



AGENDA

CALL TO ORDER

Pledge Allegiance to the Flag (ASW)

Moment of Silence

ADOPTION OF AGENDA

APPROVAL OF THE MINUTES

1. Approval of the Minutes of the February 11, 2025 Town Council meeting, the February 11, 2025 Closed Session meeting (Sealed), the February 24, 2025 Work Session, and the March 5, 2025 Budget Workshop.

AWARDS AND RECOGNITION - None

BOARD UPDATES

2. Pineville Library (*Cameron Smith*)

CONSENT AGENDA

3. Resolution 2025-03 for Surplus of Service Weapon and Badge of Sergeant Wright
4. Resolution 2025-04 for Surplus Items including fire truck
5. Support for Grant Funding for Co-responder Units in local Police Departments
6. Audit Contract

PUBLIC COMMENT

PUBLIC HEARING

7. Proposed Text Amendment to the Pineville Zoning Ordinance relating to Accessory Dwelling Units (*Travis Morgan*)
8. Request for Bids on the potential sale of Pineville Communication Systems (*Ryan Spitzer*)

OLD BUSINESS

9. Industrial Warehouse Conditional Zoning Request (*Travis Morgan*) - **ACTION ITEM**

NEW BUSINESS

- [10.](#) Text Amendment to the Pineville Zoning Ordinance relating to ADUs (*Travis Morgan*) - **ACTION ITEM**
- [11.](#) Electric Substation Construction Bid Award (*David Lucore*) - **ACTION ITEM**
- [12.](#) Code of Ethics (*Mayor Phillips*) - **ACTION ITEM**
- [13.](#) Mayor and Council Filing Fees (*Ryan Spitzer*) - **ACTION ITEM**
- [14.](#) MEDIC funding request (*Ryan Spitzer*) - **ACTION ITEM**
- [15.](#) Discussion of adding PCS board members (*Mayor Phillips*) - **ACTION ITEM**
16. Request for Bids on the potential sale of Pineville Communications Systems (*Ryan Spitzer*) - **ACTION ITEM**

MANAGER'S REPORT

MONTHLY STAFF REPORTS

- [17.](#) Public Works
HR
Parks & Rec
PD
Planning & Zoning
PCS

CALENDARS FOR COUNCIL

- [18.](#) April

CLOSED SESSION - *None*

ADJOURN

If you require any type of reasonable accommodation as a result of physical, sensory, or mental disability in order to participate in this meeting, please contact Lisa Snyder, Clerk of Council, at 704-889-2291 or lsnyder@pinevillenc.gov. Three days' notice is required.



TOWN COUNCIL REGULAR MEETING
TOWN HALL COUNCIL CHAMBERS
TUESDAY, FEBRUARY 11, 2025, AT 6:30 PM

MINUTES

CALL TO ORDER

Mayor David Phillips called the meeting to order @ 6:30 pm.

Mayor: David Phillips

Mayor Pro Tem: Ed Samaha

Council Members: Amelia Stinson-Wesley, Chris McDonough, Danielle Moore

Town Manager: Ryan Spitzer

Town Clerk: Lisa Snyder

Town Attorney: Janelle Lyons

PLEDGE ALLEGIANCE TO THE FLAG

Mayor Pro Tem Samaha led everyone in the Pledge of Allegiance.

MOMENT OF SILENCE

Mayor David Phillips asked for a moment of silence for two Pineville residents who passed away since our last meeting: Paul Gross, and Waddell Ott, and Ben Clark, Jr., a former employee, and please keep them in your thoughts and prayers, and also our first responders, police officers and firefighters, as well.

ADOPTION OF AGENDA

Mayor Phillips announced that we have two changes to the Agenda. The Board Update for the Library will be provided at next month's Council meeting. We are adding a Closed Session at the end of this meeting regarding a real estate matter pursuant to NCGS 143-318-11 (5). Council Member Stinson-Wesley made a motion to adopt the agenda with said adjustments and a second was made by Council Member Moore. All ayes. (**Approved 4-0**).

APPROVAL OF MINUTES

The Minutes of the Town Council meeting of January 14, 2025, the Closed Session on January 14, 2025 (Sealed), and Work Session on January 27, 2025, were submitted for approval. Mayor Pro Tem Samaha moved to approve the minutes as presented with a second made by Council Member McDonough. All Ayes. (**Approved 4-0**)

AWARDS AND RECOGNITION

Mayor Phillips read a Proclamation for the Carolina Sporting Arms owner, David Drummond, and added that they are greatly appreciated by the Town, followed by Sergeant Corey Copley and Sergeant Donald Inghram who presented him with a wall plaque of the PPD patch that is worn on their uniforms.

BOARD REPORT

Sara Longstreet, Owner of Carolina Scoops. Ms. Longstreet gave a presentation to Council containing many updates to the Downtown Merchants businesses. She announced that three new businesses are now open: Phoebes, located next to Water Bean, Papa's House, located on Main Street serving beer, wine and snacks and has a nice outdoor area, and The Head Spa Sanctuary, which took over the former Gvest house. The Head Spa Sanctuary does facials, manicures, and is a full-service spa. Also new to Pineville is Re-Clectic, located near Home Depot. It's similar to a thrift store or TJ Maxx.

Ms. Longstreet gave a shout-out to Riley George, our new Community Relations and Communications Specialist. She has hit the ground running since she started and has great ideas, wants to execute things we need and want, which is so refreshing. First Fridays have been a huge success! The Social District was started almost a year ago and there have been no incidents; everyone is drinking responsibly. Riley won a grant to do a mural on site 1, in which the community was invited to help paint along with the artist, Russ Petty. The next mural will be done on the wall beside the Rug Gallery on Main Street, followed by another mural by the Tailored Salon.

Small businesses are feeling the challenges of the economy and here is what they need to succeed: parking solutions, another crosswalk across Main Street, making marketing the Town a priority and creating a market plan and budget for the Town in the FY 2025-26 budget. She added that local retailers retain 289% more revenue for the local economy than chain stores do.

CONSENT AGENDA

Resolution 2025-02 in support of HB 24 to Restore Authority to Local Government to Initiate Downzoning. Council Member Stinson-Wesley moved to approve Resolution 2025-02 with a second made by Council Member Moore. All ayes.
(**Approved 4-0**)

PUBLIC COMMENT

John Rinko, Pineville resident. Mr. Rinko, Pineville resident, just wanted to ask why Franklin Street is closed. He said that they have large tractor-trailers coming through his neighborhood and they are running over properties. Town Manager Spitzer replied that the street will reopen on Monday.

PUBLIC HEARING

Dorman Road Development (Travis Morgan). Mayor Pro Tem Samaha moved to go into Public Hearing #1 with a second by Council Member McDonough. All ayes. Mr. Morgan said that this hearing is regarding a current 15-acre vacant property along the Western side of Dorman Road. Blue Heel Development is seeking a site plan specific conditional rezoning to rezone the Melinda Earnheart property from R-44 to RMX(CD) to allow for 75 townhomes. Street trees and streetlights will be required. Roll out trash carts will be stored in the garage. NCDOT will have review and final approval for Dorman Road improvement lanes including the minimum 100' stacking for left hand turns into the development. Also discussed and agreed upon was 75' of deceleration stacking for right hand turns into the development. Vehicle lane stacking lengths exclude lane taper area. Council Member Stinson-Wesley wishes to ensure that there will be plenty of high trees and shrubs as buffer to separate the subdivision from the Cottages.

Pineville resident, Terry Cunningham, lives in the Cottages and expressed concern for having to look at the back of the town homes instead of her current view, which is trees and shrubs. The developer, Matt Gallagher, replied that they will preserve where they can preserve and where they can enhance, they will enhance. He added that some areas will be cleared but they'll replant with mature evergreens and other mature plants. Pineville resident, Dan Hobbs, lives in Carolina Crossing would also like to see this occur. Pineville resident, Maureen Dadek, said that traffic is her concern. Pineville resident, Linda Crump,

expressed her concern as to whether fire and garbage trucks will be able to maneuver in the subdivision. The developer replied "yes, they had."

The engineer added that they are proposing curb and gutter along Dorman Road and that the DOT. Dorman Road will become a three-lane road in this area to accommodate the additional turn lanes discussed. Council Member McDonough moved to close this public hearing with a second provided by Mayor Pro Tem Samaha. All ayes.

Council Member Stinson-Wesley moved to close the first public hearing followed by a second made by Council Member Moore. All ayes.

Industrial Warehouse (Travis Morgan). Council Member Stinson-Wesley moved to enter Public Hearing #2 with a second made by Council Member Moore. All ayes. Mr. Morgan explained that Turner Fortin, on behalf of Iconic Equities, requests consideration and approval for a new warehouse within the prior 2018 conditional zoning industrial subdivision along Pineville Distribution Street. The request is for a new 194,382 sq ft warehouse on Lot 4, which is the last remaining planned developable lot in the subdivision. Staff recommends rounding up to 200,000 sq ft. Council Member Stinson-Wesley wants to discourage tractor-trailers from driving through Preston Park and asked Mr. Morgan and the developer to look for ways to move industrial traffic away from the Preston Park residential subdivision. Signage and possibly an intersection median were discussed as considerations at Emmet and Industrial Drive intersection.

Council Member Stinson-Wesley moved to leave the second Public Hearing followed by a second made by Council Member Moore. All ayes.

OLD BUSINESS

There was no old business.

NEW BUSINESS

Dorman Road Development (Travis Morgan). The developer added that he is ok with larger arborvitae trees and is happy to participate with that modification. He also noted that they rely on Town staff to notify him if any plants die. Council Member Stinson-Wesley would like to see a thicker buffer. Council Member Moore made a Motion to approve the Dorman Road Development with street trees and street lights added, porch railings and window grids as shown in renderings, roll out trash containers to be stored in the garage, updated paved open space path and revegetated 20-foot buffer along some of the property boundary, including the turn lanes and a provision to amend the standard town landscape buffer along the adjacent Cottages Development, to allow for large, tall, and dense screening of evergreen, or similar to what is currently there, with a second made by Council Member Stinson-Wesley. All ayes. (**Approved 4-0**)

Industrial Warehouse (Travis Morgan). Council Member Stinson-Wesley wants a physical way to prevent tractor-trailers from turning onto Emmett Street from Industrial. The developer replied that it is up to the DOT but feels that signage would deter the traffic flow and noted difficulty allowing for fire trucks while restricting tractor-trailers. He added that he can work with the Town to come up with modifications to this. They will put in good-faith efforts with signs to prevent trucks from going there. Council Member Stinson-Wesley moved to Table this matter until next month's Council meeting, followed by a second from Council Member Moore. All ayes. (**Approved 4-0 to Table**)

Pay Plan Policies (Linda Gaddy). HR Director, Linda Gaddy, advised that new pay plans were approved based on a recent compensation study conducted. Pay Policy revisions have been revised to match and have been incorporated into the Employee Handbook. Ms. Gaddy advised that they are eliminating the 5% increase at six months since we are now competitive with the market. No pay will be taken away from any employee. Mayor Pro Tem Samaha moved to approve the Pay Plan Policies with Council Member McDonough providing the second. All ayes. (**Approved 4-0**)

Award for Purchase of Underground Cables (David Lucore). Mr. Lucore advised that formal bids were solicited for the underground cables needed for the Miller Farm subdivision. Four companies submitted bids with the lowest bid supplied by Border States in the amount of \$212,640.00. Council Member Stinson-Wesley asked what the timeframe is to receive the materials to which he replied, approximately 10 to 20 weeks. Council Member Moore moved to approve the purchase of the underground cables with a second made by Mayor Pro Tem Samaha. All ayes. (***Approved 4-0***)

MANAGER'S REPORT

Town Manager Spitzer turned over the update on the Johnston Road realignment to Public Works Director, Chip Hill. Mr. Hill reported that construction is at the point where closing the street is needed and will begin on Monday, February 17th. The reason for the street closure is that the water line installation, sidewalk installation, curb installation, and making the storm drain connection to the existing line are needed. The contractor expects the work to be completed in approximately three and a half months. Traffic will be impassable from Johnston Drive to Hwy 51 during this time. The detour will funnel traffic to the intersection of Hwy 51 and Lowry. For a brief period of time, left turns will be allowed at the intersection of Dover Street and Hwy 51. A police officer will be directing traffic during peak hours. NCDOT has been asked to change the timing of the traffic signals to accommodate the increased traffic.

Mr. Spitzer reported that on February 18th at 3:00 am there will be a power outage for certain neighborhoods in the Town. It should last approximately one hour or less.

They are looking at movable speed bumps for the Preston Park neighborhood. The cost is \$5,300 for six of them. They can be relocated and reused. Council agreed to purchase these.

Finance Director Chris Tucker reviewed possible Budget meeting dates with Council. They agreed to the following dates: February 24th following the Work Session, March 5th, March 20th, April 7th, and April 17th.

McCullough Greenway will be starting the week of February 24th if there is no rain. The anticipated completion date is July 3rd.

Matt Jakubowski, Parks & Rec Director, thanked everyone for helping at the Valentine's Banquet last week.

There was a short break before entering Closed Session.

CLOSED SESSION

Council Member Moore made a motion to go into Closed Session followed by a second made by Mayor Pro Tem Samaha Pursuant to NCGS 143-318.11 (5), to discuss a real estate matter.

Mayor Pro Tem Samaha made a motion to leave Closed Session with a second provided by Council Member Moore. All ayes.

ADJOURNMENT

Council Member Stinson-Wesley made a motion to adjourn followed by a second made by Mayor Pro Tem Samaha. All ayes. The meeting was adjourned at 9:35 pm.

Mayor David Phillips

ATTEST:

Town Clerk Lisa Snyder



**WORK SESSION MINUTES
MONDAY, FEBRUARY 24, 2025 @ 6:00 PM
TOWN HALL COUNCIL CHAMBERS**

The Town Council of the Town of Pineville, NC, met in a Work Session on Monday, February 24, 2025 @ 6:25 p.m.

ATTENDANCE

Mayor: David Phillips
Mayor Pro Tem: Ed Samaha
Council Members: Amelia Stinson-Wesley, Chris McDonough, Danielle Moore
Town Manager: Ryan Spitzer
Town Clerk: Lisa Snyder
Finance Director: Chris Tucker
Planning Director: Travis Morgan

CALL TO ORDER

Mayor David Phillips called the meeting to order at 6:25 p.m.

DISCUSSION ITEMS:

Pineville Neighbors Place Update (Staci McBride). Ms. McBride gave Council an update on what PNP has been doing for the past year. In 2024, they provided over 9,400 services to our neighbors in need. This is a summary of many of the things we did for the community: \$329,000 kept over 800 neighbors stably housed with electricity and utilities; 1,000+ people provided over 9,200 lbs. of food on the table; 1,000+ families served through the mobile food pantry; 5,400 lbs. of fresh produce delivered to 30 families; 1,200 students received backpacks and school supplies; 200+ kids participated in the Shop with a Cop and Angel Tree programs; and 9 families were displaced by fire and we provided rental support for 2 months, gift cards, furniture, clothing, food and holiday meals. Ms. McBride said that they appreciate the generous grant that they were awarded to provide financial assistance to our neighbors in Pineville. They are facing challenges for the second half of 2025 and going into 2026 because of the changes being made to funding for federal grants going forward. She hopes that Council will be able to attend their Donor Recognition event on March 27th at Middle James Brewery and Ciera Burdick will be their speaker. Invitations will be sent soon.

ADU Text Amendment (Travis Morgan). Mr. Morgan recapped the ADU text amendment and explained what it is. He shared a proposed update and recommendation from the Planning Board. He recommends that they not be ownership-based. Council Member Stinson-Wesley wants us to be in compliance with the law. Council Member McDonough recommends that we change the ordinance. Mr. Morgan stated that with the legal opinion we have, we can remove the ownership portion, this would be the safest route to take. Town Manager Spitzer added that any existing ADU's could be grandfathered in and anything is possible until the House Bill is ratified. Council could

consider an attached ADU vs a separate building. Mr. Morgan stated that there will need to be a public hearing on this matter. Council Member Stinson-Wesley asked Mr. Morgan to see if any new legislation comes through prior to a public hearing.

MEDIC discussion (Chief Gerin). Chief Gerin gave a presentation on MEDIC. He would like the Town to renegotiate since that has not been done since 2023. The number of calls have increased that are 45 minutes or greater on the call where they are waiting for an ambulance to arrive. The cost is \$20.55 per medical call. This includes fuel, maintenance for the apparatus, etc. Council Member Stinson-Wesley wanted the minutes to reflect that the County has increased taxes twice since 2019, without increasing what they have paid out for these services. Town Manager Spitzer stated that the town managers met with MEDIC, and they asked the County Manager if we could get more money for MEDIC, and she said no. She stated that they have an agreement and they weren't changing their funding because they have different priorities. Mr. Spitzer continued by asking Council to talk to a county commissioner. Council Members Stinson-Wesley and Moore asked if the MEDIC doctors would come back and address the discrepancies.

Clarification on Food Trucks (Travis Morgan). Mr. Morgan reviewed the temporary permit for food trucks with Council and asked if any modifications are needed. The biggest concerns we have heard are competition with permanent brick and mortar long term Town businesses and location on vacant parcels that prevent or discourage permanent business on site and don't improve the property to current zoning requirements. He stated that if the food trucks are located in the back of properties, it's not a big problem. However, if they are located in front, it becomes an issue.

Greenway Timeline (Ryan Spitzer). Town Manager Spitzer said that the anticipated completion date is July 3, 2025, which is 6 months behind schedule. The town attorney advised to address this at the end of the contract, since it's already in the contract.

Budget Session Priorities (Chris Tucker). Finance Director Tucker said that he will be meeting with the department heads next week. He reviewed the budget timeline and different types of funds with Council. Key decisions include the tax rate, compensation strategies, and capital additions. The Town's current policy range is 24-32% of the unassigned fund balance (available for appropriation). Mr. Tucker shared pie charts of the FY25 General Fund Revenues by source, by function, and by category. He noted that FY24 was a revaluation year and FY28 will be the next. Davenport will be attending the next budget meeting on March 5th.

Parking discussion (Ryan Spitzer). Town Manager Spitzer were looking for some direction from Council on what they want for parking within the Town in terms of parking. We would like to look at some mechanisms to fulfill what they are wanting. There have been concerns about parking on both sides of some streets. Olive Street seems to be one of the most narrow streets within the town. Mayor Pro Tem Samaha said that streets went to parking on one side parking, and it helped a lot. Council Member Stinson-Wesley wants the width of the street to be in compliance.

