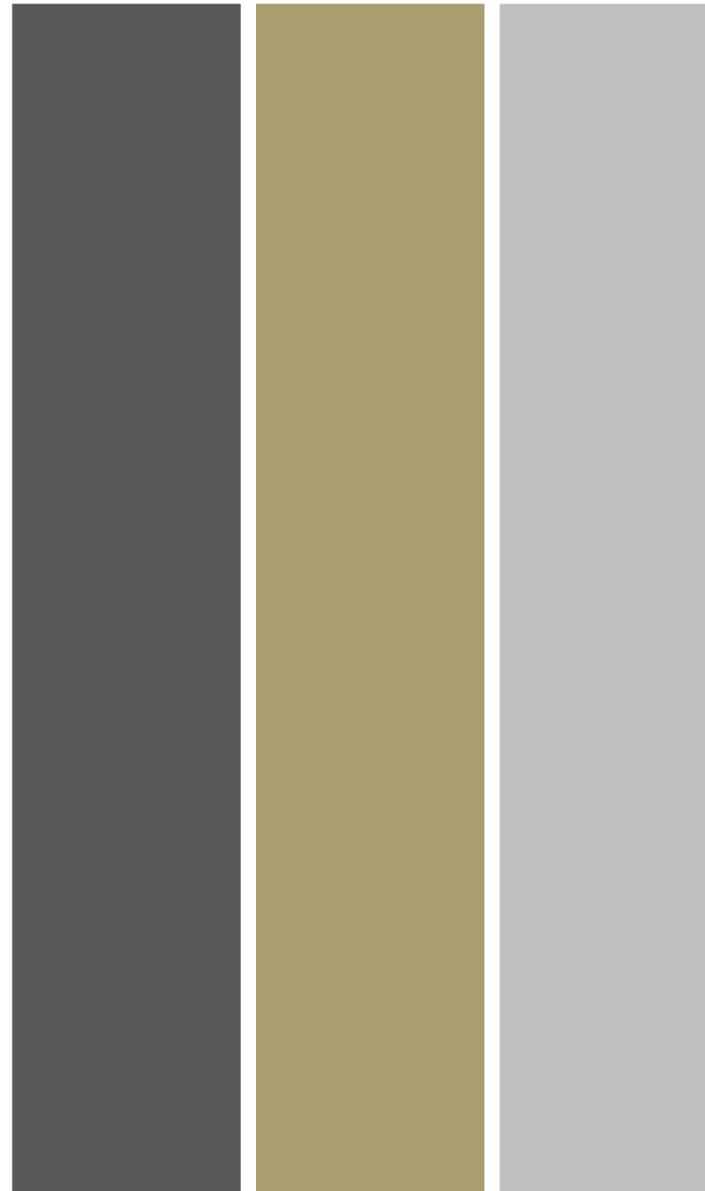
Interior Design Concept

Low Floor Section View

Siemens Mobility, Rolling Stock | The City of Charlotte



V. Optional Equipment Shown



Optional Equipment Shown Includes

- Optional C-Car Longitudinal Seating Layout

Option pricing available upon request.

Interior Design Concept

Optional Longitudinal C-car Seating Layout and Additional Interior Color Palates

Siemens Mobility, Rolling Stock | The City of Charlotte



usa.siemens.com/railsystems

STADLER



STADLER

295

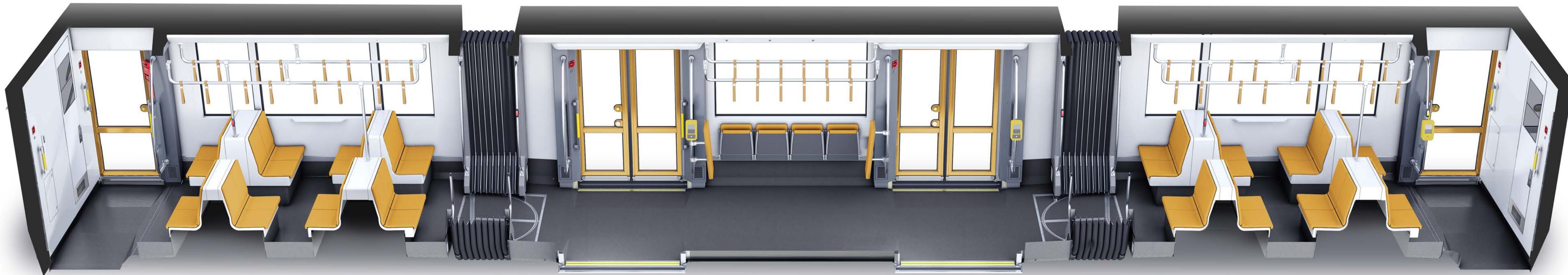
STADLER

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LYNX











Charlotte City Council
Transportation & Planning Committee
Meeting Summary for March 14, 2016

COMMITTEE AGENDA TOPICS

- I. Subject:** **Development Ordinance Update**
Action: For information only
- II. Subject:** **Transportation Action Plan (TAP)**
Action: For information only
- III. Subject:** **Parkwood Avenue and The Plaza**
Action: For information only

COMMITTEE INFORMATION

Present: Vi Lyles, John Autry, Patsy Kinsey, Greg Phipps

Time: 2:06 p.m. – 3:38 p.m.

ATTACHMENTS

Handouts
Agenda

DISCUSSION HIGHLIGHTS

Committee Chair Lyles called the meeting to order at 2:06 p.m. and asked everyone in the room to introduce themselves.

