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## **INFORMATION:**

### **Broadband Technology Opportunity Program Grant and Motorola Contracts Update**

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Due to recent media interest in the City's Broadband Technology Opportunity Program Grant (BTOP) and Motorola contracts, staff is sending the update below.

Staff have been sharing information with Mayor and Council over the last several months about changes to the Broadband Technology Opportunity Program Grant.

### **ATTACHED: [Summary and grant timeline](#)**

The City of Charlotte's Public Safety Radio Network is a full service, customer owned and maintained wireless infrastructure that supports all public safety and emergency services within Mecklenburg County and surrounding counties. First responders that rely on the network include the Charlotte Fire Department, MEDIC, the Charlotte Mecklenburg Police Department, the Mecklenburg County Sheriff's Department, and surrounding jurisdiction emergency response organizations.

Currently, over 50 agencies are operational on the network including Cabarrus and Union County Public Safety Organizations and the Towns of Cornelius, Davidson, Huntersville, Matthews, Gastonia, Belmont and Mount Holly. Additionally, various federal, state and local public safety agencies in the region access the system through talk-groups.

Motorola has worked with the City since 1996 to develop a reliable radio network and has seen the system through several technological upgrades to better support public safety officials and handle the increases in service area over the years. The company was previously contracted to cover the maintenance of the system.

On October 28, 2013, Council approved the City's enrollment in a Migration Assurance Program, a customized multi-year plan designed to sustain and promote network availability and security, support ongoing growth and expansion due to increased demands on the network, provide for network migration to alternative technologies, and assist with compliance with future grant provisions that may be used to fund improvements. The program is not to exceed \$32,052,123 over the course of seven years with two optional years for a total of nine years. Enrollment did not commit any City funds, and each individual project competed under this program will still need Council approval before it can be implemented. Approximately \$6 million has been committed so far.

The program provides the City with two things: the ongoing maintenance and support necessary to the functionality of the network, and upgrades to the network according to a predetermined seven-year schedule that may be modified according to the City's needs.

By enrolling in this program for a seven-year term as opposed to renewing on a yearly basis, public safety officials are able to plan the next seven years of technology improvements to the network. There is also a cost avoidance of about \$2 million over the life of the program. These savings will be realized not only in Mecklenburg County, but in Union County, Cabarrus County and the City of Gastonia.

There was no solicitation conducted. The City's decision to continue work with Motorola was based on several factors:

- Transitioning to a new system would be highly expensive for the City and all regional partners that use and rely on the existing network.
- The City's first responders are familiar with and have high confidence in Motorola radios and are satisfied with the current service provided by the company.
- Most components of the Public Safety Radio Network are currently provided by Motorola, making the company the most qualified to support the maintenance work performed daily by the City's public safety communications team.
- Motorola's willingness to provide the City with the flexibility to amend the terms as needed over the course of the contract with no penalty.

#### **Airport Noise Exposure Map Update**

*Staff Resource: Jack Christine, Aviation, 704-359-4932, [jlchristine@cltairport.com](mailto:jlchristine@cltairport.com)*

The City of Charlotte has initiated an update of the Noise Exposure Maps (NEMs) per Title 14 of the Code of Federal Regulations, Part 150 for the Charlotte Douglas International Airport. The City has contracted with Landrum & Brown to conduct the study.

The focus of a Noise Exposure Map Update is to quantify aircraft noise and identify land use incompatibilities that exist today and in the future. Such updates must follow Federal Aviation Administration guidelines which have been established to identify land use compatibility based on aircraft noise impacts. These maps are the starting point for identifying where there are noise impacts.

A series of maps will be prepared using the Integrated Noise Model to reflect existing (2015) and future (2020) conditions of the Airport. Future conditions will project noise levels five years into the future taking into account any changes, physical or operational, that may have an effect on the noise levels around the Airport.