Mr. Spitzer said that if the streets are below 27', we can take a look at parking on one side and report back to Council. There must be 15' between if cars are on both sides of the street. You could not get a fire truck through if there are cars on both sides of a street that is 27' wide. Mr. Morgan stated that we could do a pilot rollout and try this on some streets.

Council Member Stinson-Wesley moved to adjourn the Work Session followed by a second made by Council Member Moore. All ayes.

The Mayor adjourned the meeting at 9:50 pm.

David Phillips, Mayor

ATTEST:

Lisa Snyder, Town Clerk

Mayor
David Phillips

Mayor Pro Tem
Ed Samaha

Town Manager
Ryan Spitzer



Town Council
Amelia Stinson-Wesley
Chris McDonough
Danielle Moore

Town Clerk
Lisa Snyder

BUDGET MEETING MARCH 5, 2025

The Town Council of the Town of Pineville, NC, met in a Budget Workshop on Wednesday, March 5, 2025, at 6:00 pm. The meeting was held in the Town Hall Council Chambers.

Attendance:

Mayor: David Phillips

Mayor Pro Tem: Ed Samaha

Council Members: Amelia Stinson-Wesley, Chris McDonough, Danielle Moore

Town Manager: Ryan Spitzer

Asst Town Manager/Finance Director: Chris Tucker

Town Clerk: Lisa Snyder

Electricities Director: David Lucore

Mayor Phillips called the meeting to order at 6:00 pm. Assistant Town Manager/Finance Director, Chris Tucker, began the budget meeting by introducing Mitch Brigulio, of Davenport Finance. Electric funds was reviewed and debt service was discussed. He noted that fund balance is a big tool in our toolbox. Ratings were reviewed and compared with our peers.

Mr. Brigulio began with the General Fund and its credit rating overview. The Town has not needed a credit rating since we do not have any outstanding public debt. He explained what goes into determining the rating for a town: economy, financial performance, institutional framework, and leverage. The Town has maintained a healthy General Fund balance, with total reserves at or in excess of \$20 million over the last five years. A portion of the Town's Fund Balance is committed for tourism and stormwater-related expenses. The majority is unassigned.

The Town has an adopted Fund Balance Policy. The Town will target Unassigned Fund Balance equal to 32% (4 months) of the General Fund Budget and maintain a minimum Unassigned Fund Balance at the close of each fiscal year equal to 24% (3 months) of the General Fund Budget. The Town has a policy that sets a maximum debt service to expenditures of 20%.

Mr. Brigulio reviewed the Capital Funding Requirements, revenue available, cash flow surplus (deficit), additional revenue, and adjusted surplus (deficit). This reflects planned F25 Unassigned General Fund Balance Transfer of \$5.5 million in conjunction with the Radio System project.

Mr. Brigulio also discussed the Electric Fund. It is an enterprise fund, not a government fund. It is currently procuring materials for the substation and it is driven purely by the charges of the electric system. The Town does not generate the power. It is generated by Electricities.

He continued by discussing the NC financing options and considerations, which include Pay-Go, general obligation bonds, installment financing, public sale, revenue bonds (most common), special obligation bonds, direct bank loan and State/Federal programs. He discussed the LGC (Local Government Commission) with Council and outlined some key dates coming up this year: July 8th Council meeting where Council selects the winning lender and considers adopting a Preliminary Findings Resolution, and August 12th when Council considers adopting a Bond Order.

Council Member Stinson-Wesley asked David Lucore if this will keep us in line with the timeline to which Mr. Lucore replied the substation should be completed in the Spring of 2026 and then will be put online so we would need this funding to flow in this timeline.

Mr. Tucker reminded Council that the next budget meeting is Thursday, March 20th at 6:00 pm and will be held at the Police Department.

Adjournment was at 8:30 pm.



Mayor David Phillips



RESOLUTION NO. 2025-03

RESOLUTION OF THE TOWN OF PINEVILLE, NORTH CAROLINA RECOGNIZING THE SERVICE OF SERGEANT, WILLIAM WRIGHT, DECLARING HIS BADGE AND SERVICE WEAPON AS SURPLUS AND AWARDING IT TO HIM UPON HIS RETIREMENT

WHEREAS, N.C.G.S. 20-187.2 authorizes governing boards of law enforcement agencies to award retiring officers with their badge and service weapon; and

WHEREAS, William Wright served on the Pineville Police Force from 5/11/2000 until his retirement on 5/30/2025 as Sergeant; and

WHEREAS, The Pineville Town Council has declared his service weapon, a Glock 9mm, model 45, Generation 5, Serial #BYCP545 as surplus and awarded this item to him on the occasion of his retirement;

NOW, BE IT FURTHER RESOLVED, that William Wright be recognized for his dedicated service in protecting the rights and freedoms, as well as ensuring the safety of the residents of the Town of Pineville.

Adopted this _____ day of March 2025.

David Phillips, Mayor

ATTEST:

Lisa Snyder, Town Clerk



RESOLUTION NO. 2025-04

RESOLUTION OF THE TOWN OF PINEVILLE, NORTH CAROLINA DECLARING SURPLUS ITEMS FOR SALE VIA ELECTRONIC AUCTION AND/OR DISPOSAL VIA DONATION OR RECYCLE

WHEREAS, G.S 160A-265 authorizes the Town Council to dispose of surplus property and G.S.160A-270 (c) authorizes the sale of surplus property by means of electronic auction; and

WHEREAS, the Town Manager, along with Department Heads, have declared surplus and unusable personal property as listed in “Exhibit A”;

NOW, THEREFORE BE IT RESOLVED, that the Mayor and Town Council hereby authorize the Town Manager to dispose of some of the listed items by utilizing the on-line internet auction services of Public Surplus and/or Gov Deals and the Town Clerk to dispose of other surplus items via donation or recycling of such items. The Town Manager and Town Clerk shall have the right to add or delete from the properties listed and any items not sold may be disposed of by any others means available, including sale at public auction, donation to non-profit organization, or destruction, whichever is deemed to be in the best interest of the Town.

Adopted this 11th day of March 2025.

ATTEST:

SEAL:

David Phillips, Mayor

Lisa Snyder, Town Clerk

EXHIBIT "A"

Surplus Property for Auction, Donation, Recycling, Destruction, Sale

Surplus Items

Dept.	Item/Desc/VIN#	Make/Model	Misc.	How Disposed	Eff. Date	Miles
Fire	4P1CT02S14A4164	Pierce Fire Truck	Needs injectors	Surplus	3/11/25	56,165
Public Works		Electric Central Pneumatic air compressor		Surplus	3/11/25	
Public Works		Stihl weed eater Model #FS90R		Surplus	3/11/25	
Public Works		Stihl hedge trimmer Model #FS80R		Surplus	3/11/25	
Public Works		Billy goat walk behind street blower Model #F1302H		Surplus	3/11/25	
Public Works		Billy goat walk behind street blower Model #G601S		Surplus	3/11/25	



TOWN COUNCIL AGENDA ITEM

MEETING DATE: March 11, 2025

Agenda Title/Category:	Letter of Support for Grant Funding: PD’s Co-Responder Proposal			
Staff Contact/Presenter:	Chief Hudgins			
Meets Strategic Initiative or Approved Plan:	Yes	No	If yes, list:	PD SMP: Evidence-Based Crime & Disorder Prevention; Community Engagement & Protection
	X			
Background:	The PD is partnering with Cornelius, Matthews, and Mint Hill PDs to form four co-responder units. We are jointly seeking grant funding to cover the cost of these programs.			
Discussion:	The Police Department requests the Town Council's support in signing a letter of support for our grant funding request.			
Fiscal impact:	We are applying for three grants. There are no matching funds for two of the grants. One requires matching funds. The fiscal impacts are dependent on the funding that is awarded. If no funds are awarded, it would cost the Town between \$75,640 to \$116,059.			
Attachments:	Two: 1. letter of support & 2. Mecklenburg County Town Police Departments’ Proposed Co-Responder Program letter			

[Your Name]
[Your Address]
[City, State, ZIP Code]
[Your Email]
[Your Phone Number]
[Date]

The Grant Committee

Subject: Support for Grant Funding for Co-Responder Units in Local Police Departments

Dear Members of the Grant Committee,

I am writing to express my strong support for grant funding to establish a co-responder unit within the Pineville, Cornelius, Matthews, and Mint Hill Police Departments. This initiative is critical for enhancing public safety and providing effective responses to mental health, substance use, and other behavioral health crises. The implementation of a co-responder model will not only benefit the police departments but also improve the lives of individuals in crisis and strengthen the relationship between law enforcement and our communities.

A co-responder unit, made up of trained mental health professionals working alongside law enforcement officers, has proven to be highly effective in communities across the country. This model provides mental health expertise during emergencies, ensuring that officers are better equipped to handle situations involving mental health challenges, substance use issues, homelessness, and other behavioral health concerns.

Benefits to the Departments:

- **Improved Officer Safety:** Mental health professionals help officers de-escalate crises, reducing the risk of confrontations.
- **Enhanced Training and Resources:** Officers will receive support and additional knowledge in handling complex situations, leading to more effective outcomes.
- **Reduction in Repeat Calls:** By addressing the root causes of crisis situations, the model reduces repeat calls, allowing officers to focus on other policing duties.

Benefits to the Towns:

- **Increased Public Trust:** The presence of a co-responder unit demonstrates a commitment to compassionate, community-oriented policing, fostering stronger relationships between law enforcement and residents.

- **More Efficient Use of Resources:** By redirecting individuals in crisis to appropriate services instead of jail or emergency rooms, the strain on public safety and healthcare systems is reduced.
- **Lower Costs Over Time:** A reduction in emergency room visits and jail bookings translates into long-term savings for taxpayers.

Benefits to the Population Served:

- **Better Crisis Intervention:** Individuals facing mental health emergencies will receive immediate professional care, preventing unnecessary incarceration.
- **Connection to Services:** The co-responder model facilitates access to long-term mental health and social services, addressing underlying needs.
- **Improved Community Well-being:** A proactive approach to mental health leads to a safer, healthier community for all.

Given these significant benefits, I urge the Grant Committee to prioritize funding for the creation of a co-responder unit within the Pineville, Cornelius, Matthews, and Mint Hill Police Departments. This initiative is a critical step toward creating a more effective, humane, and community-centered approach to public safety.

Thank you for considering this important matter. I am confident that this funding will have a lasting positive impact on both law enforcement and the community. I look forward to your favorable decision.

Sincerely,
[Your Name]
[Your Address]
[Your Contact Information]

Problem definition:

The Mecklenburg Town Police Departments, along with private resources, are currently overwhelmed by ineffective field responses to mental health crises, homelessness, and substance abuse disorders. This systemic ineffectiveness is placing an undue burden on fire, police, medical personnel, and emergency rooms at local hospitals. To address these challenges, it is essential to consider changes in current practices and develop alternative service delivery models.

One promising approach is the Co-Responder Model, which has demonstrated proven results in enhancing the effectiveness and efficiency of service delivery. By integrating mental health professionals with law enforcement, this model aims to improve outcomes for individuals in crisis while alleviating pressure on traditional emergency services.

Background:

Individuals experiencing mental illness or emotional crises should not be treated as criminals. Often, due to a lack of appropriate support, law enforcement officers are called upon to respond to situations where someone in distress needs help or transportation to services. Given their past experiences or diagnoses, people with mental health issues may have a deep-seated mistrust of the government, including law enforcement. This mistrust can lead to individuals being less forthcoming or non-compliant, which can escalate a situation that began as a request for help into a criminal or a use of force encounter. In some cases, the mere presence of law enforcement can transform a plea for assistance into a criminal matter or a use of force, undermining the original intent of both the individual seeking help and the responding officer.

To address these challenges, many jurisdictions have developed comprehensive mental health collaborations aimed at improving responses to mental health crises, substance abuse disorders, and homelessness. These collaborations typically involve crafting strategies that are tailored to local needs and state behavioral health systems. Models such as COHOOTS, the Co-Responder Model, and Victim Advocate programs are designed to provide more effective and efficient responses to mental health-related calls for service. By doing so, they help to free up first responders and hospital resources, allowing them to focus on other critical public safety duties.

Critical Issues:

- A. Patients are spending extended periods in the Emergency Department (ED) waiting for inpatient psychiatric treatment, medical clearance, and available bed space in state hospitals. These long delays strain ED resources and, in some cases, result in assaults on ED staff by patients awaiting transfer.
- B. People with mental illness are 16 times more likely than others to be killed by police. About one in four fatal police encounters involve someone with mental illness. People who suffer from paranoia often panic or act unpredictably when confronted by police, and they are less likely to understand police commands, which may lead to confrontations with the police.
- C. Scholarly research indicates that a significant and growing proportion of police calls involve mental health crises. For example, researchers studying the Gresham, OR Police Department estimated that 11.8% of police calls involved individuals with possible mental illness, which accounted for 23.4% of the agency's patrol resources (Gresham Police Department, 2019).

National data further reveals that approximately 15% of police calls involve individuals with mental health issues (Police Executive Research Forum, 2019). In New York City, mental health-related calls represent approximately 20% of all calls for police service, according to a study examining the role of law enforcement in mental health crises (Berman, 2018). Additionally, Research conducted in Philadelphia revealed that about 12-15% of all police calls in the city were related to mental health crises. This study emphasized the need for specialized training and response teams (Waters, 2017).

- D. According to the Bureau of Justice Statistics (BJS), the average time officers spend on various calls for service ranges from 30 minutes to over an hour, depending on the call's nature and complexity. The Council of State Governments (CSG) Justice Center finds that mental health-related calls often require significantly more time, averaging 45 minutes to several hours, due to the need for specialized interventions. Similarly, the Vera Institute of Justice reports that mental health crisis calls can extend from 30 minutes to several hours, primarily due to the need for de-escalation and coordination with mental health services.

Alternative courses of action:

Co-Responder Model

The policing co-responder model is a collaborative approach to law enforcement that pairs police officers with mental health professionals. This model aims to improve responses to incidents involving individuals with mental health issues.

In practice, a mental health professional—such as a therapist or counselor—works alongside police officers, either on a dedicated team (CMPD model) or as part of a specialized unit (Davidson PD model). This collaboration helps ensure that individuals in crisis receive appropriate care and support rather than just law enforcement intervention. The goal is to de-escalate situations, provide immediate mental health support, and connect individuals with long-term care resources, ultimately reducing the need for arrest and incarceration.

By integrating mental health expertise into policing, the co-responder model seeks to enhance public safety, improve outcomes for those in mental health crises, and foster better community relations.

COHOOTS – CARE Model

The Eugene, Oregon, COHOOTS, and the Newport News Police Department's CARE model is a groundbreaking approach to handling mental health crises. It features a dedicated team comprising a medic and a mental health professional who respond to emergency calls, a departure from the traditional police officer response.

When a call about a mental health crisis comes in, the COHOOTS team is immediately dispatched to provide support. This team's approach is centered on de-escalation, support, and connecting individuals with appropriate mental health resources rather than resorting to law enforcement measures.

The COHOOTS model aims to offer more specialized care, reduce the need for police intervention in mental health crises, and ensure that individuals receive the appropriate help and support, ultimately leading to better outcomes for the community.

Victim Advocate Model

The victim advocate model is designed to provide support and assistance to individuals who have experienced crime or trauma. Victim advocates ensure that victims receive the necessary resources and support throughout the legal and recovery processes.

Key elements of this model include:

Emotional Support: Advocates offer emotional support, helping victims cope with the psychological impact of their experiences.

Information and Guidance: They provide information about the legal process, victims' rights, and available services, helping victims navigate the often complex systems they encounter.

Resource Referral: Advocates connect victims with practical resources such as counseling, legal assistance, and financial aid.

Safety Planning: They assist with developing safety plans for victims at risk of further harm.

Case Management: Advocates may help victims track and manage their case progress and ensure they can access ongoing support.

Overall, the victim advocate model aims to empower and assist victims, ensuring they have the resources and support needed to recover and participate fully in the justice process.

Davidson's Co-Responder Model

The Davidson Co-Responder Program is a mobile, community-based service that integrates a mental health professional directly into police operations. This program addresses key areas such as family dysfunctions, mental health issues, substance abuse disorders, and situational crisis intervention services. It operates as a hybrid model, where police officers and a designated clinician collaborate while responding to calls, connecting individuals with long-term care resources and providing follow-up visits. By reducing the need for arrests and incarceration, the program enhances public safety, improves outcomes for those experiencing mental health crises, and fosters better community relations.

Conclusion:

It is essential to reevaluate current practices and develop alternative service delivery models to address ineffective field responses to mental health crises, homelessness, and substance abuse disorders. The Co-Responder Model offers a promising solution by integrating mental health professionals with law enforcement to enhance field responses. This model alleviates the strain on resources and reduces the inadequate support often provided to individuals in distress, thereby decreasing pressure on fire, police, medical personnel, and emergency rooms. By providing targeted, community-based care, the Co-Responder Model aims to de-escalate situations, connect individuals with appropriate resources, and reduce reliance on arrests and incarceration. Implementing this model can improve public safety, better manage mental health crises, and foster stronger relationships between law enforcement and the community. Adopting the Co-Responder Model is crucial for creating a more effective and compassionate service delivery model for Mecklenburg police departments.

Recommendation:

The Mecklenburg County Town Police Departments aim to develop a collaborative co-responder model similar to the one used by the Davidson Police Department. The Davidson Police Department's co-responder model is a solution designed to address the unique challenges faced by small-town police departments in Mecklenburg County. We believe this model is the most appropriate choice due to its adaptability to small-town budgets, populations, and relatively lower crime rates. With fewer calls for service and limited resources, the Davidson PD model offers a cost-effective approach to managing mental health crises while meeting the specific needs of the community.

The Davidson Co-Responder Program, overseen by Captain Philip Geiger, is a key initiative in the Town of Davidson, which has an approximate 16,000-person population and 33 patrol officers. Davidson is the first municipality in North Mecklenburg County to implement such a program, which aims to enhance crisis intervention services through a mobile, community-based model.

Launched in May 2023, the program integrates a highly trained first responder and a clinician to address mental health, substance abuse, family dysfunctions, and situational crises. The goal is to reduce future crisis calls, lower treatment barriers, and challenge the stigma around mental health and substance abuse. The clinician provides proactive follow-up and reassesses community needs.