Lyles: We have three items on our agenda today: The Development Ordinance, the Transportation Action Plan as well as the Parkwood and The Plaza Update. All of these are for information only. They are some of the most significant long term decisions that we'll be making for the community. I encourage the Committee members to dive into questions, thoughts or ideas as we go through this.

Campbell: Both items I and II have been assigned to this Committee to monitor and provide oversight for the development of these two different initiatives. The third item is a corridor

Transportation & Planning Committee

Meeting Summary for March 14, 2016

Page 2 of 3

study. We hope you'll see a theme of connectedness even though the initiatives are separate and there will be action by the full Council on each separate item. We want to continue to demonstrate how interrelated they are. The first will be around the Development Ordinance Update. Through this process, we will be growing and expanding the scope of this effort from not just updating the zoning ordinance but to taking a comprehensive and holistic approach. I will turn this over to Ed McKinney and Grant Meacci.

Questions & Answers

I. Development Ordinance Update

Grant Meacci, Planning

Lyles: Would infrastructure such as water pipes, etc. be included in defining and planning place types (see slide 17 of the attached Planning Charlotte's Future presentation)?

Meacci: Yes; if we think the demand in certain areas would tie planning efforts together.

Lyles: We asked for volunteers to track progress within the committee. I believe Mr. Smith and Mrs. Kinsey volunteered.

II. Transportation Action Plan (TAP)

Dan Gallagher, Transportation

Danny Pleasant, Transportation

Phipps: Has the South Boulevard /Woodlawn Road intersection been scored for walkability (see slide 11 of the attached Transportation Action Plan presentation)?

Gallagher: It has been scored, but I will have to look it up.

Kinsey: How do we determine how many seconds pedestrians need to cross?

Gallagher: The countdown signals are timed and we have the ability to modify them as needed.

Autry: Is there any distinction between ADA accessible and ADA compliant?

Gallagher: No.

Phipps: Did CDOT have control over the South Boulevard /Woodlawn Road intersection with no input from NCDOT?

Pleasant: We did work with NCDOT to create this configuration.

Autry: Have you been able to measure the benefit of intersection improvements?

Gallagher: We track a lot of information like accident data, volume, pedestrians. Bicycle counts are harder. We haven't done the before and after analysis. Measurements are one of those things

Transportation & Planning Committee

Meeting Summary for March 14, 2016

Page 3 of 3

we can talk some more about.

Autry: Also, how do we support the investment? We would like some information going forward.

III. Parkwood Avenue and The Plaza

Danny Pleasant, Transportation

Pleasant: This is a progress update. Area residents submitted a petition to you with over 600 signatures asking for pedestrian and bicycle improvements. You received a referral in January, and you approved an arterial studies contract last month. We're suggesting that one of those arterial studies be applied to Parkwood Avenue and The Plaza. We expect to start that kickoff in May or June, host a workshop in July or August, and possibly conclude by November. With a head nod from you, we'll proceed with the study.

Lyles: Any concerns about proceeding with the study? *(No concerns/comments were communicated)*

The meeting adjourned at 3:38.




Planning Charlotte's Future

Transportation & Planning Committee
March 14, 2016



Charlotte's Vision...



Livable city

Vibrant economy

Thriving natural environment

Diverse population

Choices for housing, education, employment

Safe & attractive neighborhoods

Citizen involvement

Charlotte will continue to be one of the most livable cities in the country, with a vibrant economy, a thriving natural environment, a diverse population and a cosmopolitan outlook. Charlotteans will enjoy a range of choices for housing, transportation, education, entertainment and employment. Safe and attractive neighborhoods will continue to be central to the City's identity and citizen involvement key to its vitality.

2

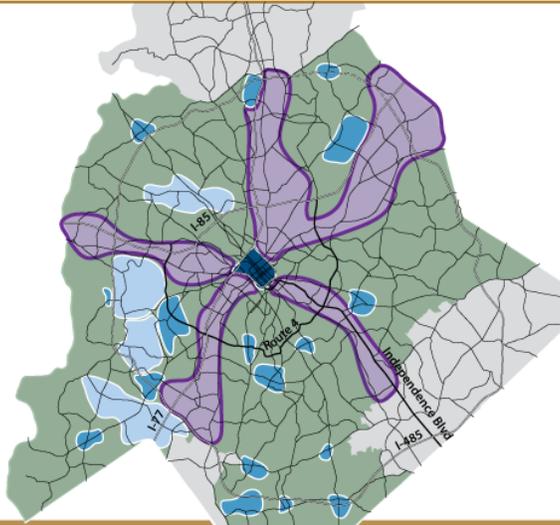


Implementing Our Vision: Centers, Corridors & Wedges

Activity Centers
are generally appropriate for new growth, with generally increased intensity of development.

Growth Corridors
are priority locations for new growth, but may include specific neighborhoods for preservation.

Wedges
are predominantly low density residential with limited higher density housing and neighborhood serving commercial uses.



