## AGENDA

<table>
<thead>
<tr>
<th>Meeting Type</th>
<th></th>
</tr>
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<tbody>
<tr>
<td>Date:</td>
<td>09-03-1991</td>
</tr>
<tr>
<td>SUBJECT</td>
<td>City of Charlotte, City Clerk's Office</td>
</tr>
</tbody>
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MAYOR AND CITY COUNCIL
WORKSHOP AGENDA
September 3, 1991

5:15 - 6:00 p.m.
I. Review of Charlotte Transit Services
   A. Policies, Objectives, Standards
   B. Overview of How Service Standards Affect Routes and Schedules

6:00 - 6:15 p.m.
II. Dinner

6:15 - 7:30 p.m.
III. Update on Airport Issues
   A. Transportation
   B. Terminal Expansion Plans
   C. Cargo
   D. Ten Year CIP
   E. Part 150 Program Review
PUBLIC TRANSPORTATION POLICIES, OBJECTIVES, AND STANDARDS

POLICIES FOR CHARLOTTE TRANSIT AND SPECIAL TRANSPORTATION SERVICE


1. Revenue to operating cost ratio of 40 percent or higher
2. Expand service to meet increases in population, employment and geographic size
3. Provide mobility for the transportation-disabled
4. Review opportunities for private-sector participation

FORMAL OBJECTIVES FOR CHARLOTTE TRANSIT

1. Ridership per hour, system-wide
2. Cost per hour of service, system-wide
3. Ratio of revenue to operating cost

OPERATIONAL OBJECTIVES AND STANDARDS

1. Percent of scheduled trips operated
2. Percent of trips on-time
3. Accident rate

OPERATIONAL OBJECTIVES

1. Ridership by type of service
2. Complaint response
3. Road call frequency
4. Driver absenteeism
5. Mechanic absenteeism
6. Fuel consumption
7. Air-conditioning

OPERATIONAL STANDARDS
(Adopted by Council on October 26, 1981)

1. Loading
2. Headways
3. On-time performance
4. Bus stop location
5. Direct routing
6. Minimum ridership
7. Shelter/bench location
8. Safety
9. Preventive Maintenance
10. Unusual Service Needs

(More detailed descriptions on next page)
CHARLOTTE TRANSIT OPERATIONAL STANDARDS

PURPOSE OF STANDARDS

1. Lay out for public what can be expected in terms of route design, frequency, on-time performance, etc. from Charlotte Transit

2. Establish criteria for decisions on adding or eliminating transit service

STANDARDS

1. All passengers seated except during peak hours

2. Service frequency 30 minutes or less in peak; 60 minutes or less in off peak

3. 95% of routes within 5 minutes of scheduled time

4. Signed bus stops on all routes

5. Routes as direct as possible and within 1/4-mile of areas likely to support service

6. Routes with less than 80% of system average ridership evaluated semi-annually (and possibly modified)

7. Shelters at bus stops with 50 or more passengers per day
   Benches at bus stops with over 30 daily passengers

8. Accident rates below national average

9. Buses cleaned daily and inspected every 3,000/9,000 miles
   90% of air-conditioners operating in summer;
   Minimum of 4,000 miles between in-service vehicle breakdowns

10. Provide service in response to other City policies (waive other standards if necessary)
HOW CHARLOTTE TRANSIT OPERATIONAL STANDARDS AFFECT ROUTE AND SCHEDULE DESIGN

Standard 1  All passengers seated except during peak hours
Impacts  • Buses may be added to a route to increase seat availability on overcrowded trips.
         • Articulated buses (providing more seats) could be assigned to trips where overcrowing occurs.

Standard 3  95% of routes within 5 minutes of scheduled time
Impacts  • Route may be shortened to improve operating time.
         • Buses could be added to a route; bus operating times adjusted with new service to improve on-time performance.

Standard 5  Routes as direct as possible and within 1/4 mile of City areas likely to support service
Impacts  • Routes should not be over 33% longer than driving distance between two points.
         • Routes may be extended to newly developed or annexed areas if sufficient ridership is expected.
         • Hours of operation may be extended to areas already served if sufficient ridership is projected (night and weekend service).