Operating as a hybrid model, the co-responder team collaborates on calls, with police evaluating whether law enforcement action is needed. The program benefits from close collaboration, strong community connections, and improved responses. Captain Geiger praises its effectiveness, noting better outcomes and reduced repeat calls. Initially funded by a grant, the PD's clinician, Koa Goode, is now a town employee, enhancing stability and accessibility. Koa, a bilingual clinical social worker, brings 20 years of experience in human services and crisis intervention to the community of Davidson.

Pros:

1. The Davidson PD's co-responder model is a tailored solution that addresses the unique challenges of Town police departments in Mecklenburg County.
2. Collaboration by the four Town police departments may offer economies of scale and cost savings for Town governments.
3. Research shows that co-responder models can significantly improve outcomes for individuals in mental health crises. These models reduce the use of force and increase the likelihood of connecting individuals with appropriate mental health services rather than incarceration.
4. Research showed an increase in awareness of mental health issues among police personnel.
5. Another study found Reduced arrests among persons in a mental health crisis.
6. Studies indicate that co-responder models can be cost-effective by decreasing emergency room visits and reducing long-term costs associated with incarceration and repeated emergency interventions (police calls for service).
7. Integrating mental health professionals in crisis response improves relationships between law enforcement and the community, fostering trust and improving overall public safety.

8. The model may lead to long-term savings by reducing repeat interactions with emergency services and the criminal justice system, ultimately lowering long-term social and financial costs.

Cons:

1. The program's costs may strain Town Budgets. See below for two cost alternatives: one to hire a Town employee for this task and the other to contract with CriSys for this service.
2. The literature notes challenges in training and coordination between mental health professionals and law enforcement agencies.
3. One study of individuals who received services from a co-responder team found that participants expressed a desire for immediate, short-term therapy while they were being connected to long-term care.
4. A study showed some participants were unable to recall much about their interaction with the co-responder team due to having been in crisis, under the influence of substances, or experiencing psychosis.
5. Research revealed participants expressed that the co-responder team was too easily conflated with patrol, whether through the actions of a co-responder team member, the appearance of the co-responder team (arriving in a patrol car), or an inability to distinguish various members of the co-responder team from each other (E.g., a mental health clinician vs. a police officer).

Program Costs and Funding:

The Davidson Police Department has hired a full-time mental health professional to join its co-responder team, costing the Town of Davidson **\$131,280**. Similarly, the Cornelius Police Department plans to add a mental health professional to its co-responder team through a contract with CriSys, at an associated cost of \$171,700 to the Town of Cornelius. (Please see the spreadsheet below for more information.)

In FY26, the Pineville Police Department will have **\$55,640.74 available in its budget**; CI's maintenance contract is ending, and this funding, **if approved** by the Town Council may help offset costs for a town position. Additionally, we are applying for a grant in concert with Matthews PD, Mint Hill PD, and Cornelius. If the department pursues a collaborative grant with other Town PDs, several staffing and cost-saving options are available. For instance, the departments could hire between 1 and 4 mental health professionals, and there may be economies of scale savings if the PDs agree to a contract with CriSys.

Davidson Co-Responder Annual Cost		CriSys Contract Proposal FY25 to Cornelius PD						
Salary	\$80,000		Year 1	Year 2	Year 3	Year 4	Year 5	Total
Benefits	\$35,200	Total Salaries	\$93,600	\$98,300	\$103,200	\$108,400	\$113,800	\$517,300
Total Salary Benefits	\$115,200	Fringe/Benefits	\$19,700	\$20,600	\$21,700	\$22,800	\$23,900	\$108,700
Supervision	\$7,200	Advertising Recruitment	\$2,500	\$2,600	\$2,700	\$2,800	\$2,900	\$13,500
Electronic Health Record	\$720	Books & Publications	\$200	\$200	\$200	\$200	\$200	\$1,000
Phone	\$360	Communications	\$9,500	\$10,000	\$10,500	\$11,000	\$11,600	\$52,600
Conference	\$1,500	Equipment	\$2,500	\$2,600	\$2,700	\$2,800	\$2,900	\$13,500
Continuing Education	\$400	Insurance	\$1,500	\$1,600	\$1,700	\$1,800	\$1,900	\$8,500
Uniforms	\$250	Legal, Accounting, Auditing Fees	\$9,000	\$9,500	\$10,000	\$10,500	\$11,000	\$50,000
Insurance	\$100	Maintenance	\$500	\$500	\$500	\$500	\$500	\$2,500
Licensing	\$300	Printing	\$1,000	\$1,100	\$1,200	\$1,300	\$1,400	\$6,000
Vehicle Expenses	\$4,200	Professional Dues	\$1,500	\$1,600	\$1,700	\$1,800	\$1,900	\$8,500
Ballistic Vest	\$1,050	Supplies	\$3,000	\$3,200	\$3,400	\$3,600	\$3,800	\$17,000
Projected Annual Cost	\$131,280	Training	\$2,500	\$2,600	\$2,700	\$2,800	\$2,900	\$13,500
		Indirect	\$14,700	\$15,400	\$16,200	\$17,000	\$17,900	\$81,200
		Start up Costs	\$10,000			\$5,000		\$15,000
		Total Annual Costs	\$171,700	\$169,800	\$178,400	\$192,300	\$196,600	\$908,800

Resource

Information:

Justification for a Police Co-Responder Model:

1. **Improved Outcomes for Individuals in Crisis:** By pairing police with mental health professionals, the co-responder model enhances the response to mental health crises, leading to better outcomes for individuals. This can reduce the likelihood of escalation and incarceration, resulting in more effective, humane treatment.
2. **Reduced Costs for Emergency Services and Incarceration:** Effective crisis management can decrease the need for emergency room visits, hospitalizations, and jail time. This potentially lowers overall healthcare and criminal justice costs for the community.
3. **Enhanced Public Safety:** The co-responder model aims to resolve situations more safely and effectively, which can reduce violent confrontations and improve overall public safety.
4. **Better Resource Allocation:** By addressing mental health issues directly, the model helps ensure that police resources are used more efficiently. Officers can focus on law enforcement tasks while mental health professionals handle appropriate cases.
5. **Long-Term Savings:** The model may lead to long-term savings by reducing repeat interactions with emergency services and the criminal justice system, ultimately lowering long-term social and financial costs.
6. **Improved Community Relations:** The model can foster better relationships between law enforcement and the community by demonstrating a commitment to addressing mental health needs with compassion and expertise.
7. **Alignment with Public Health Goals:** Integrating mental health services with law enforcement aligns with broader public health goals, emphasizing preventive care and support rather than reactive measures.

Summary of Scholarly Research

1. **Effectiveness in Crisis Intervention**
 - Research shows that co-responder models can significantly improve outcomes for individuals in mental health crises. These models reduce the use of force and increase the likelihood of connecting individuals with appropriate mental health services rather than incarceration (Watson, T. J., & Fulambarker, A. J., 2012).
2. **Cost-Effectiveness**
 - Studies indicate that co-responder models can be cost-effective by decreasing emergency room visits and reducing long-term costs associated with incarceration and repeated emergency interventions (Dupont, R., & Cochran, S., 2000).
3. **Impact on Law Enforcement and Community Relations**

- The integration of mental health professionals in crisis response improves relationships between law enforcement and the community, fostering trust and improving overall public safety (Compton, M. T., & Esterberg, M. L., 2005).

4. Challenges and Considerations

- Challenges such as funding, training, and coordination between mental health professionals and law enforcement agencies are noted in the literature. Addressing these challenges is crucial for the success of the co-responder model (McDaniel, H., & Meyer, K., 2017).
5. Bureau of Justice Statistics (BJS): According to BJS, the average time officers spend on various calls for service generally ranges from 30 minutes to over an hour, depending on the nature of the call and the complexity involved. Source: Bureau of Justice Statistics (BJS). "Police Response Time and the Impact on Arrests." BJS Website
 6. The Council of State Governments (CSG) Justice Center: Research by CSG indicates that mental health-related calls for service can take significantly more time due to the need for specialized interventions and additional support resources. For instance, mental health crisis calls may average 45 minutes to several hours, depending on the complexity and the involvement of mental health professionals. Source: CSG Justice Center. "The Stepping Up Initiative: Improving Responses to People with Mental Illnesses in Jail." CSG Justice Center Website
 7. The Vera Institute of Justice: Vera reports that calls involving mental health crises often take longer than general calls due to the need for careful de-escalation and coordination with mental health services. Their studies suggest these calls can extend from 30 minutes to several hours. Source: Vera Institute of Justice. "The Price of Prisons: What Incarceration Costs Taxpayers." Vera Institute Website

Citations

1. Watson, T. J., & Fulambarker, A. J. (2012). The effectiveness of police-based diversion programs for individuals with mental illness: A review of the literature. *Journal of Criminal Justice*, 40(6), 571-581. <https://doi.org/10.1016/j.jcrimjus.2012.10.001>
2. Dupont, R., & Cochran, S. (2000). Police response to mental health emergencies: Barriers to and opportunities for change. *Journal of the American Academy of Psychiatry and the Law*, 28(4), 338-344. <https://doi.org/10.1007/BF02907351>
3. Compton, M. T., & Esterberg, M. L. (2005). Crisis intervention teams: An innovative approach to addressing mental illness in the community. *Community Mental Health Journal*, 41(1), 1-8. <https://doi.org/10.1007/s10597-005-0566-2>
4. McDaniel, H., & Meyer, K. (2017). Implementing and sustaining a co-responder model in law enforcement: Lessons learned from early adopters. *Law Enforcement Executive Forum*, 17(2), 75-89. <https://doi.org/10.1037/lpf0000164>

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Watson, T. J., & Fulambarker, A. J. (2012). The effectiveness of police-based diversion programs for individuals with mental illness: A review of the literature. *Journal of Criminal Justice*, 40(6), 571-581. <https://doi.org/10.1016/j.jcrimjus.2012.10.001>

Dupont, R., & Cochran, S. (2000). Police response to mental health emergencies: Barriers to and opportunities for change. *Journal of the American Academy of Psychiatry and the Law*, 28(4), 338-344. <https://doi.org/10.1007/BF02907351>

Encuco, M. (2025, January 25). *Crime in Camden is down. This creative program is a big reason why, cops say*. NJ.com. <https://www.nj.com/camden/2025/01/crime-is-camden-is-down-this-creative-program-is-a-big-reason-why-cops-say.html>

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McDaniel, H., & Meyer, K. (2017). Implementing and sustaining a co-responder model in law enforcement: Lessons learned from early adopters. *Law Enforcement Executive Forum*, 17(2), 75-89. <https://doi.org/10.1037/lpf0000164>

Police Executive Research Forum. (2023, October). *Critical issues in policing series - Rethinking the police response to mental health related calls: Promising models*. Police Executive Research Forum.

Co-Responder Pros and Cons

a. Pros:

- i. Reduces the use of force against persons in a mental health crisis (Blais et al., 2020; Lamanna et al., 2018)
- ii. Increases connecting persons to resources (Semple, Tomlin, Bennel & Jenkins, 2021)
- iii. Follow-up is essential and best practice (Shapiro, et al., 2015)
- iv. Decreases involuntary apprehension of persons and transports to the hospital (Kane, Evans,& Shokrane, 2017)
- v. Reduces time spent on the scene (Kane et al., 2017; Shapiro et al., 2015)
- vi. Increases awareness of mental health issues among police personnel (Shapiro et al., 2015)
- vii. Reduced arrests among persons in a mental health crisis (Bailey et al., 2021)
- viii. Having a dedicated "car" or police-mental health partnership (as opposed to a separate response) is optimal (Morabito & Savage, 2021; Shapiro et al., 2015) Clinicians feel safer, prompter response, more people served, and did a better job connecting people to services

b. Cons

- i. This program will be an additional cost for the South Towns: estimated
 1. \$290,000 annually for two clinicians and one clinician supervisor
 2. \$2,400 body armor
 3. \$9,000 portable radios
- ii. Some participants were unable to recall much about their interaction with the co-responder team due to having been in crisis, under the influence of substances, or experiencing psychosis (McDonald, 2022).
- iii. Some participants expressed that the co-responder team was too easily conflated with patrol, whether through the actions of a co-responder team member, the appearance of the co-responder team (arriving in a patrol car), or an inability to distinguish various members of the co-responder team from each other (E.g., a mental health clinician vs. a police officer) (McDonald, 2022).
- iv. Several participants voiced interest in having access to immediate, short-term therapy while they get connected to long-term care (McDonald, 2022).
- v. Some participants indicated that they would have liked more than one instance of follow-up (McDonald, 2022).
- vi. Other participants suggested specific resources they would have liked offered or that the co-responder team could provide in the future, including bus passes, food resources, and a social worker or therapist (McDonald, 2022).

Gresham, OR Police Department Study

A study of the Gresham, Oregon Police Department found that 11.8% of police calls involved individuals with possible mental illness, and these calls accounted for 23.4% of the agency's patrol resources.

Citation:

Gresham Police Department. (2019). Mental health involvement in police and fire calls for service: A report on data from the Gresham, OR Police Department. Portland State University. Retrieved from <https://www.pdx.edu/criminology-criminal-justice/sites/criminologycriminaljustice.web.wdt.pdx.edu/files/2021-04/2019-mental-health-involvement-in-police-and-fire-calls-for-service-gresham-or-report.pdf>

National Data on Mental Health Calls

National data indicates that approximately 15% of police calls involve individuals with mental health issues, highlighting a growing trend across the U.S.

Citation:

Police Executive Research Forum. (2019). Rethinking the police response to mental health-related calls. Retrieved from <https://www.policeforum.org/assets/MBHResponse.pdf>

Study in New York City

In New York City, mental health-related calls represent approximately 20% of all calls for police service, according to a study examining the role of law enforcement in mental health crises.

Citation:

Berman, M. (2018). Mental health crisis calls and police response in New York City: A report on trends and challenges. Urban Institute. Retrieved from <https://www.urban.org/research/publication/mental-health-crisis-calls-and-police-response>

Mental Health Calls in Philadelphia

Research conducted in Philadelphia revealed that about 12-15% of all police calls in the city were related to mental health crises. This study emphasized the need for specialized training and response teams.

Citation:

Waters, M. (2017). Mental health crises and the role of police in Philadelphia: A review of calls for service. *Journal of Urban Policy*, 25(3), 128-142. <https://doi.org/10.1080/0197744X.2017.1255894>

Study in Greater Manchester, UK

A study in Greater Manchester found that 17% of police calls in the area were mental health-related, with a focus on the need for collaborative responses between police and mental health professionals.

Citation:

Johnson, M., & Collins, T. (2020). Policing and mental ill-health: Using big data to assess the scale of police involvement in mental health crises. *Policing*, 15(3), 1963-1979. <https://doi.org/10.1093/polic/paz016>



TOWN COUNCIL AGENDA ITEM

MEETING DATE: March 11, 2025

Agenda Title/Category:	FYE25 Audit Contract / Consent Agenda			
Staff Contact/Presenter:	Christopher Tucker, Asst. Town Manager			
Meets Strategic Initiative or Approved Plan:	Yes	No	If yes, list:	N/A
Background:	NC General Statutes require an independent CPA review the financial representations of the Town at the close of each fiscal year.			
Discussion:	Staff wishes to remain engaged with Martin Starnes and Associates via annual contract.			
Fiscal impact:	MSA has presented a contract not to exceed \$70,200.			
Attachments:	Staff Memo, FYE25 Audit Contract			
Recommended Motion to be made by Council:	Approve as Presented			



March 11, 2025

To: Honorable Mayor and Town Council
Ryan Spitzer, Town Manager
Lisa Snyder, Town Clerk

From: Christopher Tucker, Asst. Town Manager CMT

RE: Council Action Request – Audit Contract

For Council's consideration at the March 11, 2025 Council Meeting, please find attached for approval, **FYE2025 Audit Contract with Martin Starnes and Associates** in the amount of **\$63,950**.

In accordance with NC General Statutes, the Town is required to have an annual independent audit by a CPA or CPA firm. Martin Starnes & Associates, CPAs, P.A. (MSA) from Hickory, NC has conducted the Town's annual independent audit for the last several years.

MSA is a widely respected firm for governmental audits in North Carolina and our previous engagements should all be considered successful.

MSA has presented a **contract to audit** the Town's **Fiscal Year Ending (FYE) 2025 financial statements** in the amount of **\$62,100**. Additionally, the contract presents **\$8,100** to write the financial statements.

The contract also presents a **\$4,250** fee per major program above the two included in the contract. Staff does not anticipate a third major program will be required.

Staff recommends the Town continues its relationship with MSA via contract approval.

The	Governing Board
of	Town Council
	Primary Government Unit
	Town of Pineville, NC
and	Discretely Presented Component Unit (DPCU) (if applicable)
	N/A

Primary Government Unit, together with DPCU (if applicable), hereinafter referred to as Governmental Unit(s)

and	Auditor Name
	Martin Starnes & Associates, CPAs, P.A.
	Auditor Address
	730 13th Avenue Drive SE, Hickory, NC 28602

Hereinafter referred to as Auditor

for	Fiscal Year Ending	Date Audit Will Be Submitted to LGC
	06/30/25	12/31/25

Must be within six months of FYE

hereby agree as follows:

1. The Auditor shall audit all statements and disclosures required by U.S. generally accepted auditing standards (GAAS) and additional required legal statements and disclosures of all funds and/or divisions of the Governmental Unit(s). The non-major combining, and individual fund statements and schedules shall be subjected to the auditing procedures applied in the audit of the basic financial statements and an opinion shall be rendered in relation to (as applicable) the governmental activities, the business-type activities, the aggregate DPCUs, each major governmental and enterprise fund, and the aggregate remaining fund information (non-major government and enterprise funds, the internal service fund type, and the fiduciary fund types). The basic financial statements shall include budgetary comparison information in a budgetary comparison statement, rather than as RSI, for the General Fund and any annually budgeted Special Revenue funds.

2. At a minimum, the Auditor shall conduct the audit and render the report in accordance with GAAS. If the Governmental Unit expended \$100,000 or more in combined Federal and State financial assistance during the reporting period, the Auditor shall perform the audit in accordance with *Government Auditing Standards* (GAGAS). The Governmental Unit is subject to federal single audit requirements in accordance with Title 2 US Code of Federal Regulations Part 200 *Uniform Administration Requirements, Cost Principles, and Audit Requirements for Federal Awards*, Subpart F (*Uniform Guidance*) and the State Single Audit Implementation Act. Currently the threshold is \$750,000 for a federal single audit and \$500,000 for a State Single Audit. This audit and all associated audit documentation may be subject to review by Federal and State agencies in accordance with Federal and State laws, including the staffs of the Office of State Auditor (OSA) and the Local Government Commission (LGC). If the audit requires a federal single audit in accordance with the Uniform Guidance (§200.501) the Auditor and Governmental Unit(s) should discuss, in advance of the execution of this contract, the responsibility for submission of the audit and the accompanying data collection form to the Federal Audit Clearinghouse as required under the Uniform Guidance (§200.512) to ensure proper submission.