■ Center City

■ Mixed Use Activity Center

■ Industrial Center

■ Growth Corridor

■ Wedge

■ Other Jurisdiction

Charlotte-Mecklenburg Planning Department, April 2010



Planning to Create a Great City



4

 **CHARLOTTE.** Planning to Create a Great **Places**



- Development Ordinance
- Community Character Policy

5

 **CHARLOTTE.** Draft Ordinance Foundation & Approach

- **Placed Based:** Align zoning districts with “Charlotte places” to implement the vision in our plans and policies
- **Hybrid Approach to Design:** Utilize zoning techniques (e.g., form-based and performance standards) based on the intent and needs of the district
- **Less Reliance on Conditions:** Create clearer and predictable districts that lead to desired development by-right
- **Unified Development Ordinance:** Combine development ordinances in one place to eliminate inconsistencies and create a streamlined process and user understanding

6



Community Character & Place Types

Place Types:

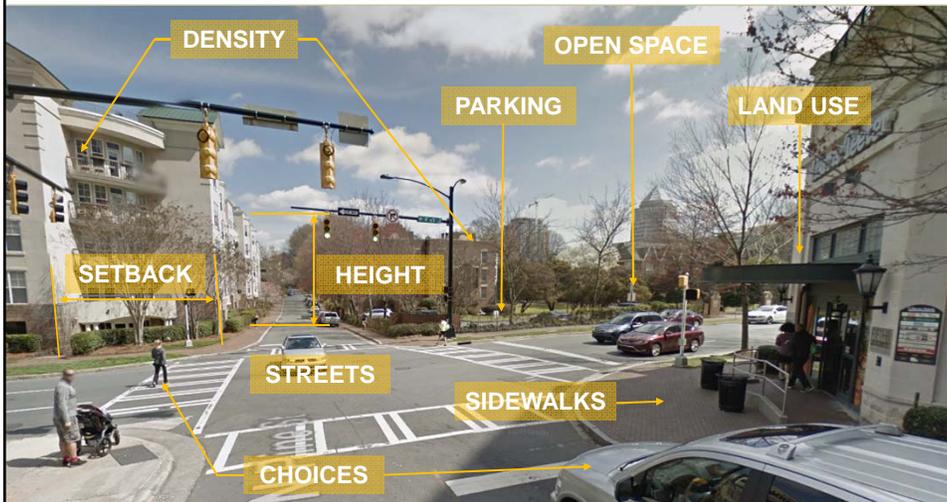
What will they do?

- Foundation for updated Development Ordinance
- Fills Policy and Land Use gaps
- Establishes a common language and vision for future area plans

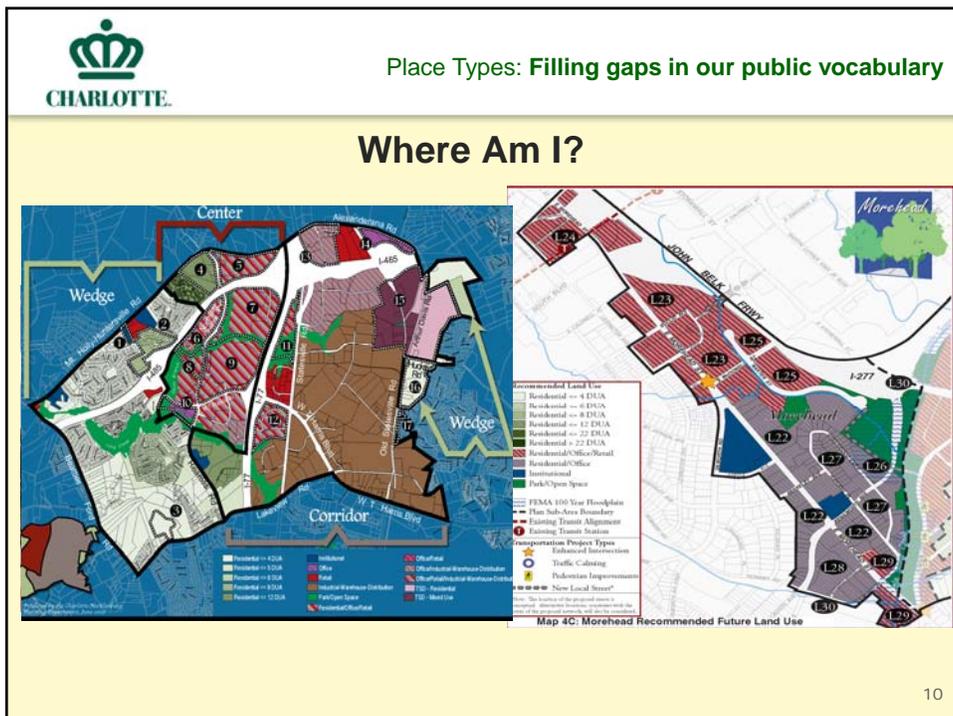
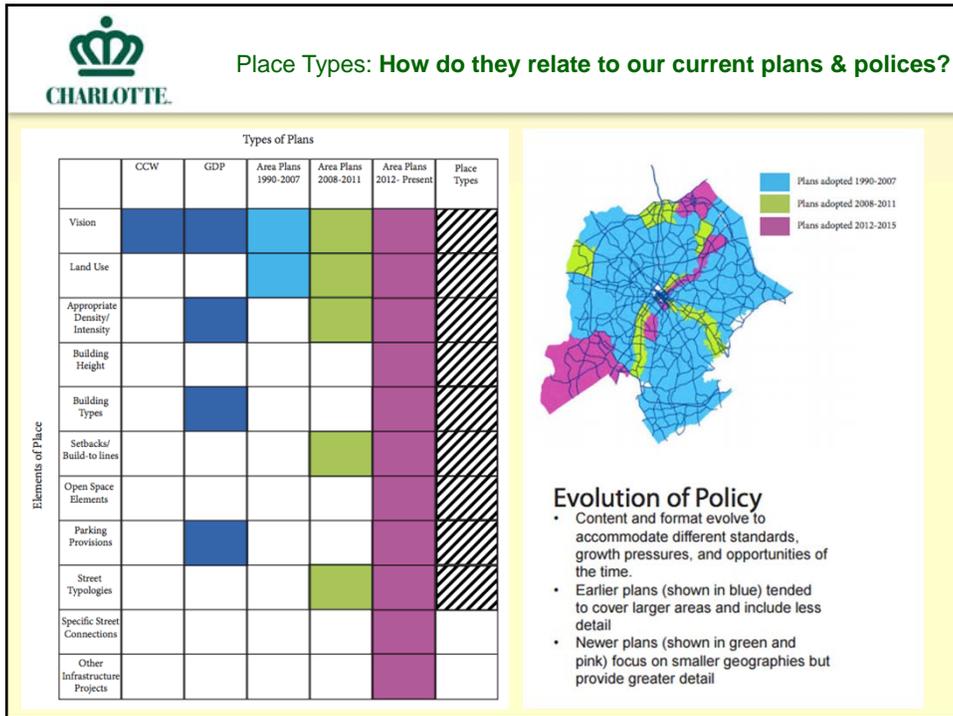
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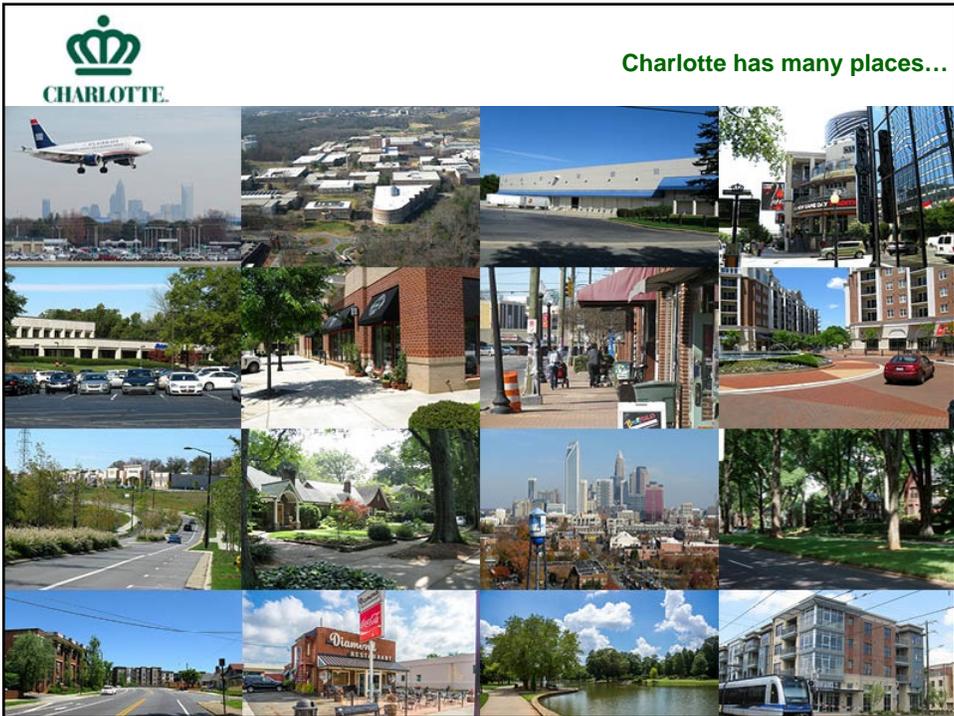