Standard 6  Routes with less than 80% of system average ridership evaluated semi-annually (and possibly modified).
            Routes evaluated in 6 categories: Weekday Peak, Weekday Base, Express, Crosstown, Saturday, Sunday/Evening
Impacts  • Number of buses on route could be reduced to improve productivity.
         • Service on non-productive route segments may be eliminated.
         • Route could be re-designed to increase ridership and/or to improve productivity.
         • Other routes could be re-located to serve most productive segments of poor route; poor route eliminated.
         • Individual trips with low ridership may be eliminated.
EXAMPLE OF A NEW ROUTE WHICH HAS BEEN IMPLEMENTED

ROUTE 30 - WESTSIDE CROSSTOWN

1987 Charlotte Transit receives requests from residents to provide direct service from westside neighborhoods to Williams Health Center (on Wilkinson Boulevard), Freedom Mall, and Mecklenburg County health facilities (on Beatties Ford Road).

March 1988 Route 30, Westside Crosstown, begins as a demonstration route funded by the Experimental Transit Service Program. Ridership per hour averages 8 to 9 passengers per hour with buses operating each half-hour between 6:00 a.m. and 6:00 p.m.

November 1988 Route 30 is transferred to the Charlotte Transit budget, but service is reduced by 50 percent. Buses operate every hour between 6:00 a.m. and 6:00 p.m., Monday through Saturday.

March 1989 Productivity in second half of Route 30's initial year of service improves to 16 passengers per hour. Ridership decreases little following change in service frequency from 30 to 60 minutes.

April 1991 Route 30 continues to average 16 passengers per hour on weekdays and 17 passengers per hour on Saturdays. The route's productivity is higher than the other crosstown route, Route 29 UNCC/Southpark (12 passengers/hour), but remains below the average for all of Charlotte Transit's local radial routes.
EXAMPLE OF A PROPOSED
SERVICE IMPROVEMENT WHICH
HAS NOT BEEN IMPLEMENTED

SEPARATE ROUTE 3-4 COMBINATION AT NIGHT AND ON SUNDAYS

1983 Route 3 Plaza Road and Route 4 Country Club are among those combined during evenings and on Sundays as a cost reduction measure. The combining of 12 weekday routes into 6 for night and Sunday operations reduces the number of buses operating during these periods.

January 1990 Citizens appearing at a public meeting on transit service improvements request separation of night and Sunday route combinations to reduce passenger travel time and to minimize overcrowding.

August 1990 Charlotte Transit and CDOT staffs present the separation of night and Sunday route combinations to Council's Transportation Committee as the highest-priority service enhancement, assuming unlimited resources.

November 1990 Charlotte Transit staff propose adding service to Routes 3 and 4 in September 1991 such that each route has its own bus at night and on Sundays. Although productivity on the combined route is over 50 passengers per hour, the Route 3-4 combination has standing loads on many trips and is the source of numerous passenger complaints.

January 1991 CDOT proposes the separation of the Route 3-4 combination in the FY 92 service improvement package. Estimated annual cost for the change is $140,000 with projected revenue of $40,000 (net annual cost of $100,000). The estimated increase in annual ridership resulting from the change is 58,000 passengers.

June 1991 The FY 92 operating budget for Charlotte Transit includes no funds for service expansion. Addition of service to Routes 3 and 4 is delayed.
PROCESS FOR CHARLOTTE TRANSIT
SERVICE REVISIONS
(SEPTEMBER IMPLEMENTATION)

October of
Previous Year
Charlotte Transit Scheduling staff completes bi-
annual service standards report, indicating route-
by-route performance. April report also available
to aid in service review.

November of
Previous Year
Charlotte Transit staff, CDOT staff and Transit
Advisory Committee (TAC) develop list of proposed
service adjustments 1) using application of oper-
ational standards for existing services and 2) using
the following criteria for service to new areas:

- Population density
- Employment density
- Autos per household
- Annual household income
- Persons in household under 16 and over 64
- Number of work trips to Uptown from an area

Staff also considers suggestions from passengers,
drivers, citizens and groups such as the Uptown
Transportation Council.

December of
Previous Year
CDOT Director, Deputy Director, Assistant Director
for Planning and Systems, Transportation Alterna-
tives Manager, and TAC members review priority
list of service adjustments; priorities may change
during this meeting based on:

- Existing or estimated ridership
- Existing or estimated cost
  recovery ratio
- Ability to implement with existing fleet
- Compatibility with long-term system development
  policies
- Consistency with City policies, emphasis areas
  and initiatives

January
Charlotte Transit staff finalizes proposed service
adjustments as approved by TAC; CDOT administrative
staff submits budget to reflect recommended service
levels.