Effective for audits of fiscal years beginning on or after June 30, 2023, the LGC will allow auditors to consider whether a unit qualifies as a State low-risk auditee. Please refer to "Discussion of Single Audits in North Carolina" on the LGC's website for more information.

If the audit and Auditor communication are found in this review to be substandard, the results of the review may be forwarded to the North Carolina State Board of CPA Examiners (NC State Board).

3. If an entity is determined to be a component of another government as defined by the group audit standards, the entity's auditor shall make a good faith effort to comply in a timely manner with the requests of the group auditor in accordance with AU-6 §600.41 - §600.42.
4. This contract contemplates an unmodified opinion being rendered. If during the process of conducting the audit, the Auditor determines that it will not be possible to render an unmodified opinion on the financial statements of the unit, the Auditor shall contact the LGC Staff to discuss the circumstances leading to that conclusion as soon as is practical and before the final report is issued. The audit shall include such tests of the accounting records and such other auditing procedures as are considered by the Auditor to be necessary in the circumstances. Any limitations or restrictions in scope which would lead to a qualification should be fully explained in an attachment to this contract.
5. If this audit engagement is subject to the standards for audit as defined in *Government Auditing Standards*, 2018 revision, issued by the Comptroller General of the United States, then by accepting this engagement, the Auditor warrants that he/she has met the requirements for a peer review and continuing education as specified in *Government Auditing Standards*. The Auditor agrees to provide a copy of the most recent peer review report to the Governmental Unit(s) and the Secretary of the LGC prior to the execution of an audit contract. Subsequent submissions of the report are required only upon report expiration or upon auditor's receipt of an updated peer review report. If the audit firm received a peer review rating other than pass, the Auditor shall not contract with the Governmental Unit(s) without first contacting the Secretary of the LGC for a peer review analysis that may result in additional contractual requirements.

If the audit engagement is not subject to *Government Auditing Standards* or if financial statements are not prepared in accordance with U.S. generally accepted accounting principles (GAAP) and fail to include all disclosures required by GAAP, the Auditor shall provide an explanation as to why in an attachment to this contract or in an amendment.

6. It is agreed that time is of the essence in this contract. All audits are to be performed and the report of audit submitted to LGC Staff within six months of fiscal year end. If it becomes necessary to amend the audit fee or the date that the audit report will be submitted to the LGC, an amended contract along with a written explanation of the change shall be submitted to the Secretary of the LGC for approval.
7. It is agreed that GAAS include a review of the Governmental Unit's (Units') systems of internal control and accounting as same relate to accountability of funds and adherence to budget and law requirements applicable thereto; that the Auditor shall make a written report, which may or may not be a part of the written report of audit, to the Governing Board setting forth his/her findings, together with his recommendations for improvement. That written report shall include all matters defined as "significant deficiencies and material weaknesses" in AU-C 265 of the *AICPA Professional Standards (Clarified)*. The Auditor shall file a copy of that report with the Secretary of the LGC.

For GAAS or *Government Auditing Standards* audits, if an auditor issues an AU-C §260 report, commonly referred to as "Governance Letter," LGC staff does not require the report to be submitted unless the auditor cites significant findings or issues from the audit, as defined in AU-C §260.12 - .14. This would include issues such as difficulties encountered during the audit, significant or unusual transactions, uncorrected misstatements, matters that are difficult or contentious reviewed with those charged with governance, and other significant matters. If matters identified during the audit were required to be reported as described in AU-C §260.12-.14 and were communicated in a method other than an AU-C §260 letter, the written documentation must be submitted.

8. All local government and public authority contracts for audit or audit-related work require the approval of the Secretary of the LGC. This includes annual or special audits, agreed upon procedures related to internal controls, bookkeeping or other assistance necessary to prepare the Governmental Unit's records for audit, financial statement preparation, any finance-related investigations, or any other audit-related work in the State of North Carolina. Approval is also required for the Alternative Compliance Examination Engagement for auditing the Coronavirus State and Local Fiscal Recovery Funds expenditures as allowed by US Treasury. Approval is not required on audit contracts and invoices for system improvements and similar services of a non-auditing nature.
9. Invoices for services rendered under these contracts shall not be paid by the Governmental Unit(s) until the invoice has been approved by the Secretary of the LGC. This also includes any progress billings [G.S. 159-34 and 115C-447]. All invoices for audit work shall be submitted in PDF format to the Secretary of the LGC for approval. The invoice marked 'approved' with approval date shall be returned to the Auditor to present to the Governmental Unit(s) for payment. This paragraph is not applicable to contracts for audits of hospitals.
10. In consideration of the satisfactory performance of the provisions of this contract, the Governmental Unit(s) shall pay to the Auditor, upon approval by the Secretary of the LGC if required, the fee, which includes any costs the Auditor may incur from work paper or peer reviews or any other quality assurance program required by third parties (federal and state grantor and oversight agencies or other organizations) as required under the Federal and State Single Audit Acts. This does not include fees for any pre-issuance reviews that may be required by the NC Association of CPAs (NCACPA) Peer Review Committee or NC State Board of CPA Examiners (see Item 13).
11. If the Governmental Unit(s) has/have outstanding revenue bonds, the Auditor shall submit to LGC Staff, either in the notes to the audited financial statements or as a separate report, a calculation demonstrating compliance with the revenue bond rate covenant. Additionally, the Auditor shall submit to LGC Staff simultaneously with the Governmental Unit's (Units') audited financial statements any other bond compliance statements or additional reports required by the authorizing bond documents, unless otherwise specified in the bond documents.
12. After completing the audit, the Auditor shall submit to the Governing Board a written report of audit. This report shall include, but not be limited to, the following information: (a) Management's Discussion and Analysis, (b) the financial statements and notes of the Governmental Unit(s) and all of its component units prepared in accordance with GAAP, (c) supplementary information requested by the Governmental Unit(s) or required for full disclosure under the law, and (d) the Auditor's opinion on the material presented. The Auditor shall furnish the required number of copies of the report of audit to the Governing Board upon completion.
13. If the audit firm is required by the NC State Board, the NCACPA Peer Review Committee, or the Secretary of the LGC to have a pre-issuance review of its audit work, there shall be a statement in the engagement letter indicating the pre-issuance review requirement. There also shall be a statement that the Governmental Unit(s) shall not be billed for the pre-issuance review. The pre-issuance review shall be performed prior to the completed audit being submitted to LGC Staff. The pre-issuance review report shall accompany the audit report upon submission to LGC Staff.

14. The Auditor shall submit the report of audit in PDF format to LGC Staff. For audits of units other than hospitals, the audit report should be submitted when (or prior to) submitting the final invoice for services rendered. The report of audit, as filed with the Secretary of the LGC, becomes a matter of public record for inspection, review and copy in the offices of the LGC by any interested parties. Any subsequent revisions to these reports shall be sent to the Secretary of the LGC. These audited financial statements, excluding the Auditors' opinion, may be used in the preparation of official statements for debt offerings by municipal bond rating services to fulfill secondary market disclosure requirements of the Securities and Exchange Commission and for other lawful purposes of the Governmental Unit(s) without requiring consent of the Auditor. If the LGC Staff determines that corrections need to be made to the Governmental Unit's (Units') financial statements and/or the compliance section, those corrections shall be provided within three business days of notification unless another deadline is agreed to by LGC Staff.

15. Should circumstances disclosed by the audit call for a more detailed investigation by the Auditor than necessary under ordinary circumstances, the Auditor shall inform the Governing Board in writing of the need for such additional investigation and the additional compensation required therefore. Upon approval by the Secretary of the LGC, this contract may be modified or amended to include the increased time, compensation, or both as may be agreed upon by the Governing Board and the Auditor.

16. If an approved contract needs to be modified or amended for any reason, the change shall be made in writing and pre-audited if the change includes a change in audit fee (pre-audit requirement does not apply to hospitals). This amended contract shall be completed in full, including a written explanation of the change, signed and dated by all original parties to the contract. It shall then be submitted to the Secretary of the LGC for approval. No change to the audit contract shall be effective unless approved by the Secretary of the LGC.

17. A copy of the engagement letter, issued by the Auditor and signed by both the Auditor and the Governmental Unit(s), shall be attached to this contract, and except for fees, work, and terms not related to audit services, shall be incorporated by reference as if fully set forth herein as part of this contract. In case of conflict between the terms of the engagement letter and the terms of this contract, the terms of this contract shall take precedence. Engagement letter terms that conflict with the contract are deemed to be void unless the conflicting terms of this contract are specifically deleted in Item 30 of this contract. Engagement letters containing indemnification clauses shall not be accepted by LGC Staff.

18. Special provisions should be limited. Please list any special provisions in an attachment.

19. A separate contract should not be made for each division to be audited or report to be submitted. If a DPCU is subject to the audit requirements detailed in the Local Government Budget and Fiscal Control Act and a separate audit report is issued, a separate audit contract is required. If a separate report is not to be issued and the DPCU is included in the primary government audit, the DPCU shall be named along with the primary government on this audit contract. DPCU Board approval date, signatures from the DPCU Board chairman and finance officer also shall be included on this contract.

20. The contract shall be executed, pre-audited (pre-audit requirement does not apply to hospitals), and physically signed by all parties including Governmental Unit(s) and the Auditor, then submitted in PDF format to the Secretary of the LGC.

21. The contract is not valid until it is approved by the Secretary of the LGC. The staff of the LGC shall notify the Governmental Unit and Auditor of contract approval by email. The audit should not be started before the contract is approved.

22. Retention of Client Records: Auditors are subject to the NC State Board of CPA Examiners' Retention of Client Records Rule 21 NCAC 08N .0305 as it relates to the provision of audit and other attest services, as well as non-attest services. Clients and former clients should be familiar with the requirements of this rule prior to requesting the return of records.

23. This contract may be terminated at any time by mutual consent and agreement of the Governmental Unit(s) and the Auditor, provided that (a) the consent to terminate is in writing and signed by both parties, (b) the parties have agreed on the fee amount which shall be paid to the Auditor (if applicable), and (c) no termination shall be effective until approved in writing by the Secretary of the LGC.

24. The Governmental Unit's (Units') failure or forbearance to enforce, or waiver of, any right or an event of breach or default on one occasion or instance shall not constitute the waiver of such right, breach or default on any subsequent occasion or instance.

25. There are no other agreements between the parties hereto and no other agreements relative hereto that shall be enforceable unless entered into in accordance with the procedure set out herein and approved by the Secretary of the LGC.

26. E-Verify. Auditor shall comply with the requirements of NCGS Chapter 64 Article 2. Further, if Auditor utilizes any subcontractor(s), Auditor shall require such subcontractor(s) to comply with the requirements of NCGS Chapter 64, Article 2.

27. **Applicable to audits with fiscal year ends of June 30, 2020 and later.** For all non-attest services, the Auditor shall adhere to the independence rules of the AICPA Professional Code of Conduct and *Government Auditing Standards, 2018 Revision* (as applicable). Preparing financial statements in their entirety shall be deemed a "significant threat" requiring the Auditor to apply safeguards sufficient to reduce the threat to an acceptable level. If the Auditor cannot reduce the threats to an acceptable level, the Auditor cannot complete the audit. If the Auditor is able to reduce the threats to an acceptable level, the documentation of this determination, including the safeguards applied, must be included in the audit workpapers.

All non-attest service(s) being performed by the Auditor that are necessary to perform the audit must be identified and included in this contract. The Governmental Unit shall designate an individual with the suitable skills, knowledge, and/or experience (SKE) necessary to oversee the services and accept responsibility for the results of the services performed. If the Auditor is able to identify an individual with the appropriate SKE, s/he must document and include in the audit workpapers how he/she reached that conclusion. If the Auditor determines that an individual with the appropriate SKE cannot be identified, the Auditor cannot perform both the non-attest service(s) and the audit. See "Fees for Audit Services" page of this contract to disclose the person identified as having the appropriate SKE for the Governmental Unit.

28. **Applicable to audits with fiscal year ends of June 30, 2021 and later.** The auditor shall present the audited financial statements including any compliance reports to the government unit's governing body or audit committee in an official meeting in open session as soon as the audited financial statements are available but not later than 45 days after the submission of the audit report to the Secretary. The auditor's presentation to the government unit's governing body or audit committee shall include:

- a) the description of each finding, including all material weaknesses and significant deficiencies, as found by the auditor, and any other issues related to the internal controls or fiscal health of the government unit as disclosed in the management letter, the Single Audit or Yellow Book reports, or any other communications from the auditor regarding internal controls as required by current auditing standards set by the Accounting Standards Board or its successor;
- b) the status of the prior year audit findings;
- c) the values of Financial Performance Indicators based on information presented in the audited financial statements; and
- d) notification to the governing body that the governing body shall develop a "Response to the Auditor's Findings, Recommendations, and Fiscal Matters," if required under 20 NCAC 03 .0508.

29. Information based on the audited financial statements shall be submitted to the Secretary for the purpose of identifying Financial Performance Indicators and Financial Performance Indicators of Concern. See 20 NCAC 03 .0502(c)(6).

30. All of the above paragraphs are understood and shall apply to this contract, except the following numbered paragraphs shall be deleted (See Item 17 for clarification).

31. The process for submitting contracts, audit reports and invoices is subject to change. Auditors and units should use the submission process and instructions in effect at the time of submission. Refer to the N.C. Department of State Treasurer website at <https://www.nctreasurer.com/state-and-local-government-finance-division/local-government-commission/submitting-your-audit>

32. All communications regarding audit contract requests for modification or official approvals will be sent to the email addresses provided on the signature pages that follow.

33. Modifications to the language and terms contained in this contract form (LGC-205) are not allowed.

FEES FOR AUDIT SERVICES

1. For all non-attest services, the Auditor shall adhere to the independence rules of the AICPA Professional Code of Conduct (as applicable) and *Government Auditing Standards, 2018 Revision*. Refer to Item 27 of this contract for specific requirements. The following information must be provided by the Auditor; contracts presented to the LGC without this information will be not be approved.

Financial statements were prepared by: ☒ Auditor ☐ Governmental Unit ☐ Third Party

If applicable: Individual at Governmental Unit designated to have the suitable skills, knowledge, and/or experience (SKE) necessary to oversee the non-attest services and accept responsibility for the results of these services:

Name:**Title and Unit / Company:****Email Address:**

Christopher Tucker

Assistant Town Manager/Finance Director - Town of Pineville

ctucker@pinevillenc.gov

OR Not Applicable ☐ (Identification of SKE Individual on the LGC-205 Contract is not applicable for GAAS-only audits or audits with FYEs prior to June 30, 2020.)

2. Fees may not be included in this contract for work performed on Annual Financial Information Reports (AFIRs), Form 990s, or other services not associated with audit fees and costs. Such fees may be included in the engagement letter but may not be included in this contract or in any invoices requiring approval of the LGC. See Items 8 and 13 for details on other allowable and excluded fees.

3. The audit fee information included in the table below for both the Primary Government Fees and the DPCU Fees (if applicable) should be reported as a specific dollar amount of audit fees for the year under this contract. If any language other than an amount is included here, the contract will be returned to the audit form for correction.

4. Prior to the submission of the completed audited financial report and applicable compliance reports subject to this contract, or to an amendment to this contract (if required) the Auditor may submit interim invoices for approval for services rendered under this contract to the Secretary of the LGC, not to exceed 75% of the billings for the unit's last annual audit that was submitted to the Secretary of the LGC. All invoices for services rendered in an audit engagement as defined in 20 NCAC .0503 shall be submitted to the Commission for approval before any payment is made. Payment before approval is a violation of law. (This paragraph not applicable to contracts and invoices associated with audits of hospitals).

Primary Government Unit	Town of Pineville, NC
Audit Fee (financial and compliance if applicable)	\$ 62,100 (\$57,850 audit + \$4,250 single audit for up to 2 programs)
Fee per Major Program (if not included above)	\$ 4,250 per major program in excess of 2
Additional Fees Not Included Above (if applicable):	
Financial Statement Preparation (incl. notes and RSI)	\$ 8,100
All Other Non-Attest Services	\$
TOTAL AMOUNT NOT TO EXCEED	\$ 70,200 (includes 2 major programs)

Discretely Presented Component Unit	N/A
Audit Fee (financial and compliance if applicable)	\$
Fee per Major Program (if not included above)	\$
Additional Fees Not Included Above (if applicable):	
Financial Statement Preparation (incl. notes and RSI)	\$
All Other Non-Attest Services	\$
TOTAL AMOUNT NOT TO EXCEED	\$

SIGNATURE PAGE

AUDIT FIRM

Audit Firm*	
Martin Starnes & Associates, CPAs, P.A.	
Authorized Firm Representative (typed or printed)* Amber Y. McGhinnis	Signature* <i>Amber Y. McGhinnis</i>
Date* 03/04/25	Email Address* amcghinnis@msa.cpa

GOVERNMENTAL UNIT

Governmental Unit*	
Town of Pineville, NC	
Date Governing Board Approved Audit Contract* (Enter date in box to right)	
Mayor/Chairperson (typed or printed)* David Phillips, Mayor	Signature*
Date	Email Address* dphillips@pinevillenc.gov

Chair of Audit Committee (typed or printed, or "NA") N/A	Signature
Date	Email Address

GOVERNMENTAL UNIT – PRE-AUDIT CERTIFICATE

Required by G.S. 159-28(a1) or G.S. 115C-441(a1). Not applicable to hospital contracts.

This instrument has been pre-audited in the manner required by The Local Government Budget and Fiscal Control Act or by the School Budget and Fiscal Control Act.

Sum Obligated by This Transaction:	\$ 70,200 (includes 2 major programs)
Primary Governmental Unit Finance Officer* (typed or printed) Christopher Tucker, Assistant Town Manager/Finance Director	Signature*
Date of Pre-Audit Certificate*	Email Address* ctucker@pinevillenc.gov

SIGNATURE PAGE – DPCU
(complete only if applicable)

DISCRETELY PRESENTED COMPONENT UNIT

DPCU*	
N/A	
Date DPCU Governing Board Approved Audit Contract* (Enter date in box to right)	
DPCU Chairperson (typed or printed)* N/A	Signature*
Date*	Email Address*

Chair of Audit Committee (typed or printed, or "NA") N/A	Signature
Date	Email Address

DPCU – PRE-AUDIT CERTIFICATE

Required by G.S. 159-28(a1) or G.S. 115C-441(a1). Not applicable to hospital contracts.