What makes a "place"?



8







Place Types: **Building on an existing foundation**



14-county, bi-state regional public process (2005-2008)

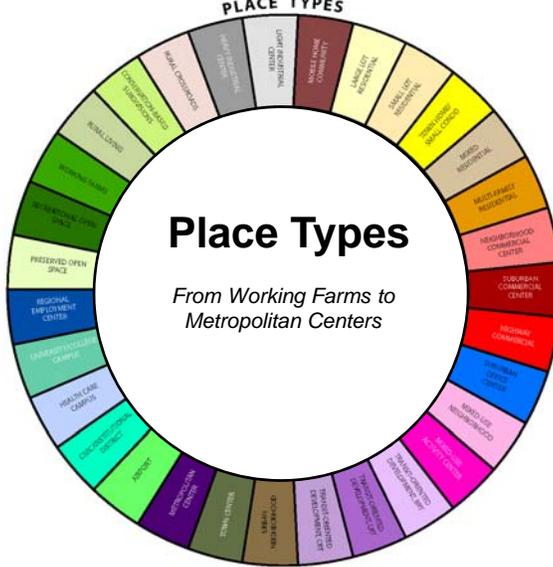
Building upon a foundation:

- 3 year process
- Public, Private and Nonprofit
- 80+ Public Engagement Opportunities
- 400+ Regional Leaders
- 60 Local Governments & Government Agencies
- 8,400 individuals participated