April
Budget and Evaluation Department indicates likeli-
hood that service adjustments can be funded.

May
Charlotte Transit Scheduling staff develops driver
work assignments for service which match expected
level of transit funding.
PROCESS FOR CHARLOTTE TRANSIT
SERVICE REVISIONS
(SEPTEMBER IMPLEMENTATION)

May (cont.)  
CDOT Graphics staff change public timetables and prepare artwork for new route timetables.

June  
Council adopts operating budget for Charlotte Transit establishing system service levels.

July  
Charlotte Transit Scheduling staff posts work assignments (to be effective in September) for drivers to select according to their seniority.

CDOT Transportation Alternatives section orders new schedules and prepares marketing/passenger awareness programs for revised services.

Charlotte Transit Human Resources Section hires and begins training program for new drivers (if required).

August  
Charlotte Transit staff trains drivers on new routes as applicable.

CDOT Transportation Alternatives section distributes new timetables and implements marketing programs.

First Monday in September  
Service revisions are implemented.
<table>
<thead>
<tr>
<th>ROUTE</th>
<th>SERVICE IMPROVEMENT</th>
<th>REASON</th>
<th>NET ANNUAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>#3 Plaza</td>
<td>Add service during peak periods</td>
<td>To improve on-time performance and reduce overcrowding</td>
<td>$ 60,000</td>
</tr>
<tr>
<td>#23 Shamrock Drive</td>
<td>Add service during peak periods</td>
<td>To improve on-time performance</td>
<td>60,000</td>
</tr>
<tr>
<td>#40X Albemarle Road Express</td>
<td>Re-route bus to serve Falconbridge area</td>
<td>To extend service within 1/4 mile of residential area</td>
<td>6,000</td>
</tr>
<tr>
<td>#24 Windsong</td>
<td>Extend route along Arrowood Road to NC 49 during peak periods</td>
<td>To extend service within 1/4 mile of residential areas along NC 49</td>
<td>62,000</td>
</tr>
<tr>
<td>#3 Plaza Road &amp; #4 Country Club</td>
<td>Add service to nights and on Sundays</td>
<td>To reduce overcrowding and to extend night and Sunday to Shamrock area</td>
<td>100,000</td>
</tr>
<tr>
<td>#55X Wilkinson Blvd. Express</td>
<td>Extend route from Ashley/Wilkinson to Freedom Hall</td>
<td>To take advantage of existing park-and-ride lot at Freedom Hall (accessible from I-85)</td>
<td>9,000</td>
</tr>
<tr>
<td>#50X Pawtuckett Express</td>
<td>Begin new peak-period express route from Pawtuckett area</td>
<td>To extend service within 1/4 mile of residential areas within City</td>
<td>65,000</td>
</tr>
<tr>
<td><strong>SUBTOTAL (HIGH PRIORITY)</strong></td>
<td></td>
<td></td>
<td>$ 362,000</td>
</tr>
<tr>
<td>#1 Mt. Holly</td>
<td>Extend route along Roszell's Ferry to Exchange Street during midday and on Saturdays</td>
<td>To extend service within 1/4 mile of Todd Park during off-peak periods</td>
<td>$ 30,000</td>
</tr>
<tr>
<td>#17 Commonwealth Avenue</td>
<td>Extend route along 2 branches—one along Idlewild and one along Independence</td>
<td>To extend local bus service within 1/4 mile of residential and commercial areas</td>
<td>117,000</td>
</tr>
<tr>
<td>#54X Harris Blvd Express</td>
<td>Extend route along NC 49 to Harris Houston Rd.</td>
<td>To extend bus service within 1/4 mile of residential areas along NC 49</td>
<td>27,000</td>
</tr>
<tr>
<td>#62X Rea Road Express</td>
<td>Add 4:30 p.m. trip from Uptown</td>
<td>To respond to passenger requests for earlier service</td>
<td>19,000</td>
</tr>
<tr>
<td><strong>SUBTOTAL (MEDIUM PRIORITY)</strong></td>
<td></td>
<td></td>
<td>$ 193,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td>$ 555,000</td>
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TABLE 1
TRANSPORTATION FUND
COST AND REVENUE PROJECTIONS
Fare Increase, September 1991, No Change in Service
FY92 - FY94