This instrument has been pre-audited in the manner required by The Local Government Budget and Fiscal Control Act or by the School Budget and Fiscal Control Act.

Sum Obligated by this Transaction:	\$
DPCU Finance Officer (typed or printed)* N/A	Signature*
Date of Pre-Audit Certificate*	Email Address*

Remember to print this form, and obtain all
required signatures prior to submission.

PRINT

Report on the Firm's System of Quality Control

To the Shareholders of Martin Starnes & Associates, CPAs, P.A. and the Peer Review Committee, Coastal Peer Review, Inc.

We have reviewed the system of quality control for the accounting and auditing practice of Martin Starnes & Associates, CPAs, P.A. (the firm) in effect for the year ended December 31, 2023. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants (Standards).

A summary of the nature, objectives, scope, limitations of, and the procedures performed in a System Review as described in the Standards may be found at www.aicpa.org/prsummary. The summary also includes an explanation of how engagements identified as not performed or reported in conformity with applicable professional standards, if any, are evaluated by a peer reviewer to determine a peer review rating.

Firm's Responsibility

The firm is responsible for designing a system of quality control and complying with it to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. The firm is also responsible for evaluating actions to promptly remediate engagements deemed as not performed or reported in conformity with professional standards, when appropriate, and for remediating weaknesses in its system of quality control, if any.

Peer Reviewer's Responsibility

Our responsibility is to express an opinion on the design of the system of quality control and the firm's compliance therewith based on our review.

Required Selections and Considerations

Engagements selected for review included engagements performed under Government Auditing Standards, including compliance audits under the Single Audit Act and an audit of an employee benefit plan.

As part of our peer review, we considered reviews by regulatory entities as communicated by the firm, if applicable, in determining the nature and extent of our procedures.

Opinion

In our opinion, the system of quality control for the accounting and auditing practice of Martin Starnes & Associates, CPAs, P.A. in effect for the year ended December 31, 2023, has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of *pass*, *pass with deficiency(ies)* or *fail*. Martin Starnes & Associates, CPAs, P.A. has received a peer review rating of *pass*.

Dean Dorton Allen Ford, PLLC

Dean Dorton Allen Ford, PLLC

May 10, 2024



TOWN COUNCIL AGENDA ITEM

MEETING DATE: March 11, 2025

Agenda Title/Category:	Public Hearing			
Staff Contact/Presenter:	Travis Morgan			
Meets Strategic Initiative or Approved Plan:	Yes X	No	If yes, list:	Housing goals in the comp plan
Background:				
Discussion:	Removal of ownership clause from applicants request or Planning Board recommendation			
Fiscal impact:	Legal implications based on future cases			
Attachments:	Cover Memo to Council Legal Opinion Ordinance Change Request from Applicant Zoning Application			
Recommended Motion to be made by Council:	Approve applicants request			

PUBLIC HEARING

Pineville PLANNING & ZONING

To: Town Council

From: Travis Morgan

Date: 3/11/2025

Re: Stumpf Text Amendment for Accessory Dwelling Units (*Action Item*)

UPDATED PLANNING BOARD RECOMMENDATION:

Planning Board had the opportunity to review legal opinion letter and discuss with Town Attorney at the 2/20/2025 Planning Board Meeting. The Planning Board recommended the same amendment as before with two additions 1) clarification that an accessory dwelling can be built right away but before both primary and secondary could be rented the owner had to live on the property for 24 consecutive months and 2) The owner has to sign an affidavit stating they will live on the property for 24 consecutive months before both units were rented.

Accessory Dwelling Unit name change text amendment was recommended and the revision of the owner occupant definition and section (F) restriction of the below ordinance to:

“The property owner(s) shall occupy at least one (1) of the dwelling units on the property unless the property owner has resided on the premises for a period of not less than twenty-four (24) consecutive months, prior to non-owner rental of both the primary and the secondary dwelling.” AND (G) Owner(s) must sign and affidavit acknowledging and verifying that they will reside on the property for a period of not less than twenty-four (24) consecutive months before both primary and secondary dwelling unit are rented.

REQUEST:

Michael Stumpf requests your consideration for a text amendment to revise the Zoning Ordinance owner occupied restrictions for secondary dwelling units (otherwise called mother-in-law suites or accessory dwelling units)

STAFF COMMENT:

After reviewing Town legal opinion, current and pending (HB409) state law, League of Municipalities advice, and existing legal case precedent; I recommend removing ownership related restrictions from Town Zoning. North Carolina case law seems to be adamant that ownership should not be a criteria for zoning. Who resides in a residence and how long is hard to verify as well. I recommend other clear and more legally upheld enforcement options.

I would encourage the negatives from rentals be addressed not through ownership but through those that are within the Town’s ability to enforce with current, or more strict revisions to current ordinances such as: police nuisance enforcement, zoning trash/debris, parking on the lawn, high grass, street parking, or similar.

SUMMARY:

Zoning ordinance section 3.3 and 6.5.35 are the relevant sections see below:

Existing Text:

P. 60 Definitions

Dwelling, ~~Secondary~~ Accessory Dwelling Unit

An accessory dwelling either attached or part of the principal residential use or separate from the principal use in the form of a guest house or garage apartment provided that such dwelling meets this ordinance and provided that no accessory building containing such use is constructed on a lot until the construction of the main building has commenced. Secondary dwellings shall be inseparable from the principal residential use for the purposes of subdivision or sale. ~~The principal dwelling on the lot containing the private residential quarters shall be owner-occupied.~~

6.5.35 Dwelling, ~~Secondary~~ Accessory Dwelling Unit

Secondary dwelling units or "in-law suites" within residential districts are permitted to meet housing needs following the requirements of this section and within this ordinance.

- A) Any secondary dwelling unit shall be located in the rear yard or above a garage of a single-family residential lot or single-family residential use and be subordinate in height and size to the primary dwelling.
- B) Secondary dwelling units may be created behind or as a second story within detached garages provided that the height of the accessory unit and/or garage does not exceed the height of the principal structure on the lot. Not more than one (1) secondary dwelling unit is permitted. There shall be a two (2) story height maximum.
- C) The secondary dwelling unit may not be larger than fifty (50) percent of the gross heated floor area of the principal structure or eight hundred (800) square feet, whichever is less.
- D) At least one (1) additional parking space shall be provided.
- E) Secondary dwelling units shall be located, designed, constructed, landscaped and decorated in such a manner to match the appearance of the principal building.
- F) **The property owner(s) shall occupy at least one (1) of the dwelling units on the property unless the property owner has resided on the premises for a period of not less than twenty-four (24) consecutive months, prior to non-owner rental of both the primary and the secondary dwelling**
- G) **Owner(s) must sign and affidavit acknowledging and verifying that they will reside on the property for a period of not less than twenty-four (24) consecutive months before both primary and secondary dwelling unit are rented.**

PROCEDURE:

This is a proposed text amendment to the Zoning Ordinance. This follows regular legislative process of simple majority vote. There are two current proposals centered around ownership: the applicant's request to remove ownership clause and Planning Board latest recommendation to amend the ownership items for ADU's.

MEMORANDUM

TO: Travis Morgan for the Planning Board

FROM: M. Janelle Lyons

OUR FILE: 08251.0000001

SUBJECT: TOWN OF PINEVILLE

DATE: February 6, 2025

Introduction and Background

My understanding is that the Planning Board has considered a zoning application to amend the zoning ordinance to no longer require that the principal dwelling on a lot containing a private residential quarter be owner-occupied. The Planning Board advises the Mayor and Town Council on zoning and land use decisions in the Town.

My understanding is also that Mr. Morgan has spoken to the Board regarding the prodigy of cases that find zoning decisions based upon ownership are illegal, and that recent down-zoning restrictions in S.B. 382 make it unlawful to down-zone without written consent from all impacted owners.

The Planning Board desires to recommend that Council either:

1. require owner occupation of the primary dwelling for a consecutive period of time prior to allowing non-owner occupation of the primary dwelling, or
2. to no longer allow accessory units

Town Council has asked the Planning Board to reconsider their recommendations. Mr. Morgan has asked me to give the Planning Board a lengthier legal opinion at the next Planning Board Meeting, which tends to meet the last Thursday of the month at 4 pm.

Legal Opinion on Proposed Recommendations

Executive Summary

It is my opinion that both of the Planning Board's recommendations are in violation of current NC state law.

Local Government Authority to Zone

North Carolina local governments are created by the state and derive all their powers by delegation from it. The North Carolina Supreme Court has stated, "It is a well-established principle that municipalities, as creatures of statute, can exercise only that power which the

legislature has conferred upon them.” BellSouth Telecommunications, Inc. v. City of Laurinburg, 168 N.C. App. 75, 80, 606 S.E.2d 721, 724 (2005) citing Bowers v. City of High Point, 339 N.C. 413, 417, 451 S.E.2d 284, 287 (1994); Homebuilders Assn. of Charlotte v. City of Charlotte, 336 N.C. 37, 41–42, 442 S.E.2d 45, 49 (1994).

Further N.C. Gen. Stat. Ann. § 160A-4 states:

It is the policy of the General Assembly that the cities of this State should have adequate authority to execute the powers, duties, privileges, and immunities conferred upon them by law. To this end, the provisions of this Chapter and of city charters shall be broadly construed and grants of power shall be construed to include any additional and supplementary powers that are reasonably necessary or expedient to carry them into execution and effect: Provided, that the exercise of such additional or supplementary powers shall not be contrary to State or federal law or to the public policy of this State.

N.C. Gen. Stat. Ann. § 160A-4

“The original zoning power of the State reposes in the General Assembly[,]it has delegated this power to the ‘legislative body’ of municipal corporations.” Allred v. City of Raleigh, 277 N.C. 530, 540, 178 S.E.2d 432, 437 (1971) (internal citation omitted).

N.C. Gen.Stat. § 160D-701 titled Purposes of Zoning Regulations sets out the authority of cities and towns to engage in zoning:

Zoning regulations shall be made in accordance with a comprehensive plan and shall be designed to promote the public health, safety, and general welfare. To that end, the regulations may address, among other things, the following public purposes: to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to lessen congestion in the streets; to secure safety from fire, panic, and dangers; to facilitate the efficient and adequate provision of transportation, water, sewerage, schools, parks, and other public requirements; and to promote the health, safety, morals, or general welfare of the community. The regulations shall be made with reasonable consideration, among other things, as to the character of the district and its peculiar suitability for particular uses and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the local government's planning and development regulation jurisdiction. The regulations may not include, as a basis for denying a zoning or rezoning request from a school, the level of service of a road facility or facilities abutting the school or proximately located to the school.

See Nash-Rocky Mount Bd. of Educ. v. Rocky Mount Bd. of Adjustment, 169 N.C. App. 587, 588–89, 610 S.E.2d 255, 257 (2005)

N.C. Gen.Stat. § 160D-702 titled Grant of Power sets out the authority of cities and towns to engage in zoning:

A zoning regulation may regulate and restrict the height, number of stories, and size of buildings and other structures; the percentage of lots that may be occupied; the size of yards, courts, and other open spaces; the density of population; the location and use of buildings, structures, and land.

Zoning decisions are subject to review and interpretation by the court, if sought by an aggrieved landowner, because zoning boards/administrators are sitting in a quasi-judicial capacity when making decisions. See N.C. Gen.Stat. § 160D-406 titled Quasi-judicial procedures.

(a) Process Required. - Boards shall follow quasi-judicial procedures in determining appeals of administrative decisions, special use permits, certificates of appropriateness, variances, or any other quasi-judicial decision.

(b) Notice of Hearing. - Notice of evidentiary hearings conducted pursuant to this Chapter shall be mailed to the person or entity whose appeal, application, or request is the subject of the hearing; to the owner of the property that is the subject of the hearing if the owner did not initiate the hearing; to the owners of all parcels of land abutting the parcel of land that is the subject of the hearing; and to any other persons entitled to receive notice as provided by the local development regulation. In the absence of evidence to the contrary, the local government may rely on the county tax listing to determine owners of property entitled to mailed notice. The notice must be deposited in the mail at least 10 days, but not more than 25 days, prior to the date of the hearing. Within that same time period, the local government shall also prominently post a notice of the hearing on the site that is the subject of the hearing or on an adjacent street or highway right-of-way. The board may continue an evidentiary hearing that has been convened without further advertisement. If an evidentiary hearing is set for a given date and a quorum of the board is not then present, the hearing shall be continued until the next regular board meeting without further advertisement.

(c) Administrative Materials. - The administrator or staff to the board shall transmit to the board all applications, reports, and written materials relevant to the matter being considered. The administrative materials may be distributed to the members of the board prior to the hearing if at the same time they are distributed

to the board a copy is also provided to the appellant or applicant and to the landowner if that person is not the appellant or applicant. The administrative materials shall become a part of the hearing record. The administrative materials may be provided in written or electronic form. Objections to inclusion or exclusion of administrative materials may be made before or during the hearing. Rulings on unresolved objections shall be made by the board at the hearing.

(d) Presentation of Evidence. - The applicant, the local government, and any person who would have standing to appeal the decision under G.S. 160D-1402(c) shall have the right to participate as a party at the evidentiary hearing. Other witnesses may present competent, material, and substantial evidence that is not repetitive as allowed by the board.

Objections regarding jurisdictional and evidentiary issues, including, but not limited to, the timeliness of an appeal or the standing of a party, may be made to the board. The board chair shall rule on any objections, and the chair's rulings may be appealed to the full board. These rulings are also subject to judicial review pursuant to G.S. 160D-1402. Objections based on jurisdictional issues may be raised for the first time on judicial review.

(e) Appearance of Official New Issues. - The official who made the decision or the person currently occupying that position, if the decision maker is no longer employed by the local government, shall be present at the evidentiary hearing as a witness. The appellant shall not be limited at the hearing to matters stated in a notice of appeal. If any party or the local government would be unduly prejudiced by the presentation of matters not presented in the notice of appeal, the board shall continue the hearing.

(f) Oaths. - The chair of the board or any member acting as chair and the clerk to the board are authorized to administer oaths to witnesses in any matter coming before the board. Any person who, while under oath during a proceeding before the board determining a quasi-judicial matter, willfully swears falsely is guilty of a Class 1 misdemeanor.

(g) Subpoenas. - The board making a quasi-judicial decision under this Chapter through the chair or, in the chair's absence, anyone acting as chair may subpoena witnesses and compel the production of evidence. To request issuance of a subpoena, the applicant, the local government, and any person with standing under G.S. 160D-1402(c) may make a written request to the chair explaining why it is necessary for certain witnesses or evidence to be compelled. The chair shall

issue requested subpoenas he or she determines to be relevant, reasonable in nature and scope, and not oppressive. The chair shall rule on any motion to quash or modify a subpoena. Decisions regarding subpoenas made by the chair may be immediately appealed to the full board. If a person fails or refuses to obey a subpoena issued pursuant to this subsection, the board or the party seeking the subpoena may apply to the General Court of Justice for an order requiring that its subpoena be obeyed, and the court shall have jurisdiction to issue these orders after notice to all proper parties.

(h) Appeals in Nature of Certiorari. - When hearing an appeal pursuant to G.S. 160D-947(e) or any other appeal in the nature of certiorari, the hearing shall be based on the record below, and the scope of review shall be as provided in G.S. 160D-1402(j).

(i) Voting. - The concurring vote of four-fifths of the board shall be necessary to grant a variance. A majority of the members shall be required to decide any other quasi-judicial matter or to determine an appeal made in the nature of certiorari. For the purposes of this subsection, vacant positions on the board and members who are disqualified from voting on a quasi-judicial matter under G.S. 160D-109(d) shall not be considered members of the board for calculation of the requisite majority if there are no qualified alternates available to take the place of such members.

(j) Decisions. - The board shall determine contested facts and make its decision within a reasonable time. When hearing an appeal, the board may reverse or affirm, wholly or partly, or may modify the decision appealed from and shall make any order, requirement, decision, or determination that ought to be made. The board shall have all the powers of the official who made the decision. Every quasi-judicial decision shall be based upon competent, material, and substantial evidence in the record. Each quasi-judicial decision shall be reduced to writing, reflect the board's determination of contested facts and their application to the applicable standards, and be approved by the board and signed by the chair or other duly authorized member of the board. A quasi-judicial decision is effective upon filing the written decision with the clerk to the board or such other office or official as the development regulation specifies. The decision of the board shall be delivered within a reasonable time by personal delivery, electronic mail, or first-class mail to the applicant, landowner, and any person who has submitted a written request for a copy prior to the date the decision becomes effective. The person required to provide notice shall certify to the local government that proper

notice has been made, and the certificate shall be deemed conclusive in the absence of fraud.

(k) Judicial Review. - Every quasi-judicial decision shall be subject to review by the superior court by proceedings in the nature of certiorari pursuant to G.S. 160D-1402. Appeals shall be filed within the times specified in G.S. 160D-1405(d). The governing board of the local government that is a party to the judicial review of the quasi-judicial decision shall have the authority to settle the litigation, subject to Article 33C of Chapter 143 of the General Statutes. (2019-111, s. 2.4; 2020-3, s. 4.33(a); 2020-25, s. 51(a), (b), (d); 2021-168, s. 3(a).)

A reviewing superior court “sits in the posture of an appellate court” and “does not review the sufficiency of evidence presented to it but reviews that evidence presented to the town board.” Mann Media, Inc. v. Randolph Cnty. Plan. Bd., 356 N.C. 1, 12, 565 S.E.2d 9, 17 (2002) citing Coastal Ready–Mix Concrete Co. v. Board of Comm'rs of Nags Head, 299 N.C. at 626–27, 265 S.E.2d at 383. The proper standard for judicial review will depend upon the particular issues presented by an aggrieved landowner, but generally the court will:

- (1) Review the record for errors in law,
- (2) Insure that procedures specified by law in both statute and ordinance are followed,
- (3) Insure that appropriate due process rights of a petitioner are protected including the right to offer evidence, cross-examine witnesses, and inspect documents,
- (4) Insure that decisions of town boards are supported by competent, material and substantial evidence in the whole record, and
- (5) Insure that decisions are not arbitrary and capricious.