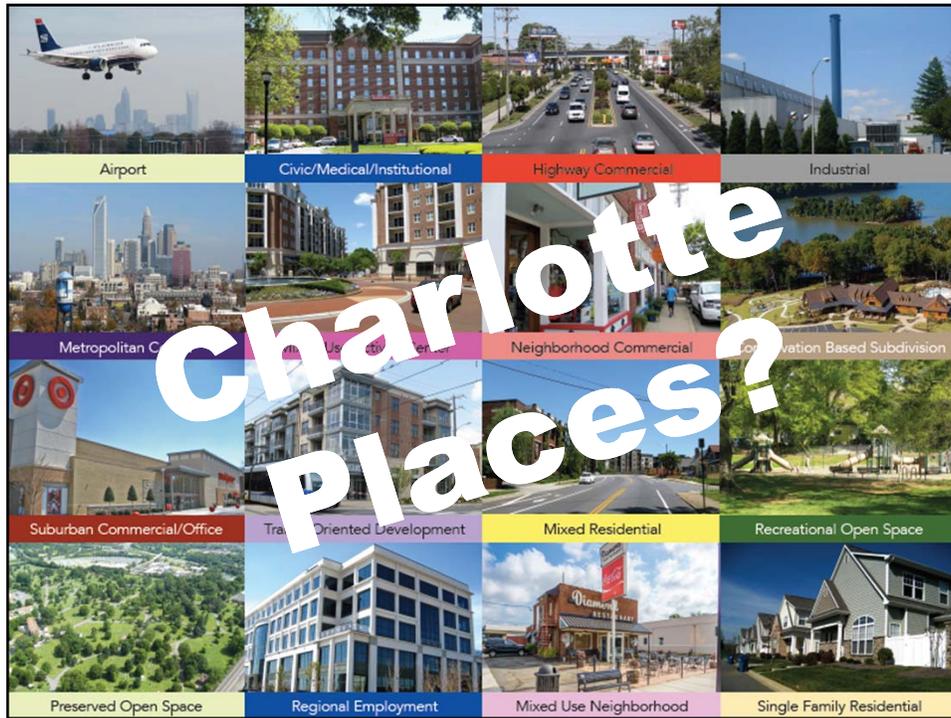
Place Types: **Building on an existing foundation**

PLACE TYPES



Place Types

From Working Farms to Metropolitan Centers



 **Place Types: How we will define**

EXAMPLE

Place Type

VISION

Each place type includes a vision statement which outlines the community's aspirations for the area.

LAND USE

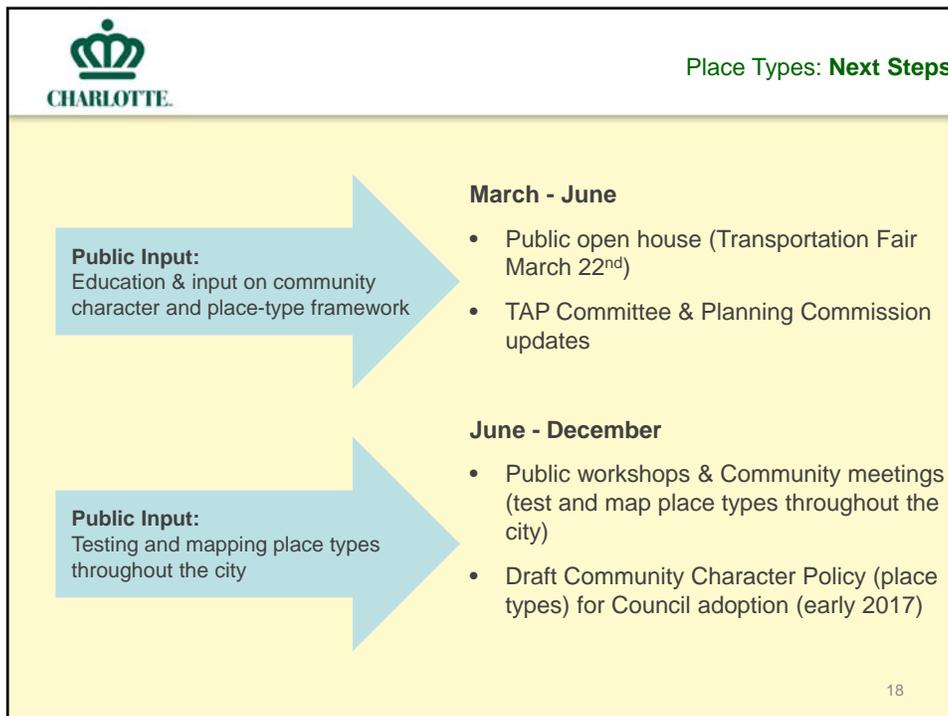
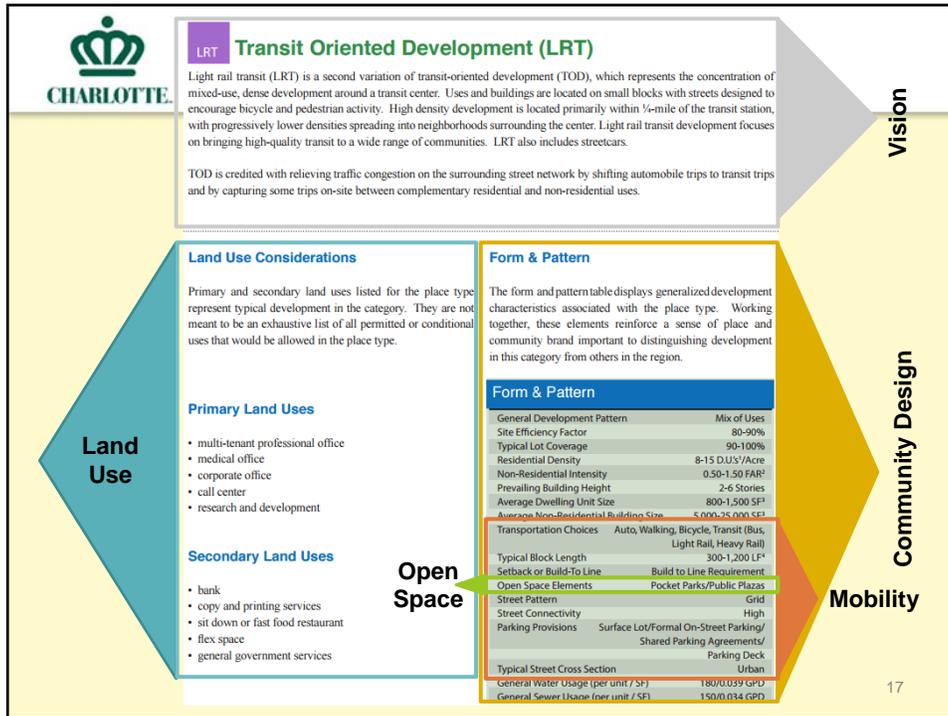
Each place type identifies primary and secondary land uses appropriate for the area. The uses are not meant to be an exhaustive list of all permitted or conditional uses that would be allowed in the place type.