<table>
<thead>
<tr>
<th></th>
<th>FY90 Actual Unaudited</th>
<th>FY92 Total</th>
<th>FY93 Total</th>
<th>FY94 Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPERATING EXPENDITURES</td>
<td>15,004,200</td>
<td>19,874,733</td>
<td>21,365,039</td>
<td>22,790,333</td>
</tr>
<tr>
<td>CAPITAL MATCH</td>
<td>200,000</td>
<td>200,000</td>
<td>200,000</td>
<td>200,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>17,669,867</td>
<td>20,074,733</td>
<td>21,565,039</td>
<td>22,990,333</td>
</tr>
<tr>
<td>REVENUES</td>
<td>15,357,605</td>
<td>17,952,953</td>
<td>20,577,794</td>
<td>20,775,887</td>
</tr>
<tr>
<td>SURPLUS (DEFICIT)</td>
<td>353,405</td>
<td>(2,121,780)</td>
<td>(987,245)</td>
<td>(2,214,446)</td>
</tr>
<tr>
<td>FUND BALANCE</td>
<td>5,074,539</td>
<td>2,713,926</td>
<td>592,146</td>
<td>0</td>
</tr>
<tr>
<td>CUMULATIVE DEFICIT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Revenues include $12.50 auto privilege tax in FY92, $20.00 in FY93 and FY94.

*Budget projections indicate small deficit, end of FY93. For practical purposes, this is zero balance in Fund.

CDOT
8/27/91
### Charlotte Transit

**Number of Routes**
- 27 (Local)
- 13 (Express)
- 4 (Special)

**Daily Ridership**
- 40,000 (Weekday)
- 18,500 (Saturday)
- 10,000 (Sunday)

**Buses Operated Daily**
- 133 (Peak-periods)
- 52 (Off-peak)
- 42 (Saturdays)
- 14 (Sundays)

**FY 91 Financial Performance (Unaudited)**

<table>
<thead>
<tr>
<th>Costs</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Charlotte Transit Operations</td>
<td>$14.5 million</td>
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<tr>
<td>Administration/Planning</td>
<td>$1.0 million</td>
</tr>
<tr>
<td>Special Transportation Service</td>
<td>$1.4 million</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Revenues</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fares</td>
<td>$5.0 million</td>
</tr>
<tr>
<td>Sales Tax (1/2 cent)</td>
<td>$5.8 million</td>
</tr>
<tr>
<td>Auto Privilege Fee ($7.50)</td>
<td>$2.0 million</td>
</tr>
<tr>
<td>Federal Grant</td>
<td>$1.3 million</td>
</tr>
</tbody>
</table>

**Special Transportation Service**

**FY 91 Ridership**
- 67,382 (Disabled)
- 5,034 (Neighborhood Centers)
- 6,271 (Other)

**Vehicle Fleet**
- 9 (Accessible Buses)
- 19 (Accessible Vans)
- 4 (Other Vehicles)

**FY 91 Costs (Unaudited)**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Service to Comply with Federal Regulations</td>
<td>$1.1 million</td>
</tr>
<tr>
<td>Neighborhood Centers Transportation</td>
<td>$0.3 million</td>
</tr>
</tbody>
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Mayor/City Council Workshop
Tuesday, Sept. 3, 1991

Charlotte/Douglas International Airport
Aviation Director T.J. Orr

- **Transportation**
  - Overview
  - Rental cars
  - Off airport parking/rental cars
  - Commercial vehicle lane, proposed fee structure
  - Shuttles/taxis

- **Terminal Expansion**
  - Area of expansion
  - Renderings
  - Concourse D
  - International service
  - Other expansions/Concourse B

- **Cargo Development**
  - Existing cargo
  - Current construction
  - Foreign trade zone/customs
  - On-site cargo facilities
  - Southwest District Plan map/Whipporwill Hills
  - State cargo airport/impact

- **10-Year Capital Improvement Program**
  - Passenger Facility Charge (PFC)
  - Airport layout plan/$40 million bond sale
  - Capacity Enhancement Plan
  - 3rd parallel runway

- **Land Acquisition**
  - Southwest District Plan
  - Noise zones
  - Church of God/Moore’s Park
  - Berryhill Baptist Church
  - Part 150/home buyout program

- **Community Programs**
  - Walking path/exercise stations
  - Airport overlook

- **City/County Uses**
  - Mecklenburg County Yard Waste Processing Facility
  - Charlotte/Mecklenburg Animal Control Facility
CHARLOTTE/DOUGLAS INTERNATIONAL AIRPORT

FAR150 OFFERS EXTENDED

□ SCHEDULE  + OFFERS EXTENDED
NOTE. Payless = no minimum; 10% of gross.
Atlanta International Airport Focus

Cargo Volume Expected To Triple at Atlanta

International air cargo volume is expected to triple to 335,340 tons annually at the William B. Hartsfield Atlanta International Airport by 1995. Domestic volume is projected to increase by more than 40% to 341,780 tons by 1995.