Mann Media, Inc. v. Randolph Cnty. Plan. Bd., 356 N.C. 1, 13, 565 S.E.2d 9, 17 (2002)

Zoning Issues Before the Board

The first recommendation is illegal based upon the prodigy of cases that ownership cannot be considering in zoning decisions.

In North Carolina, local governments may use development regulations to regulate the use and division of land, but not to regulate the ownership of land. In Graham Court Assocs. v. Town Council of Chapel Hill, 53 N.C. App. 543, 281 S.E.2d 418 (1981), the North Carolina Court of Appeals ruled that zoning may regulate land use, but not the form of ownership. In that case, the town’s ordinance regulated multifamily rental apartments distinctly from multifamily owner-occupied condominiums. After a property owner was denied a permit to convert an apartment to a condominium, they challenged the ordinance. The court ruled that the multifamily development would have the same impacts whether it is occupied by renters or owners. As such, zoning cannot legally distinguish between the

two, nor require extra permits to change from renter-occupied to owner-occupied. The North Carolina Court of Appeals reaffirmed that rule in *City of Wilmington v. Hill*, 189 N.C. App. 173, 657 S.E.2d 670 (2008). A Wilmington ordinance required that, in order for a residential property to have an accessory apartment (e.g., a garage apartment or in-law suite), the owner of the property must reside on site, either in the principal residence or the accessory residence. The court ruled the requirement for owner-occupancy was an unconstitutional regulation of ownership and beyond the scope of delegated zoning authority.

The second recommendation is “down-zoning”, and illegal pursuant to current NC S.B. 382.

Article 6, Development Regulations, N.C. Gen.Stat. § 160D-601 titled Procedure for adopting, amending, or repealing development regulations specifically states:

(d) Down-Zoning. - No amendment to zoning regulations or a zoning map that down-zones property shall be initiated nor is it enforceable without the written consent of all property owners whose property is the subject of the down-zoning amendment, unless the down-zoning amendment is initiated by the local government. For purposes of this section, "down-zoning" means a zoning ordinance that affects an area of land in one of the following ways:

(1) By decreasing the development density of the land to be less dense than was allowed under its previous usage.

(2) By reducing the permitted uses of the land that are specified in a zoning ordinance or land development regulation to fewer uses than were allowed under its previous usage. (2019-111, s. 2.4; 2020-3, s. 4.33(a); 2020-25, ss. 12, 50(a), 51(a), (b), (d).)

An amendment to the Zoning Ordinance which would no longer allow accessory dwellings, when they have been previously allowed, would be considered “down zoning,” reducing the permitted uses, in violation of NC statutes.

A Case for Change: Removing the Owner-Occupancy Requirement in Pineville, NC's Secondary Dwelling Ordinance

Introduction

Pineville, North Carolina, like many growing suburban areas, faces a mounting housing crisis. Population growth in the Charlotte metropolitan area has placed increasing pressure on smaller towns like Pineville to provide affordable and accessible housing options. One solution is to encourage the construction of secondary dwellings, such as guest houses or garage apartments, which can serve as rental units. However, Pineville's current zoning ordinance, specifically Section 3.3, contains a requirement that restricts the potential of these secondary dwellings: the primary residence on the lot must be owner-occupied.

This proposal argues that the owner-occupancy requirement should be removed. The restriction not only limits the housing supply at a time when it is desperately needed but also infringes upon property owners' rights to lease their property. By removing this requirement, Pineville would align with recent trends across the state, as evidenced by North Carolina House Bill DRH10198-MQ-72, which encourages municipalities to adopt less restrictive zoning regulations. This proposal explores the housing shortage in Pineville, the mobility of homeowners, the legal argument surrounding property rights, and case studies from cities that have successfully removed similar restrictions.

Background on Pineville's Secondary Dwelling Ordinance

The specific ordinance in question is located on page 60, Section 3.3 of Pineville's zoning regulations. It defines secondary dwellings as accessory units that may be either attached or separate from the principal residential building, provided they meet the town's zoning regulations. However, it imposes an owner-occupancy requirement, meaning the homeowner must reside in the primary dwelling to rent out a secondary dwelling.

This provision likely originated as a way to maintain neighborhood stability and prevent absentee landlords from operating multiple rental properties on a single lot. However, as Pineville's housing needs have evolved, this restriction has become a barrier to efficient land use. Removing the owner-occupancy requirement would allow homeowners to rent secondary dwellings more freely, thus contributing to the town's housing supply.

An analysis into the likely Intent Behind the Owner-Occupancy Requirement and Rebuttals

Maintaining Neighborhood Character

Intent: The assumption is that if the homeowner lives on-site, they will be more invested in maintaining the property and ensuring that it integrates smoothly with the surrounding neighborhood. The fear is that absentee landlords might not care for the property, leading to a decline in neighborhood standards.

Rebuttal: This concern is increasingly outdated in modern housing markets. Many landlords, including myself, maintain high standards for their rental properties, regardless of whether they live on-site or not, because neglecting property results in financial losses. In fact, studies have shown that there is little difference in property upkeep between on-site owners and absentee landlords who hire professional management companies to oversee their properties (Journal of Urban Economics).

Preventing the Proliferation of Absentee Landlords

Intent: The concern may be that removing the owner-occupancy requirement will lead to an influx of absentee landlords, changing the character of the neighborhood by increasing the number of rental properties.

Rebuttal: There is no evidence to suggest that removing the owner-occupancy requirement will lead to a dramatic increase in absentee landlords. In fact, many cities that have removed similar restrictions, such as Austin and Nashville, have not seen an overwhelming influx of absentee landlords. Instead, they have seen a modest increase in rental units, which provides much-needed housing options while maintaining neighborhood character. Occupancy limits or rental duration restrictions are still applicable where the unit is a rental or owner-occupied dwelling.

Encouraging Stable Communities

Intent: The owner-occupancy requirement may be seen as a way to promote stable, long-term communities by ensuring that owners are more likely to stay in the area and maintain their property.

Rebuttal: While stability is important for communities, homeowners tend to move frequently, as evidenced by the statistic that the average homeowner moves every seven years (National Association of Realtors). This means that even with an owner-occupancy requirement, the homeowner may move, leaving the secondary dwelling vacant and unused. Removing this requirement would not destabilize communities; rather, it would allow more efficient use of properties, providing valuable rental options for others in the community. Additionally, renters themselves can contribute to a stable, vibrant neighborhood, and long-term rental agreements can foster community bonds similar to those of homeowners.

Ensuring Accountability for Tenants

Intent: The idea behind this is that a homeowner living on-site would provide better oversight and ensure tenants are accountable for their behavior, thus maintaining peace and order in the neighborhood.

Rebuttal: Accountability can be ensured through proper leasing agreements, tenant screening, and local ordinances related to noise, nuisance, and other behaviors. Landlords have a strong financial incentive to manage tenant behavior, as disruptive or irresponsible tenants can cause damage to property and reduce its rental value. As part of the Insurance requirements for rental properties, policy issuers require landlords to conduct background checks and credit check on tenants to secure policies.

Housing Shortage in Pineville

Pineville, NC, is currently facing a housing shortage. As a town situated within the rapidly growing Charlotte metropolitan area, Pineville has experienced a population increase that has outpaced the available housing stock. This has contributed to the scarcity of rental housing units, particularly in the affordable housing sector.

Several factors contribute to this shortage:

1. **Population Growth:** Pineville's proximity to Charlotte and the overall economic growth in the region have spurred an influx of new residents, which has increased demand for housing. However, housing development has not kept up with this growth, exacerbating the shortage.
2. **Limited Housing Supply:** Although new residential construction projects, such as townhome developments and apartment complexes, are underway, they have not yet been sufficient to meet the current housing demand in Pineville.
3. **Affordable Housing:** Like many areas in North Carolina, Pineville is affected by the statewide affordable housing shortage. There is a particular deficit in affordable rental units, leaving many low-income residents struggling to find suitable housing options. This challenge is part of a broader regional and state-level housing crisis.

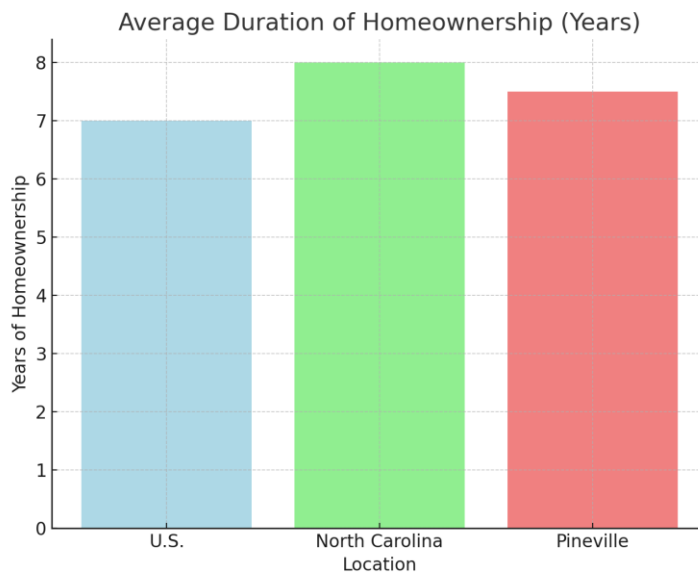
Secondary dwellings, such as ADUs, provide a practical solution to the housing shortage. However, Pineville's owner-occupancy requirement limits the availability of these units. By removing the restriction, the town could unlock a new supply of rental housing without having to develop large new housing complexes, preserving the residential character of existing neighborhoods.

Homeowner Mobility and Vacancy Risks

Homeowners in the United States tend to move frequently, with national statistics showing that the average homeowner moves every seven years (National Association of Realtors). In Pineville, this trend likely holds true. With such frequent mobility, enforcing an owner-occupancy requirement could result in secondary dwellings being left vacant when the homeowner moves. These secondary units, which could otherwise provide valuable rental housing, remain off the market because of the ordinance.

Vacant properties have been shown to contribute to increased crime rates in neighborhoods. According to a study by the Urban Institute, areas with higher numbers of vacant units experience a 3% to 6% increase in crime rates, particularly property crimes like burglary and vandalism (Urban Institute, 2018). Additionally, The National Vacant Properties Campaign reported that properties left vacant for extended periods are often targets for illegal activities such as squatting, arson, and drug-related offenses (National Vacant Properties Campaign, 2020). The presence of vacant properties can lead to a decline in the neighborhood's overall safety and community well-being.

If Pineville were to remove the owner-occupancy requirement, homeowners would have the flexibility to rent their secondary dwellings even if they no longer live on the property. This would not only increase the housing supply but also provide a potential source of income for homeowners who are no longer in a position to occupy the property themselves. Reducing vacancies by making secondary dwellings available for rent would help prevent potential crime issues associated with vacant properties and create a more secure environment for the community.



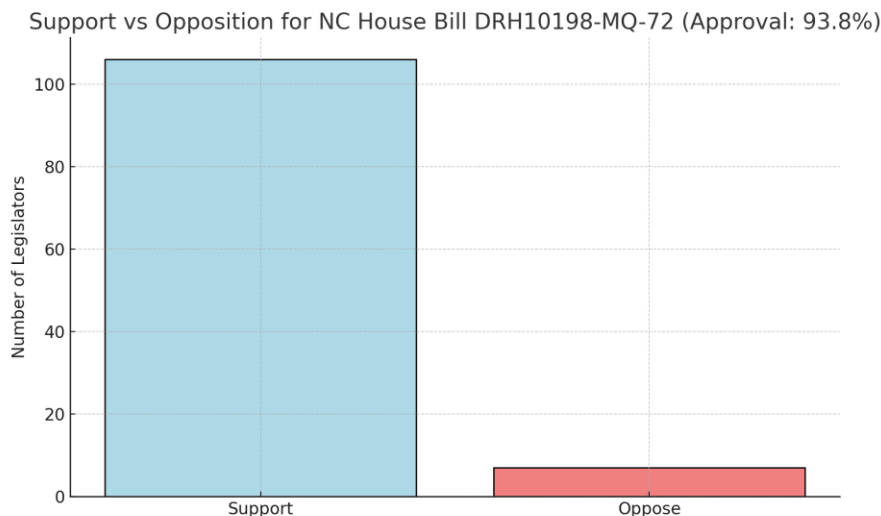
Infringement on Landowners' Rights

The concept of the 'bundle of rights' in property law refers to the legal rights that come with property ownership, including the right to lease, sell, and control property. By enforcing an owner-occupancy requirement, Pineville is restricting property owners' ability to fully utilize their land. Specifically, the ordinance infringes upon the right to lease property freely, limiting how homeowners can manage their secondary dwellings.

For many homeowners, the ability to rent out a secondary dwelling represents an important source of income, whether to offset mortgage payments or to fund future investments. By preventing homeowners from renting their property unless they live on-site, Pineville is removing a potential income stream for property owners. This infringes on the landowners' rights to make the most efficient use of their property and hampers their financial independence.

Bipartisan Support for House Bill DRH10198-MQ-72

North Carolina House Bill DRH10198-MQ-72 passed with a 93.8% approval rate, receiving overwhelming bipartisan support in the General Assembly. The strong majority of 106 votes in favor versus 7 against demonstrates that flexible housing policies are widely recognized as essential to addressing the housing crisis. Pineville can follow the lead of state lawmakers by removing the owner-occupancy requirement, thus aligning its local policies with broader statewide efforts.



Case Studies from Other Cities that have Removed Restrictions

Austin, Texas

Austin removed the owner-occupancy requirement in 2015 as part of a broader strategy to address its housing shortage. Since the change, ADU construction has increased significantly, providing additional rental housing options in a city where demand is high (City of Austin Development Services).

Phoenix, Arizona

In 2019, Phoenix adopted new legislation that relaxed owner-occupancy requirements for ADUs. This change has resulted in a rise in ADU development, helping the city meet growing demand for affordable housing (Arizona State Legislature).

Nashville, Tennessee

Nashville revised its zoning laws in 2019, allowing ADUs in more areas and lifting the owner-occupancy requirement in certain zones. This move has led to an increase in ADU construction, providing much-needed rental housing (Metropolitan Government of Nashville and Davidson County).

Salt Lake City, Utah

Salt Lake City lifted owner-occupancy requirements in 2018 to promote ADU construction. The policy change has been successful, with a significant rise in ADU permits and increased housing availability (Salt Lake City Planning Division).

Boise, Idaho

Boise updated its zoning regulations in 2020 to encourage ADU construction. Removing the owner-occupancy requirement has helped the city manage its growing population and housing demand (City of Boise Planning and Development Services).

Conclusion

Pineville, North Carolina, faces a housing shortage, and the owner-occupancy requirement in the town's zoning ordinance only exacerbates the problem. By removing this restriction, Pineville can unlock the potential of secondary dwellings, providing more affordable rental units and offering homeowners greater flexibility. The success of cities like Austin, Phoenix, Nashville, Salt Lake City, and Boise shows that lifting owner-occupancy requirements leads to a significant increase in ADU construction and rental availability.

Moreover, North Carolina House Bill DRH10198-MQ-72 provides strong state-level support for this proposed change. With bipartisan backing, the bill encourages municipalities like Pineville to adopt more flexible zoning policies that address housing needs. By aligning with this state legislation, Pineville can ensure that its zoning regulations are consistent with the direction of housing reform across North Carolina.

I have invested significant time and resources into converting the garage located at 1005 Cone Ave, into an ADU. This has included the pulling of permits, payment of all applicable fees, and ultimately ended with the obtainment of the certificate of occupancy. The ADU has been fully approved, yet due to the owner-occupancy requirement, the property cannot be rented out freely. I ask the council, what would you have me do with a fully approved and ready-to-occupy ADU if I am unable to live onsite? This situation highlights the unnecessary burden placed on homeowners who are willing and able to provide additional housing, which could alleviate Pineville's housing shortage.

I am proud to own property in the city of Pineville where we invest in infrastructure, provide clean parks, create learning opportunities in our new library with community center, where we host fairs and other community events. This sense of community lives in the town regardless of owner-occupied vs rental units (as proven by the statistic from AreaVibes; where 57.6% of the housing supply is renter-occupied). I understand that large scale projects are in development / seeking approval to add supply to the community; these include: Miller Farm Subdivision (242 Single family Homes and 98 Townhomes), Preston Park (299 Single Family Homes), Coventry Downs (166 townhomes), Cranford development (18 townhomes) and Livano Pineville LIV Development (Proposed 65 apartments with retail space, and an additional 172 apartments). I however am not a developer with large access to private and institutional funding; I am simply a former proud Pineville resident who invested his life savings into an approved ADU conversion; but my mission is the same: provide affordable, safe, and reliable housing to our beautiful Pineville community.

The time for change is now. Removing the owner-occupancy requirement is a practical and necessary step toward addressing Pineville's housing shortage, restoring property rights, and promoting long-term growth. The removal of the owner occupancy requirement would not negate other restrictions Pineville has in place for allowing the construction of ADUs (Minimum Setbacks, Height restrictions, and Size). I sincerely hope you take my request into consideration. I look forward to hearing from you.

References

City of Austin, Development Services Department. Accessory Dwelling Units: Zoning Updates and Impacts. City of Austin, 2015, www.austintexas.gov/development/adu-zoning-updates.

Arizona State Legislature. Zoning Law Revisions for ADUs in Phoenix. Arizona State Legislature, 2019, www.azleg.gov/adu-zoning-law.

Metropolitan Government of Nashville and Davidson County. Zoning Ordinance Changes for Accessory Dwelling Units. Nashville Planning Department, 2019, www.nashville.gov/planning/adu-changes.

Salt Lake City Planning Division. Accessory Dwelling Units Zoning Reforms. Salt Lake City Planning Division, 2018, www.slcgov.com/planning/adu-zoning-reform.

City of Boise, Planning and Development Services. ADU Zoning Updates and Implementation. City of Boise, 2020, www.cityofboise.org/adu-zoning-updates.

National Association of Realtors. Homeownership and Mobility Trends, 2023.

North Carolina Housing Coalition. State of Housing: Affordable Housing in North Carolina, 2022.

Legal Information Institute, Cornell Law School. Bundle of Rights in Property Law, 2022.

North Carolina General Assembly. House Bill DRH10198-MQ-72, 2024.

Urban Institute. The Impact of Vacant Properties on Crime in Urban Areas, 2018.

National Vacant Properties Campaign. Vacancy and Crime: The Link Between Vacant Properties and Neighborhood Safety, 2020.