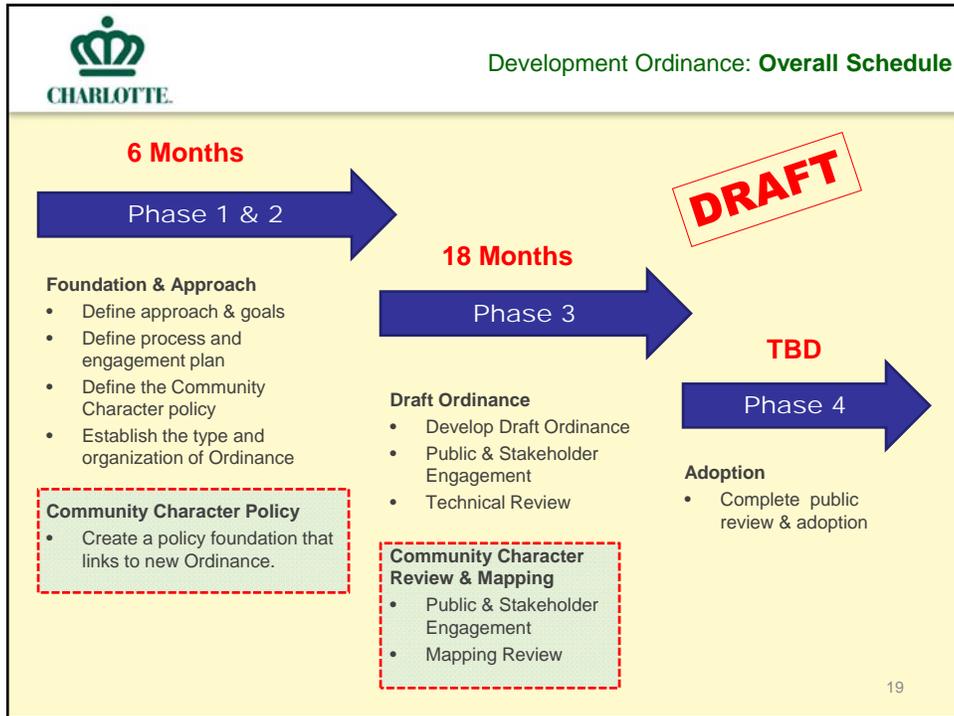
FORM & PATTERN

The form and pattern displays generalized development characteristics associated with the place type. Working together, these elements reinforce a sense of place and community identity important to distinguishing development in this category from in the city.

-  **Density** The number of residential units permitted on one acre of land.
-  **Building Height** The average prevailing height of buildings in the vicinity.
-  **Build-to Line** The line at which a building facade is to occur on a lot.
-  **Open Space** Non-buildable land reserved for active or passive recreation.
-  **Transportation Choices** Requirements to accommodate different modes of transportation such as sidewalks for the pedestrian.
-  **Parking** Appropriate location for any required parking.

16








CHARLOTTE.

Transportation Action Plan

Transportation & Planning Committee
March 14, 2016




CHARLOTTE.

Planning to create a Great City



2



CHARLOTTE.

What is the TAP?

- City's **vision for transportation**
- **One document** for goals, policies, strategies, programs, and projects
- Updated **every 5 years**
- 2006 and 2011

The cover of the "The City of Charlotte TRANSPORTATION Action Plan Policy Document" features a blue background with a network of white lines representing transportation routes. It includes several circular inset images showing various transportation modes: a person on a bicycle, a person pushing a stroller, a person walking, a person on a wheelchair, a person on a skateboard, and a person on a motorcycle. The text on the cover includes "The City of Charlotte TRANSPORTATION Action Plan Policy Document" and "5 Year Update Adopted by City Council: August 22, 2011 Original Adoption: May 22, 2006".

TAP Handout 4



CHARLOTTE.

Key Decisions in the TAP

Reaffirm that Charlotte will:

- ✓ Provide transportation choices
- ✓ Design for all users (complete streets)
- ✓ Continue to rely on Centers, Corridors and Wedges

Key action steps for you:

- Affirm the TAP policies
- Affirm the infrastructure projects/programs in the TAP
- Assess infrastructure funding approach to keep pace with growth



City of 1.2 Million people 5



CHARLOTTE.

Great progress...are we doing enough?



- ✓ 2006–2014 transportation bond projects
- ✓ **\$517M** in streets, intersections, bicycle and pedestrian improvements



 **TAP Projects** 



Statesville Ave.



Community House Rd.



Morris Field Drive



Freedom Dr.

 **TAP Projects** 

Intersection Projects



Brookshire and Hovis



Elm and Ballantyne Commons



There is still work to do...