Preparations to handle that growth are moving briskly. This year, a state-of-the-art perishables center is slated to be built by U.S. Perishables Inc. at a cost of $5 million to 85.5 million.

"It will put us on a par with Miami and New York as far as handling plant and animal matters or seafood in large quantities," says John Braden, director of public relations and marketing at Atlanta International.

Michael Buccheri, president of U.S. Perishables, expects construction to begin in Sept. 1 with operations starting by March 15.

The entire 40,000 to 45,000 square-foot perishables center will be refrigerated, with temperature zones from sub-freezing up to 35 degrees. "It will be able to handle any commodity and segregate it by temperature," says Mr. Buccheri.

Except for an intern facility the company owns at John F. Kennedy International Airport in New York, "this is the first neutral on-airport facility totally dedicated to the handling of perishable goods," says Mr. Buccheri.

The approximately 12,500 square-foot refrigeration and freezlock center will be for export purposes only. To accommodate a charter-load of cargo, it will be completely self-contained with truck, warehouse offices and colliumate stalls for handling hands.

An import facility "may be in the cards eventually," Mr. Buccheri says.

Also in September, the company will begin construction of a permanent perishables center at JFK. The building will contain 60,000 square feet of warehouse and two floors of offices.

The perishables-square-building center will be located on land earmarked for construction of additional cargo facilities in the north cargo area, where a newly completed $16 million ramp expansion has doubled ground-handling space.

The first new tenant there, Federal Express Corp., built its $3 million mini-sort facility.

The 3,750-acre airport features 11 million square feet of warehouse space, in two operations, each operable.

The 350,000 square-foot North Cargo Building, Hartsfield's newest cargo facility, handles cargo operations of 10 passenger airlines and nine all-cargo and express carriers. The north cargo area has its own refueling and support systems for quick turnaround for freighter operations.

A mid-field cargo area has buildings of 457,000 square feet, leased to Delta Air Lines Inc., 218,000 square feet, leased to Eastern Airlines, and 40,000 square feet, leased to Trans World Airlines Inc. and the U.S. Postal Service.

Delta is the leading cargo carrier at Atlanta International, followed by all-cargo carriers United Parcel Service Inc., Federal Express, and the Emery Worldwide unit of Consolidated Freightways Inc. Other all-cargo airlines serving Atlanta are Airborne Express, Burlington Air Express, DHL Airways Inc., Mountain Air Cargo Inc., Southern Air Transport Inc., and Zephot International Airlines Inc.

The Atlanta Tradeport, adjacent to the airport, is developing various air cargo facilities for forklifts, customer house brokers, air freighters, consolidators and expediers. Four buildings have been opened; 23 are planned for the 880-acre property.

Refrigerated warehousing and lumination facilities, container breakbulk and packaging services are among specialized uses planned for the development, which is seen as the site of the Atlanta Foreign Trade Zone.

The Tradeport has direct access to the U.S. Customs Service's Mobile Inland Port. The only facility of its kind, the Mobile Inland Port is designed to expedite clearance for international freight moving in-bond via truck from any port in the country.

More than 80% of international shipments by air or truck through Atlanta are released electronically through the Automated Broker Interface system.

International freight, now about 21% of freight volume, is projected to rise to 30% by the year 2000.

The airport is served by 30 customs brokers and 83 freight forwarders.

"Transportation is becoming Atlanta's major industry," Mr. Braden says noting that six steamship companies have opened offices there. The Port of Savannah is five hours away by interstate highway.

Located 10 miles south of the city, Atlanta International is ranked sixth among U.S. cargo airports and 12th in the world. It is second in tonnage and internationally in total operations of about 778,000 a year. That is expected to increase to 929,000 by the year 2000. 500 steps are being taken to accommodate that demand.