Noise levels are presented in terms of the Day-Night Average Sound Level (DNL) metric which is a function of the loudness and frequency of noise events on an average-annual day. A 10 decibel penalty is added to noise that occurs at night between the hours of 10 p.m. and 6 a.m. Noise contours of 65, 70, and 75 DNL will be overlaid onto a land use base map where non-compatible land uses will be identified. 65 DNL is the level at which noise-sensitive land uses are considered to be incompatible without treatment to reduce interior noise levels.

The following noise-sensitive uses are considered non-compatible at or above 65 DNL:

- Residential
- Schools
- Places of worship
- Hospitals
- Nursing homes
- Daycare facilities where licensed education occurs
- Libraries

A stakeholder group composed of those with a special interest in the study -including local residents, elected or appointed officials, members of a community advocacy group, or an Airport tenant or user of the Airport- will form and meet regularly through the duration of the project to discuss noise related issues.

Public involvement will allow input to be gathered on the findings, create an opportunity for dialogue with the public, and educate the public about the Airport and activity that occurs there. Involvement will be welcomed through six workshops open to all members of the public. A website is available for those unable to attend that provides the same information disseminated at the meetings regarding the progress of the study. The website address is [www.airportsites.net/CLT-NEM](http://www.airportsites.net/CLT-NEM)

Public notices were mailed regarding the first set of public workshops. The workshop details are:

- July 30 – West Service Center, 4150 Wilkinson Boulevard
- July 31 – Steele Creek Presbyterian Church, 7407 Steele Creek Road
- November 2014 – TBD
- January 2015 - TBD

Maps are expected in January and March 2015 and a tentative project completion in July 2015.

The NEM Update will NOT recommend changes to the Airport or runway usage, implement restrictions on aircraft, levy fines for not following procedures, limit access to the airport based on size, type, or noise created by aircraft, or alter the noise compatibility measures already in place at the Airport.

### **Operation of Curbside Valet**

*Staff Resource: Jack Christine, Aviation, 704-359-4932, [jlchristine@cltairport.com](mailto:jlchristine@cltairport.com)*

On October 4, 2013, the Airport received a complaint about vehicle searches at Curbside Valet, CLT's premium parking option that allows customers to drop and pick-up their vehicles on the terminal curb. Vehicle inspections are a requirement of the Airport Security Program approved by the Transportation Security Administration (TSA).

The complaint prompted the Aviation Department to temporarily suspend the service and review the inspection procedures. The review identified some issues. The Airport implemented

the following additional measures to address concerns, legal considerations, and regulatory requirements associated with the curbside valet service:

- Installed roadway signage to provide approaching customers notice of the vehicle inspections.
- Developed a written disclaimer that must be read and signed by the customer consenting to the inspection of their vehicle.
- Conducted additional staff training with TSA for the individuals tasked with conducting vehicle inspections. This training focused on the inspection of vehicles and identification of vehicle borne explosive devices and other related contraband.
- Communicated with key curbside valet partners including CMPD and Park, Inc. This discussion included timing/feasibility of the continuation of service, vehicle inspection procedures, and police response protocols. In the event an inspection reveals a suspected item, CMPD will immediately be notified and will assist with resolution of the inspection.

With these measures in place, the Airport reopened Curbside Valet service on October 15, 2013. The Airport will continue to monitor customer and operational partner's feedback on the inspections and service to ensure it is meeting the expectations of each.

**Community Investment Plan Newsletter**

*Staff Resource: Traci Ethridge, Corporate Communications & Marketing, 704-353-1157, [tethridge@charlottenc.gov](mailto:tethridge@charlottenc.gov)*

Staff have created a newsletter to ensure that Council members are receiving information on projects and community engagement activities related to the Community Investment Plan. This newsletter is intended to highlight the efforts of City staff teams, provide status reports and notify Council of any upcoming meetings with residents and stakeholders. Staff will distribute this newsletter whenever there are updates to communicate. If Council members have any questions about the status of projects or would like to discuss additional engagement opportunities, please contact Traci Ethridge.

**ATTACHED: [Issue 1 of the Community Investment Plan Newsletter](#)**