N. Tryon St.



Rocky River Rd.



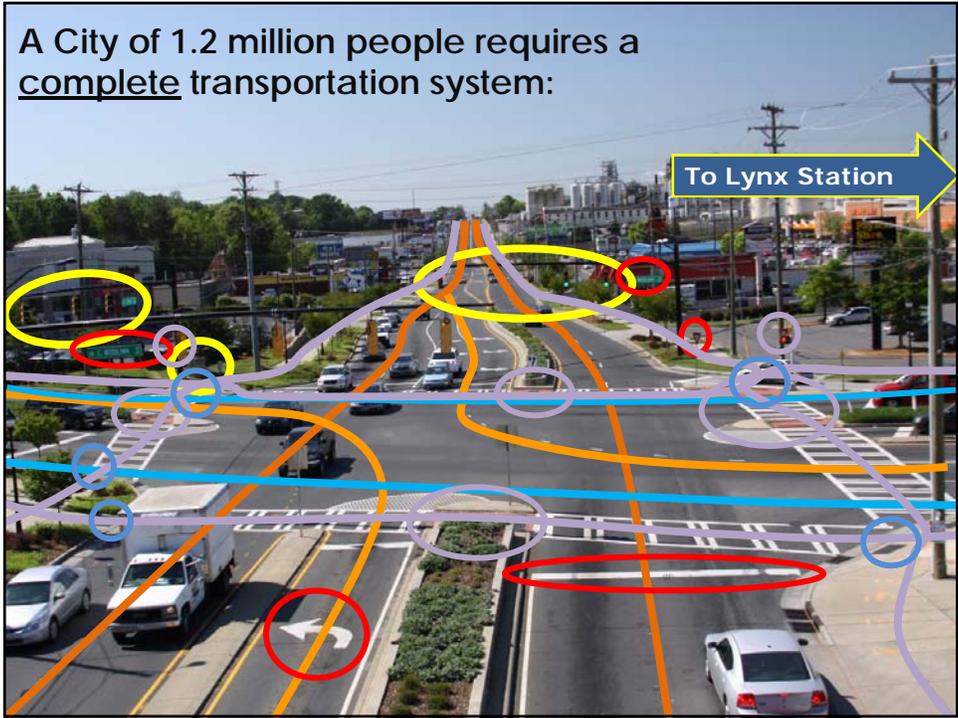
Kenilworth Ave.

Lots of "needs" and lots of opportunity



...and more work to do





 TAP recommends Maintenance

Maintain:

- Streets
- Sidewalks
- Curb and gutter
- Signs, signals and markings
- Bridges



12



TAP recommends Complete Streets

- Build New Streets
- Upgrade Existing Streets
- Upgrade Intersections
- Bridges



TAP recommends Safety improvements

- Safety projects for all modes...
 - Intersections
 - Turn lanes
 - School zones



14



TAP recommends Walkability improvements

- Build sidewalks
- Improve pedestrian crossings
- Address ADA issues

Great cities are walkable cities



TAP recommends Bicycle improvements

- Bicycle-friendly city
 - Off-street paths & trails (XCLT)
 - Bicycle lanes
 - Signed routes
 - Cycle tracks



 TAP recommends Placemaking improvements

- Station area projects
- Center and Corridor projects
- Area plan projects
- CNIP

 Prosperity Village

 Elizabeth Area connections

 Mecklenburg Ave. traffic calming

17

 TAP recommends Technology improvements

- Traffic control devices
- Intelligent Transportation Systems
- Improve traffic flow

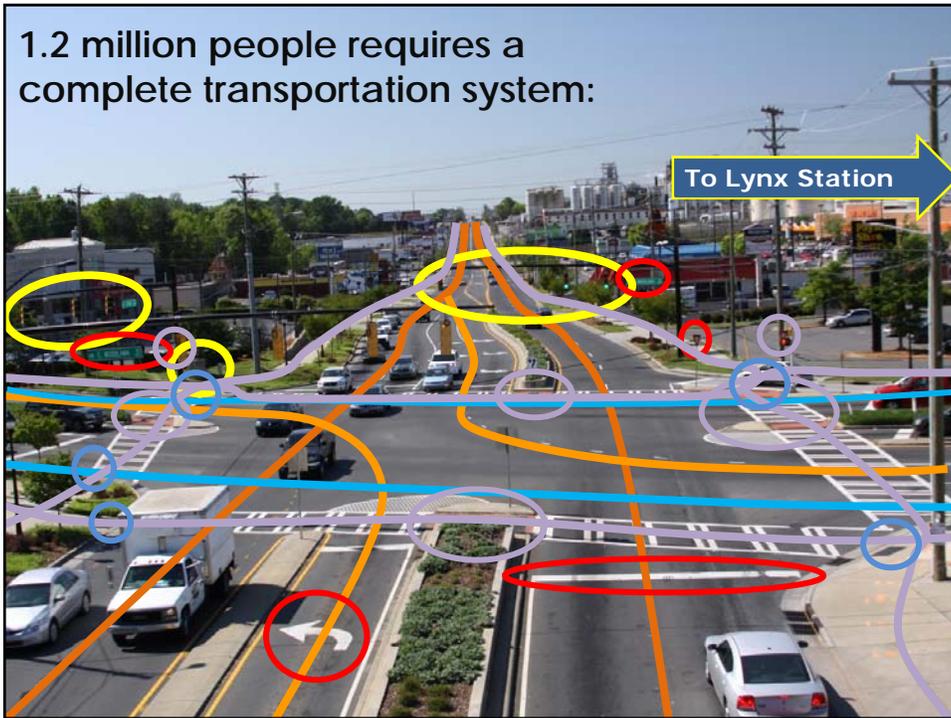






One of our best ways to deal with congestion...