Plans for a $550 million, one-runway, 10-gate airport in operation by 2005 to handle Atlanta's originating and terminating passengers, a 24th international concourse with 24 gates and 10 new stands, to be completed by 1999; and completion of a 3,500-foot runway dedicated to commuter use.

"As a result of deregulation, we saw a tremendous increase in commuter activity, so that right now, 60% of our passengers are taking up 25% of our runway capacity," says Calvin C. Carter, commissioner of aviation.

The airport has four parallel east-west runways, two of 9,000 feet each, and another of 11,400 feet.
ATLANTA INTERNATIONAL AIRPORT FOCUS
Cargo Volume Expected to Triple at Atlanta

International air cargo volume is expected to triple to 335,346 tons annually at the William B. Hartsfield Atlanta International Airport by 1995.

Domestic volume is projected to increase by more than 40% to 841,760 tons by 1995.

Preparations to handle that growth are moving briskly. This year a state-of-the-art perishables and equine/livestock center is stated to be build by U.S. Perishables Inc. at a cost of $6 million to $6.5 million.

"It will put us on a par with Miami and New York, as far as handling plant and animal matters, or seafood in large quantities," says John Braden, director of public relations and marketing at Atlanta International.

Michael Bucciero, president of U.S. Perishables, expects construction to begin by Sept. 1 with operations starting by March 15.

The entire 40,000 to 45,000 square-foot perishables center will be refrigerated, with temperature zones from sub-freezing up to 55 degrees. "It will be able to handle any commodity and segregate it by temperature," says Mr. Bucciero.

Except for an interim facility the company owns at John F. Kennedy International Airport in New York, "this is the first neutral, on-airport facility totally dedicated to the handling of perishable goods" says Mr. Bucciero.

The approximately 12,500 square-foot equine and livestock center will be for export purposes. Able to accommodate a charter-load of horses, it will be completely self-contained, with tack room, veterinarian offices and collapsible stalls for handling herds.

An import facility "may be in the cards eventually" Mr. Bucciero says.

(Also in September, the company will begin construction of a permanent perishables center at JFK. The building will contain 80,000 square feet of ware house and two floors of offices.)

The first new tenant there, Federal Express Corp., built a $5 million mini-sort facility.

The 3,750 acre airport features 1.1 million square feet of warehouse space in two major cargo complexes.

The 350,000 square-foot North Cargo Building, which is fully rented, houses cargo operations of 10 passenger airplanes and nine
all-cargo and express air carriers. The north cargo area has its own refueling and support systems for quick turnaround for freighter operations.

A midfield cargo area has buildings of 457,000 square feet, leased to Delta Air Lines, Inc.: 215,000 square feet leased to Trans World Airlines, Inc., and the U.S. Postal Service.

Delta is the leading cargo carrier at Atlanta International, followed by all-cargo carriers United Parcel Service, Inc., Federal Express and the Emery Worldwide unit of Consolidated Freightways, Inc. Other all-cargo airlines serving Atlanta are Airborne Express, Burlington Air Express, DHL Airways Inc., Mountain Air Cargo Inc., Southern Air Transport Inc., and Zantop International Airlines Inc.

The Atlanta Tradeport, adjacent to the airport, is developing various air cargo facilities for forwarders, customs house brokers, air truckers, consolidators and expediters. Four buildings have been opened; 25 are planned for the 260 acre property.

Refrigerated warehousing and fumigation facilities, container breakdown and packaging services are among specialized uses planned for the development, which is also the site of the Atlanta Foreign Trade Zone.

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Located 10 miles south of the city, Atlanta International is ranked sixth among U.S. cargo airports and 12th in the world. It is second nationally and internationally in total operations of about 779,000 a year. That is expected to increase to 939,000 by the year 2000. Steps are being taken to accommodate the demand.

Plans call for a $550 million, one-runway, 10-gate airport in operation by 2005 to handle Atlanta's originating and terminating passengers: a fifth international concourse with 24 gates and 10 hard stands, to be completed by 1993; and construction of a 5,500-
foot runway dedicated to commuter use.

"As a result of deregulation, we saw a tremendous increase in commuter activity, so that right now commuting aircraft are taking up 25% of our runway capacity," says Calvin O. Carter, commissioner of aviation.

The airport has four parallel east-west runways, two at 9,000 feet, one of 10,000 feet and another of 11,889 feet.
Fitness Trail To Be Installed Along Airport Walking Path

Walkers, step up! The airport’s walking path continues to grow in length and will soon feature exercise stations.