Areavibes. Renter occupied households. <https://www.areavibes.com/pineville-nc/housing/>

Office Use Only:

Application #:

Payment Method: Cash ☐ Check ☐ Credit Card ☐ Amount \$ _____ Date Paid _____

Zoning Application

Note: Application will not be considered until all required submittal components listed have been completed

Applicant's Name: Michael Stumpf Phone: 704-299-0605
Applicant's Mailing Address: 3219 Bannock Drive, Fort Mill SC 29715

Property Information:

Property Location: 1005 Cone Ave, Pineville NC 28134
Property Owner's Mailing Address: 3219 Bannock Drive, Fort Mill SC 29715
Property Owner Name: Michael Stumpf Phone: 704-299-0605
Tax Map and Parcel Number: 22104304 Existing Zoning: Residential

Which are you applying (Check all that apply):

Rezoning by Right ☐ Conditional Zoning ☐ Conditional Rezoning ☐ Text Amendment ☐

Fill out section(s) that apply:

Rezoning by Right:

Proposed Rezoning Designation _____

Conditional Zoning:

Proposed Conditional Use _____

Acreage _____ Square Feet _____ Approximate Height _____ # of Rooms _____

Parking Spaces Required _____ Parking Spaces Provided _____ ****Please Attach Site Specific Conditional Plan**


Conditional Rezoning:

Proposed Conditional Rezoning Designation _____

Text Amendment:

Section 3.3 ; Page 60 Reason Please see "Stumpf_Ordinance Change Request" in the Attachment.
Dwelling, Secondary
Proposed Text Change (Attach if needed) Remove: The principal dwelling on the lot containing the private residential quarters shall be owner-occupied.

I do hereby certify that all information which I have provided for this application is, to the best of my knowledge, correct.


Signature of Applicant

9/18/2024
Date

Signature of Property Owner (If not Applicant)

Date

Signature of Town Official

Date



TOWN COUNCIL AGENDA ITEM

MEETING DATE: March 11, 2025

Agenda Title/Category:	Request for Bids for Potential Sale of PCS			
Staff Contact/Presenter:				
Meets Strategic Initiative or Approved Plan:	Yes	No	If yes, list:	
		x		
Background:	The PCS Board recommended that Town Council initiate the bidding process to determine if a sale of the PCS assets and customer base is worthwhile.			
Discussion:	Town Council will determine if they would like to ask for bids from potential buyers of the internet and telephone business operations of the Town of Pineville.			
Fiscal impact:	Estimated at \$4 million			
Attachments:	<ol style="list-style-type: none"> 1. JSI study 2. February 24, 2025, PCS Board Meeting Material 3. 10-year financial Analysis 			
Recommended Motion to be made by Council:				

Pineville Communications Systems – Strategic Analysis

September 2024

Chris Fortuna, Director Financial Services

Nova Patel, Executive Business Consultant

Bhavini Sokhey, Vice President Financial Services

- 1. Strengths and Weaknesses**
- 2. National Broadband Trends**
- 3. Competitive Analysis**
- 4. Subscriber Trends**
- 5. Financial Modelling**
 - Assumptions
 - Scenario Analysis
- 6. Recommendations**

Pineville: Strengths and Weakness

Item 8.

Strengths

- Local Provider: Strong community presence and trust
- Long History of Operations: Established reputation and reliability in the area
- Bundled Services: Customers receive discounts when both electric and internet services are subscribed.
- Strong customer service
- High quality Fiber-to-the-Home network

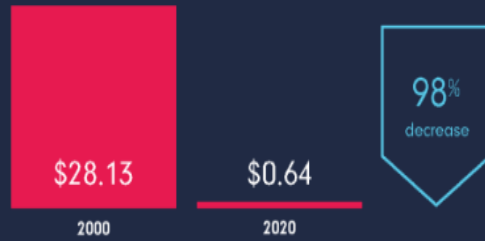
Weakness

- Heavy Competition: Facing strong competition from Spectrum, T-Mobile, and Verizon. Spectrum has a presence in over 93% of the serviceable locations
- Lack of Economies of Scale: Smaller scale operations limit cost advantages
- Lower Capex Funding Ability: Challenges in securing funds for capital expenditures
- Reduced agility in decision-making compared to private competitors limits adaptability and competitiveness
- Heavy competition constrains Pineville's ability to increase revenues by increasing product pricing

National Broadband Trends

Item 8.

PRICE PER MEGABIT SHRINKS



The price per Mbps has declined from an average of \$28.13 in 2000 to \$0.64 in 2020

Source: NCTA Analysis

Broadband Prices Drop as Speeds Increase

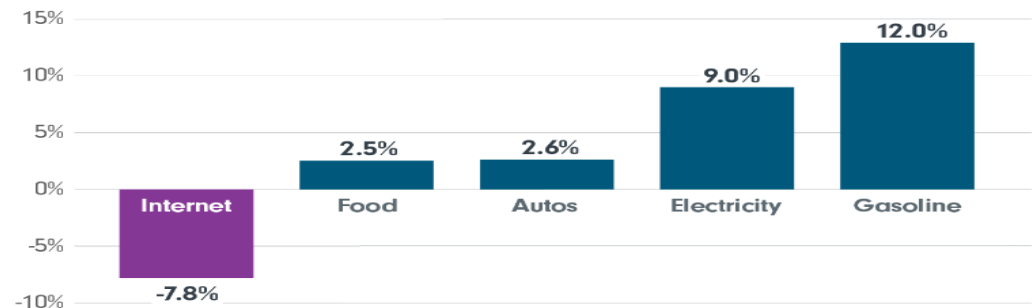
Between 2015 and 2023, broadband prices declined as speeds skyrocketed.



Source: USTelecom 2023 Broadband Pricing Index, Tables 5 and 7, reflecting a subscriber-weighted average of real (inflation-adjusted) prices.

- According to an analysis by NCTA, the cost per megabit per second has significantly decreased over the years. In 2008, consumers were paying around \$9.01 per Mbps, but by 2018, that price had dropped to just \$0.76 per Mbps—a remarkable 92% decline. As a result, broadband has become much more competitive, offering consumers more choices and lower prices.

Inflation-adjusted Prices for Internet Services Versus Other Goods & Services, 2021–2024



Note: U.S. Bureau of Labor Statistics Consumer Price Index data for "Internet services and electronic information providers in U.S. city average, all urban consumers, not seasonally adjusted", comparing January 2021 to January 2024

Source: Bureau of Labor Statistics

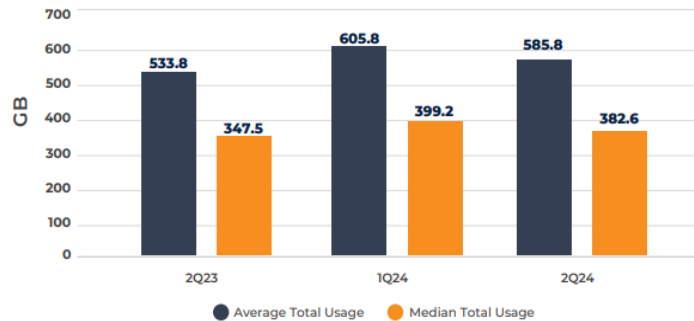
Source: NCTA

National Broadband Trends

Item 8.

FIGURE 1

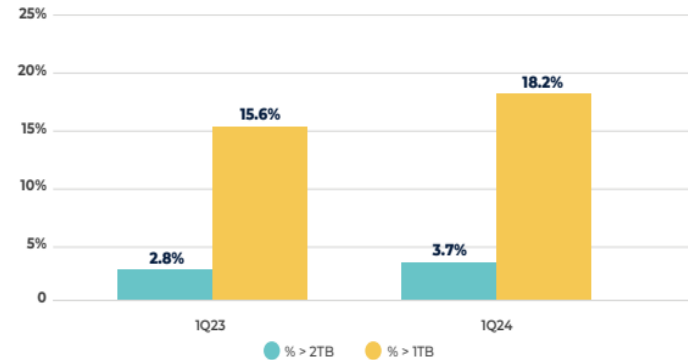
Data Usage Trends — 2Q24 Monthly Average and Median



OpenVault Broadband Insights Report 2Q24



Power Users Monthly Data Consumption Trends — 2Q24

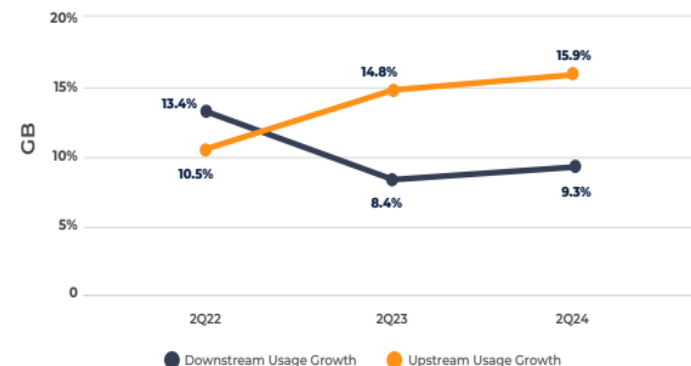


OpenVault Broadband Insights Report 2Q24



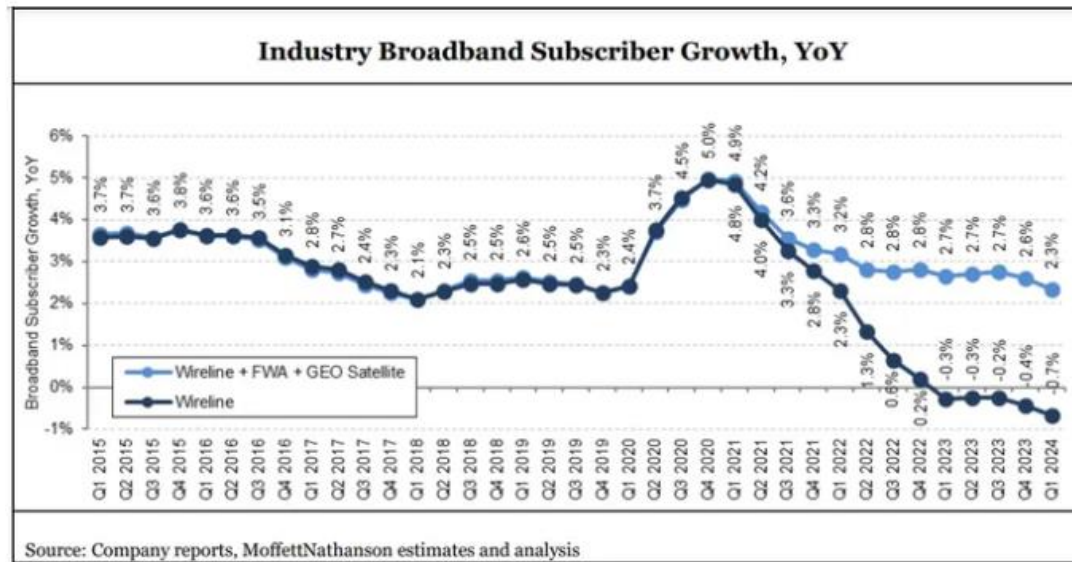
- According to OpenVault's Average Broadband Household Index – 2Q24, the average U.S. broadband household used 585.8 GB (544.3 GB downstream, 41.5 GB upstream) with average speeds of 567 Mbps downstream and 31 Mbps upstream.
- Upstream data usage increased by 15.9% from 2Q23, continuing to outpace downstream growth, which was 9.3%.
- In 2Q24, 18.2% of users consumed 1 TB or more per month, a 16.5% year-over-year increase, with Power Users seeing a 34% rise in upstream data usage and a 17% increase in downstream usage.
- The percentage of subscribers with speeds below 400 Mbps dropped by over 33%, now sits at 41%, while Extreme Power Users (5 TB+ per month) increased by 77% since 2Q23.

Upstream vs. Downstream Data Usage Trends — 2Q24



OpenVault Broadband Insights Report 2Q24

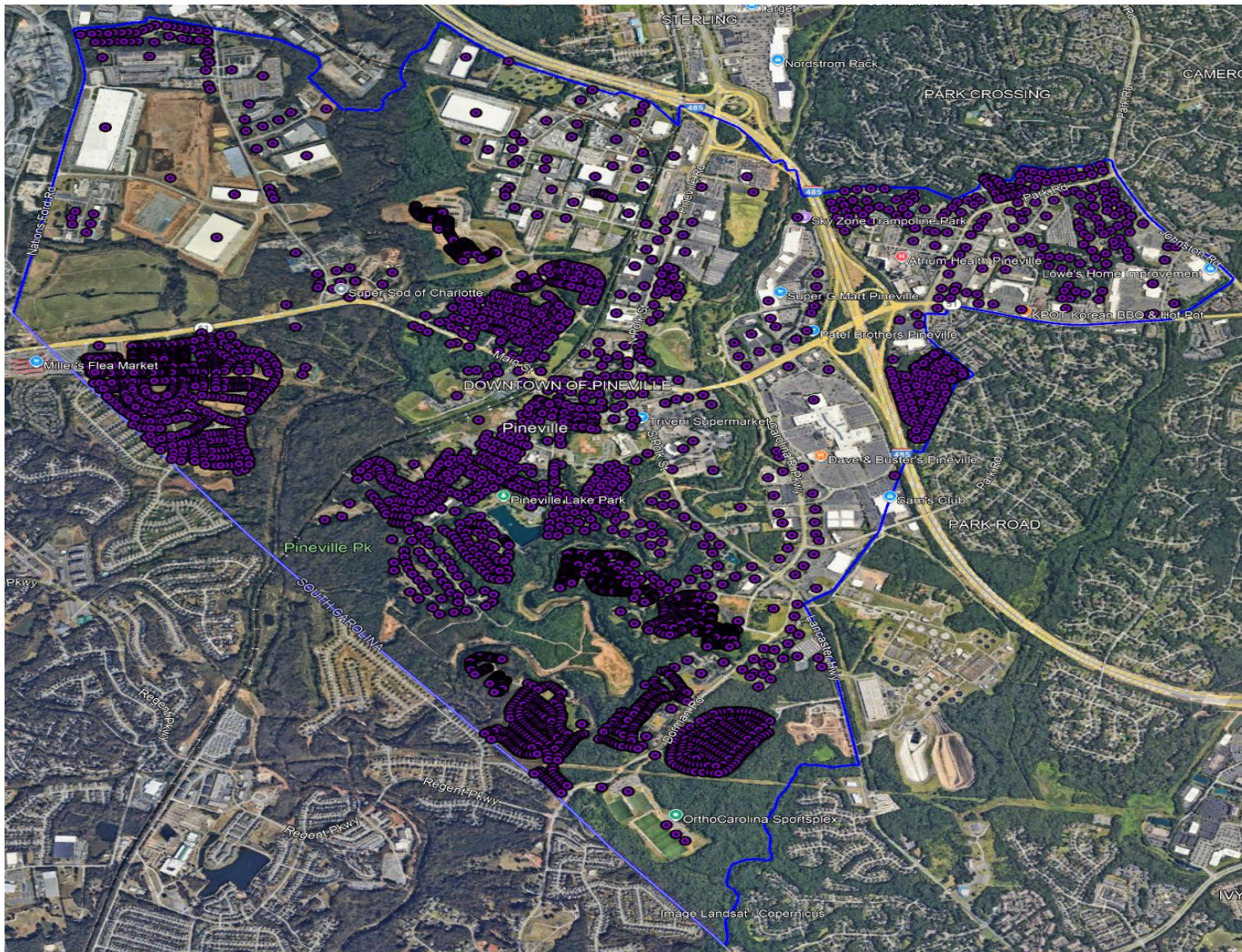




- Declining Growth Across Technologies: Growth in Wireline, Fixed Wireless Access (FWA), and GEO Satellite services has slowed since Q4 2020
- Steeper Decline in Wireline: Wireline services have experienced a sharper decline, reaching negative growth in recent quarters (Q1 2023 to Q1 2024)
- FWA & GEO Satellite Resilience: While growth in FWA and GEO Satellite has also slowed, it has maintained a positive rate, dropping to 2.3% in Q1 2024 from 5% in Q4 2020
- Comparative Performance: In contrast, Wireline saw a significant decline, with growth falling to -0.7% in Q1 2024
- Higher current growth in FWA and GEO Satellite may be attributable to as those technologies emerge, they are reaching new customers in under-served areas quicker than wireline network investments.

Pineville Town Map

Item 8.



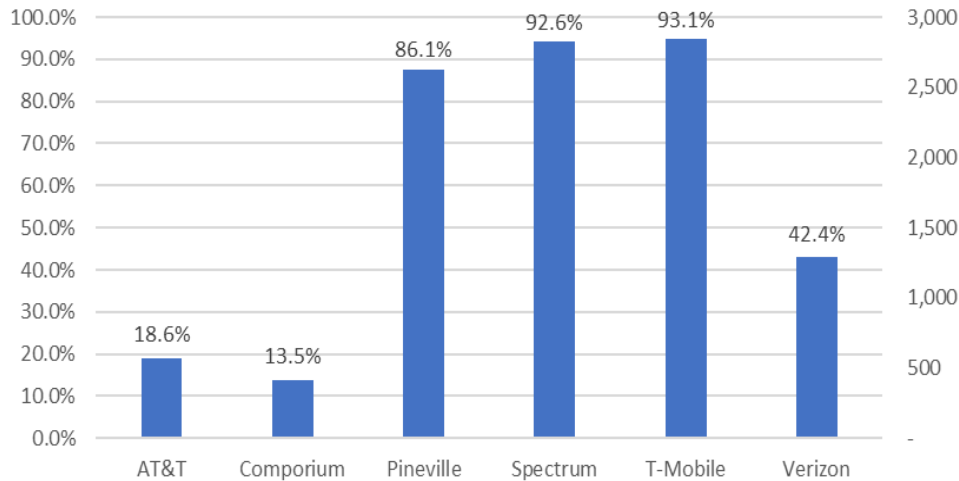
Source: Competitive Analysis KMZ File



Location & Competitor Analysis

Item 8.