18



Next Steps for the TAP

- **April 11th**
 - Debriefing from the **Transportation Fair**
 - Discuss TAP costs
- **June 13th**
 - Key policy options
 - Program and project recommendations
 - Funding
- **Fall**
 - Plan review
 - Plan adoption

Plan Development

20

The slide features a yellow background. On the left is the City of Charlotte logo. The title 'Next Steps for the TAP' is in green. A list of three main steps is provided, each with sub-points. To the right of the list is a blue box containing the text 'Plan Development', with a large blue arrow pointing downwards from it.

Did you know...?

Charlotte will add 400,000 new residents in the next 25 years.



How will we grow? How will we travel? What will we look like?

PUBLIC WORKSHOP
Tuesday, March 22, 2016
4 p.m. - 8 p.m.
Grady Cole Center
310 North Kings Drive, Charlotte, NC

Drop in and learn about plans underway to address Charlotte's growth and transportation needs. Come share what you want to see and how you want to move as Charlotte grows.

Charlotte Area Transit System (CATS):

- Countywide Transit Service Plan
- Coordinated Human Services Public Transportation Plan
- LYNX Silver Line Transit Study

Charlotte-Mecklenburg Planning Department:

- Community Character Place Types

Charlotte Department of Transportation (CDOT):

- Transportation Action Plan
- Comprehensive Transportation Plan (CRTPO regional plan)
- Charlotte BIKES
- Charlotte WALKS

Visit CDOT's Transportation Plans and Projects page on www.charmeck.org for more information.



We look forward to seeing you at the meeting!

Charlotte MOVES

Transportation Fair

Did you know...?

Charlotte will add 400,000 new residents in the next 25 years.

How will we grow? How will we travel? What will we look like?

What are we discussing with the public?

- What do you think of today's system?
- What do you want to make sure we are thinking about as we plan for the future?

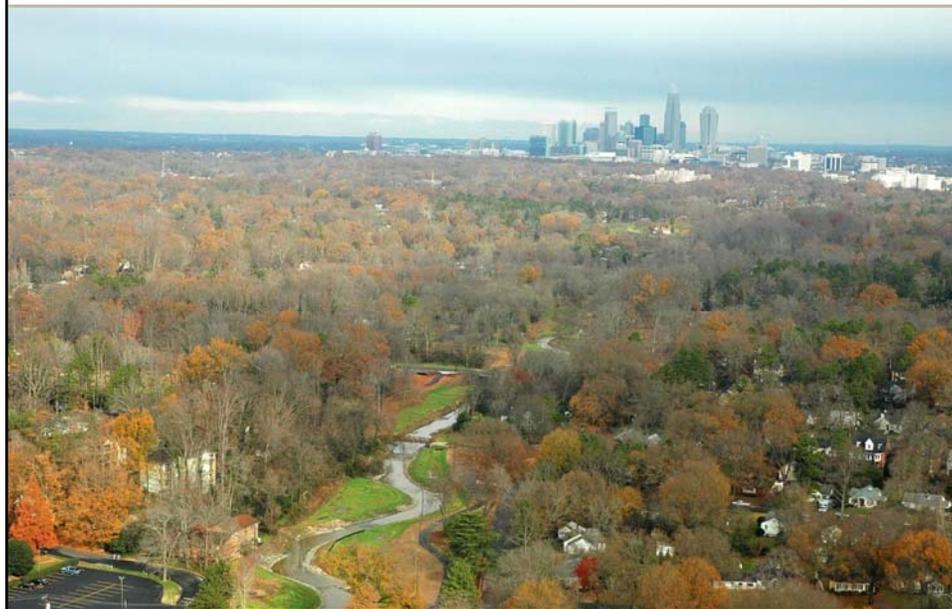


Charlotte MOVES

Transportation Fair



Questions



Transportation & Planning Committee
Monday, March 14, 2016
2:00 – 4:30 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: Vi Lyles, Chair
John Autry
Patsy Kinsey
Greg Phipps
Kenny Smith

Staff Resource: Debra Campbell, City Manager's Office

AGENDA

- I. Development Ordinance Update – 30 minutes**
Resource: Grant Meacci, Planning
Staff will provide an update on the place-type approach to the Development Ordinance and proposed next steps.
Action: For information only
- II. Transportation Action Plan (TAP) – 45 minutes**
Resource: Dan Gallagher, Transportation
Staff will discuss the TAP and focus on key goals, the types of projects and programs included in the TAP, and the proposed schedule for the TAP 5-year update.
Action: For information only
- III. Parkwood Avenue and The Plaza – 10 minutes**
Resource: Danny Pleasant, Transportation
Staff will provide a brief update on the proposed corridor study for Parkwood Avenue and The Plaza.
Action: For information only
- IV. Upcoming Topics – 5 minutes**

Topic	Meeting Date	Lead Dept.
Development Ordinance Update	On-going as needed	Planning
Permitting and Inspection Process Review	On-going as needed	Manager's Office
TAP/CTP Bike and Pedestrian Plan	On-going as needed	CDOT
Focus Area Plan	On-going as needed	Manager's Office
Parkwood Avenue and The Plaza.	On-going as needed	CDOT

Next Scheduled Meeting: April 11 at 2:00 p.m.