Approximately a quarter-mile of paved walkway was recently added to the existing path at Wallace Neel Road. The path now continues down Old Dowd Road to the airport’s west public overlook, about a mile.

At the suggestion of many neighborhood residents who use the walking path, a series of exercise stations is now being installed. The self-guided, self-instructed outdoor fitness system will take the user through a complete workout routine at eight different exercise stations.

There will be three exercise stations on Old Dowd Road and five stations on Wallace Neel. Each exercise station has a graphic illustration of the exercise to be performed. Panels show the system layout and how it is to be used. Two of the stations include pulse checks and fitness fact guides. The exercises include stretches, curl ups, bar push aways, balance beam walk and tension release motions, all are designed to improve balance and coordination. The exercise stations are scheduled to be in place by September.

Neighborhood resident Frances Falls says, “Thank you (airport) for giving us a nice place to walk.”

Runway Extension In The Works

Plans are moving along to extend Runway 36R from 7,846 feet to 8,846 feet. The longer runway will increase airfield capacity and reduce aircraft delays. The improvement is in line with the Airport Master Plan. Runway 36R will be extended south 1,000 feet across West Boulevard, and require the relocation of a portion of West Blvd, Wilmount Road and Horsehoe Lane. Terminal Drive will be extended to provide direct access to the airport’s air cargo area and USAir’s aircraft maintenance hangar and training facilities.

Kimley-Horn and Associates, Inc., an engineering firm, will design the road relocations. LPA Group will design the runway and taxiway extensions. Construction on the roads is tentatively scheduled to begin this spring with the runway extension scheduled for completion by spring 1993.

Project Update

- Animal Control Facility
- Wood and Yard Waste Processing Facility
- Southwest District Plan
- Demolition Disposal Site

Following are updates on neighborhood projects:

1) The Charlotte/Mecklenburg Animal Control Facility on Byrum Drive is scheduled to be completed by summer of 1993.
2) The City of Charlotte and the airport are awaiting approval from the Mayor and City Council to lease land to the county for its Wood and Yard Waste Processing Facility. Approval is expected at the Aug 26 Council meeting.
3) The Southwest District Plan is scheduled for adoption by the Mayor and City and County officials this fall.
4) A landscaped berm is currently being formed to buffer the Demolition Disposal Site on Old Dowd Road.
5) A permit has been issued to a private company to operate an off-site demolition landfill between Frosh and Mountainview roads off of Wallace Neel. Although the company is called Airport Recycling, the airport is not associated with it and has no intention of using the site.
July figures show the airport's home buyout program is 10 percent above goal. Of the 226 houses in the program, 106 offers to purchase homes have been made and 86 houses have been bought.

Called FAR (Federal Aviation Regulation) Part 150, the buyout program was implemented in 1988 to buy homes in airport neighborhoods most affected by aircraft noise.

Nearly every house purchased has been auctioned to the public and moved. Some houses in poor condition were burned by community fire departments in training exercises, according to Bob Andress, community programs coordinator. The land is being cleared for future redevelopment.

In addition to buying homes through the Part 150 program, the airport also purchased 17 properties near Berryhill Baptist Church that were identified for purchase in the Airport Master Plan.

The airport is also pursuing FAA approval to buy properties at the end of runways 36R and 18L (Eaton Street and Timberly and Byrum Drive areas). And, final approval is being sought for soundproofing homes in 70 LDN zones. Soundproofing includes installing storm windows, doors, insulation and some air conditioning.

The airport's goal is to purchase all the property within the 75 LDN zone and soundproof all the property within the 70 LDN zone. "We're constantly trying to expand the program to include more properties affected by aircraft noise," said Andress.

The airport filed an application with the Charlotte-Mecklenburg Planning Commission to rezone 134 acres on Byrum and Piney Top drives. The recommended change would rezone the area from R-12 and R-15 (residential) to I-2 CD (industrial, conditional development).

The zoning change will allow the airport to use the property for industrial development, including the Charlotte/Mecklenburg Animal Control Facility, North Carolina Air National Guard Fire Training Pit and the county's Wood and Yard Waste Processing Facility.

As part of the rezoning request, the airport has agreed to provide extensive buffers, setbacks, landscaping and streetscape improvements along Byrum and Piney Top drives.