Serviceable Locations & Penetration Rate (%)



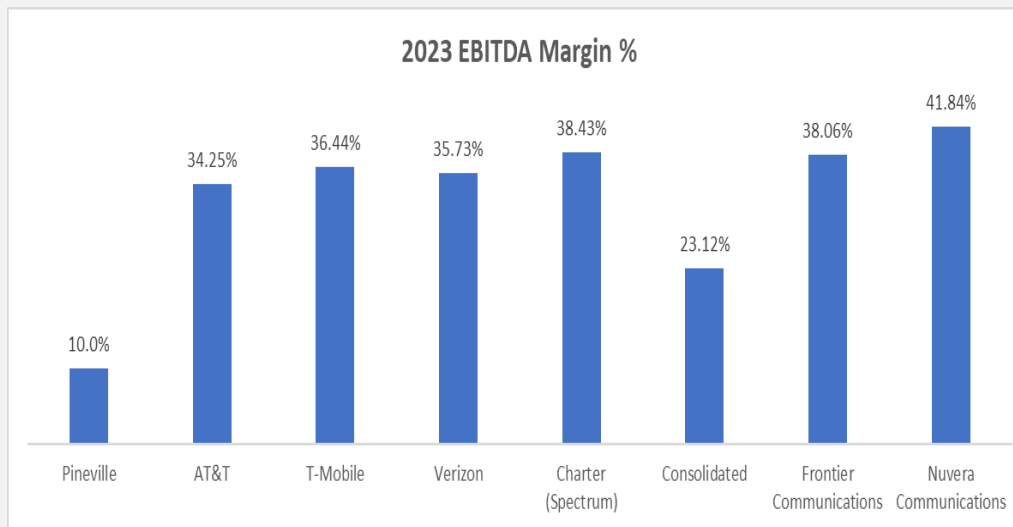
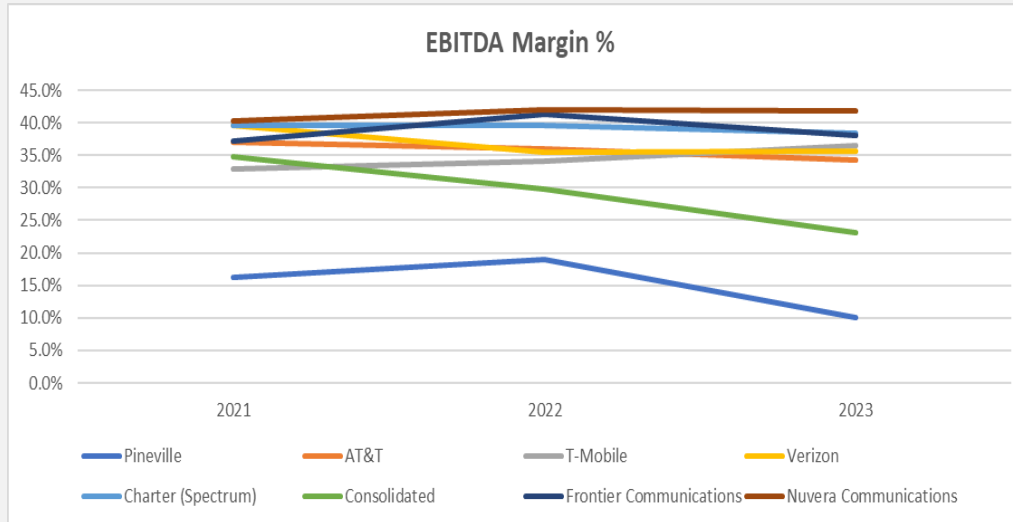
Provider	# of Locations	Max Download	Max Upload
AT&T Copper 0/0	39	0	0
AT&T Copper 10/1+	17	10	1
AT&T Copper 100/20+	13	100	20
AT&T Copper 25/3+	94	75	20
AT&T Fiber 1 Gig+	403	5000	5000
AT&T L Fixed Wireless 25/3+	3	25	3
Comporium, Inc. Fiber 1 Gig+	411	1000	1000
Pineville Communication Systems Copper 25/3+	276	50	5
Pineville Communication Systems Fiber 1 Gig+	2351	1000	1000
Spectrum Coax 1 Gig+	2708	1000	35
Spectrum Fiber 1 Gig+	117	1000	500
T-Mobile L Fixed Wireless 0/0	239	0	0
T-Mobile L Fixed Wireless 100/20+	928	100	20
T-Mobile L Fixed Wireless 25/3+	1673	25	3
Verizon L Fixed Wireless 1 Gig+	3	1000	75
Verizon L Fixed Wireless 10/1+	243	10	1
Verizon L Fixed Wireless 100/20+	1019	400	40
Verizon L Fixed Wireless 25/3+	28	50	5

Provider	Unique Locations	Penetration Rate
T-Mobile	2,840	93.1%
Spectrum	2,825	92.6%
Pineville	2,627	86.1%
Verizon	1,293	42.4%
AT&T	569	18.6%
Comporium	411	13.5%
Total Serviceable Unique Locations	3,051	100.0%

- The total number of unique serviceable locations across all providers is 3,051.
- T-Mobile has the highest location penetration rate at 93.1%. However, all its serviceable locations offer a maximum download speed of 100 Mbps and a maximum upload speed of 20 Mbps.
- Spectrum follows with a location penetration rate of 92.6%. It provides high-speed internet with 1 GIG+ speeds. Of its serviceable locations, 2,708 are served by Coax, and 117 are served by Fiber.
- Pineville has the third highest location penetration rate at 86.1%. Notably, 89.4% of its serviceable locations are covered by 1 GIG+ Fiber, highlighting its strong competitive

Peer Group EBITDA Margin Comparison

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- Note: EBITDA figures for AT&T, T-Mobile, Verizon, and Charter (Spectrum) represent blended rates across multiple services, including wireless, video, and cable
- Pineville's EBITDA has shown big changes, dropping from 19.0% in 2022 to 10.0% in 2023, with a slight increase to 12.9% in 2024 FQ2.
- In comparison, peers like AT&T, T-Mobile, Verizon, and Charter (Spectrum) have much higher and stable EBITDA rates, usually over 30%.
- T-Mobile, in particular, has had strong growth, increasing from 32.93% in 2021 to 37.85% in 2024 FQ2.
- Nuvera Communications has consistently reported high EBITDA, with rates above 40% across the years, showing a slight decrease to 40.14% in 2024 FQ2, reflecting a strong and stable performance, partially driven by its regulatory USF support.
- Frontier Communications has demonstrated strong and stable EBITDA rates, increasing from 37.20% in 2021 to 38.89% in 2024 FQ2, highlighting its consistent operational efficiency.
- Consolidated Communications has experienced a decline in EBITDA from 34.78% in 2021 to 24.09% in 2024 FQ2, indicating challenges in maintaining profitability, although their rates have remained relatively higher than Pineville's.
- Please note that the EBITDA figures for AT&T, T-Mobile, Verizon, and Charter (Spectrum) cover multiple services, including wireless, video, and cable, which may make direct comparisons with Pineville less clear.

Competitor Pricing: Residential (Excl. Promotions)

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- Pineville offers the lowest price for most speed tiers, making it highly competitive in the market (when excluding promotional pricing).
- At the 1 Gbps speed tier, Pineville's price is \$92.95, which is lower than all other providers except for AT&T at \$90. The highest competitor price is Spectrum's \$117.99, making Pineville's offering 22% cheaper than the highest price.
- For the 300 Mbps tier, Pineville's price is \$55.95, significantly lower than AT&T and Spectrum, which charge \$65 and \$87.99 respectively. This makes Pineville nearly 48% cheaper than Spectrum for this speed.
- Note: T-Mobile advertises 200 Mbps but its wireless technology may not realize those speeds in all locations.

Competitive Pricing: Residential (Incl. Competitor Promotions)

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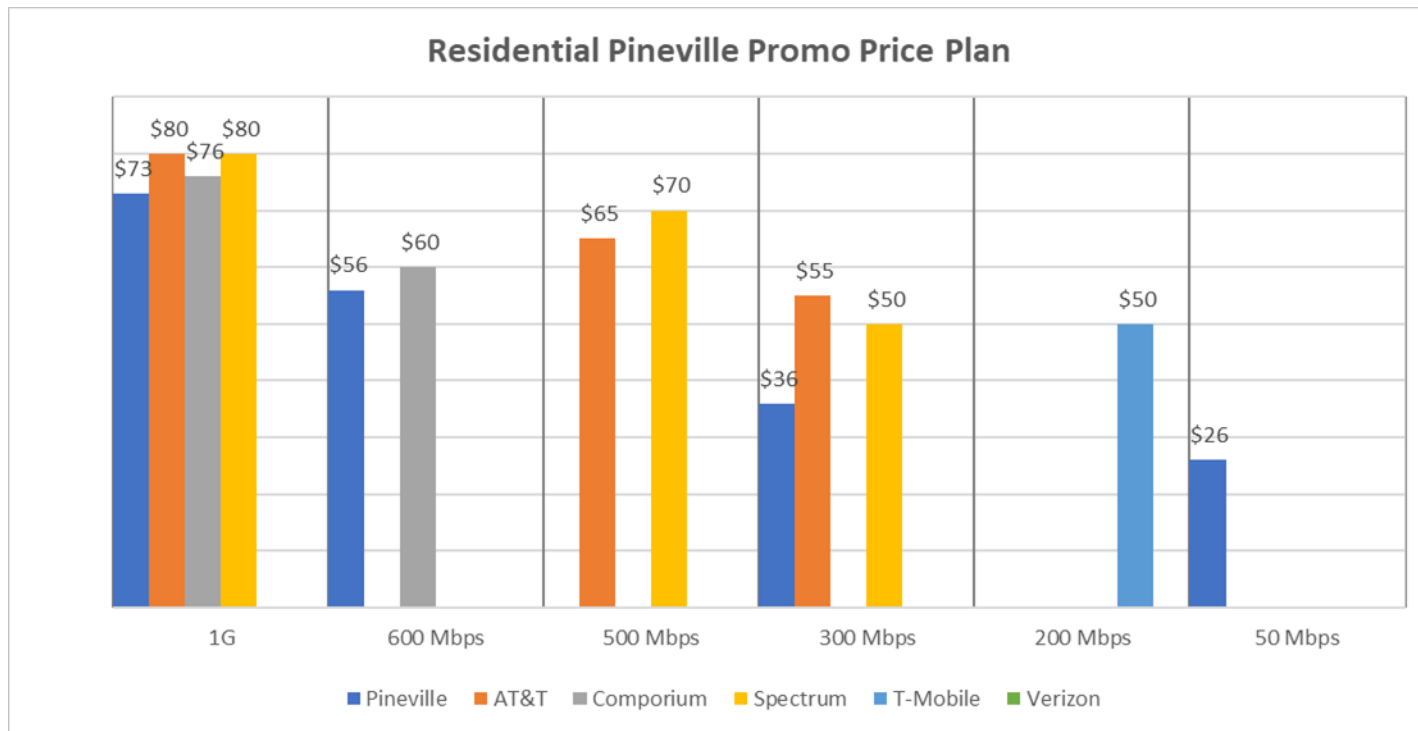
*Notes: Reflects Spectrum's recent promo pricing updates as of September 16, 2024.

Pineville is non promo price plan

- For the 1 Gbps speed tier, Pineville is priced at \$92.95, which is higher than all competitors who are offering promotional rates ranging between \$76 and \$80. Pineville may need to introduce or adjust its promotional pricing to better compete with other providers in the 1 Gbps tier. This could involve temporary discounts or bundled offers to match or undercut competitor prices.
- At the 600 Mbps tier, Pineville offers a price of \$75.95, which is higher than Comporium's \$59.99, but still within a competitive range considering the slight price difference.
- In the 300 Mbps categories, Pineville's undiscounted pricing is quite competitive, where it remains higher than Spectrum's and close to AT&T's price point.

Competitive Pricing: Residential (Incl. Pineville Promotions and Competitor Promotions)

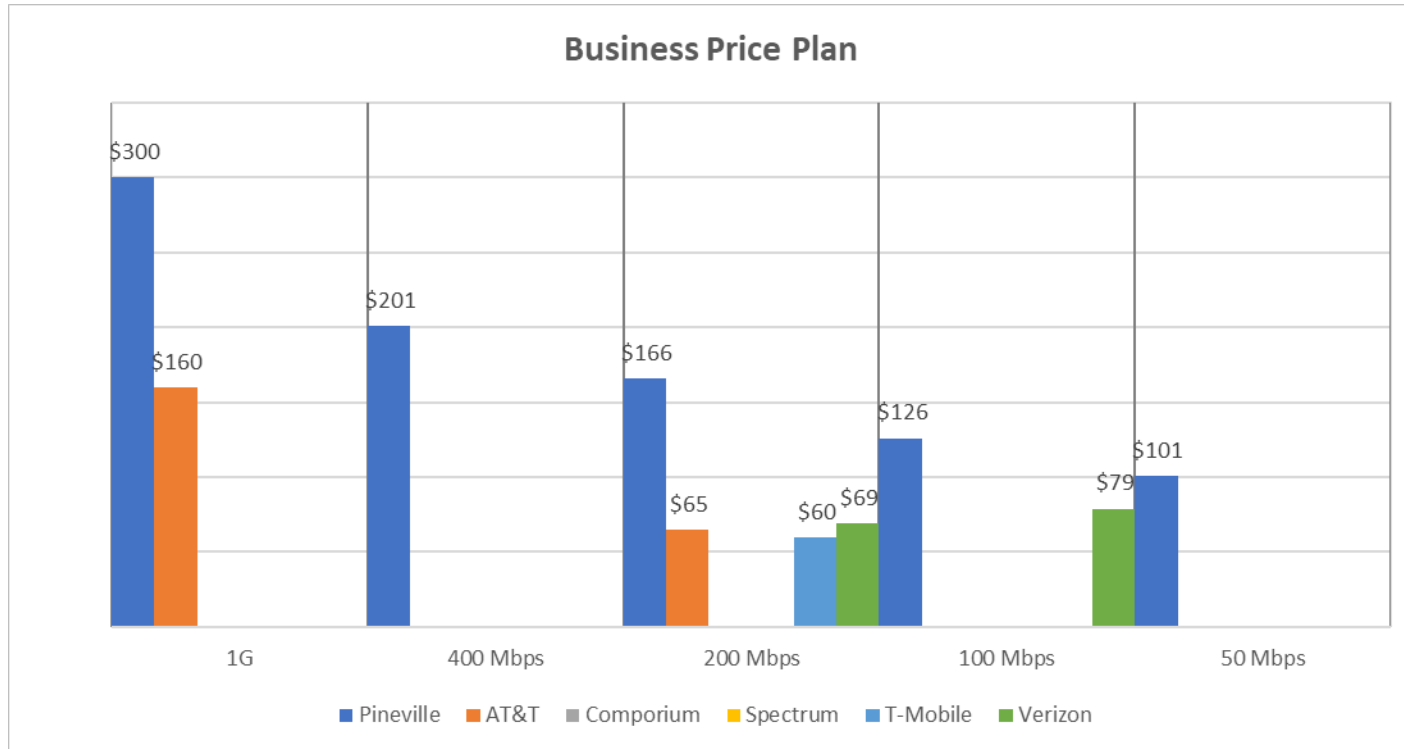
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- For the 1 Gbps tier, Pineville's \$72.95 price is competitive, especially with its \$20 promotion, compared to competitors' rates of \$76 to \$80.
- At 600 Mbps, Pineville's \$55.95 is slightly lower than Comporium's \$60.
- At 300 Mbps, Pineville's \$35.95 is lower than Spectrum's \$49.99 and AT&T's \$55, making it a strong offer.
- Pineville does not offer 500 Mbps and 200 Mbps service tiers.
- Note: Pineville Electric consumers receive a \$20 monthly discount when subscribing to internet service. They can also get an additional \$22.50 discount by adding both phone and internet services, or a \$25 discount by adding phone, internet, and unlimited long distance. Pineville also offers case-by-case discounts for modem/router installation. For our analysis, we assumed at \$20 discount.

Competitor Pricing: Business

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- For the 1 Gbps tier, Pineville is priced at \$299.95, much higher than AT&T's \$160. Indicates price adjustment is necessary to compete.
- In the 200 Mbps tier, Pineville's \$165.95 is notably higher than Comporium's \$65, T-Mobile's \$60, and Verizon's \$69. A price reduction could improve competitiveness.
- For the 100 Mbps tier, Pineville's \$125.95 is significantly above T-Mobile's \$79, indicating room for adjustment to attract more customers (depending on the quality of T-Mobile's realized broadband speeds).
- For the 400 Mbps and 50 Mbps, Pineville faces no direct competition.
- Pineville business consumers do not receive any discounts but may receive case-by-case discounts on modem/router installations.

Competitor Prices

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Internet Plans	Pineville		AT&T		Comporium		Spectrum		T-Mobile		Verizon	
	Price	Promo Price	Price	Promo Price	Price	Promo Price	Price	Promo Price	Price	Promo Price	Price	Promo Price
RESIDENTIAL												
5G			\$ 255.00	\$ 245.00	\$ 134.94							
2G			\$ 155.00	\$ 145.00	\$ 119.94							
1G	\$ 92.95		\$ 90.00	\$ 80.00	\$ 104.94	\$ 75.99	\$ 117.99	\$ 79.99				
600 Mbps	\$ 79.95				\$ 88.94	\$ 59.99						
600 Mbps+Voice					\$ 89.99							
600 Mbps+Video+Security					\$ 238.86	\$ 179.99						
600 Mbps+Video+Voice+Security					\$ 250.33	\$ 190.99						
500 Mbps			\$ 75.00	\$ 65.00			\$ 107.99	\$ 69.99				
400 Mbps					\$ 29.94							
400 Mbps+Video					\$ 155.86	\$ 99.99						
400 Mbps+Voice+Video					\$ 181.59	\$ 114.99						
300 Mbps	\$ 55.95		\$ 65.00	\$ 55.00			\$ 87.99	\$ 49.99			\$ 79.00	
200 Mbps									\$ 65.00	\$ 40.00		
200 Mbps									\$ 75.00	\$ 50.00		
100 Mbps					\$ 29.99	\$ 49.94					\$ 69.00	
50 Mbps	\$ 45.95											
Business												
5G			\$ 285.00									
2G			\$ 185.00									
1G	\$ 299.95		\$ 160.00									
500 Mbps			\$ 110.00									
400 Mbps	\$ 200.95											
300 Mbps			\$ 70.00									
200 Mbps	\$ 165.95		\$ 65.00	\$ 60.00					\$ 60.00		\$ 69.00	
100 Mbps	\$ 125.95										\$ 79.00	
50 Mbps	\$ 100.95											

- **Residential Plans:** Pineville offers lower prices compared to Spectrum, Comporium, and most of AT&T's plans for equivalent speed tiers. However, for the 1G speed plan, Pineville's price is higher than AT&T's
- **Business Plans:** Pineville's business plans are generally more expensive than competitor offerings, particularly in higher-speed tiers, which may impact their competitiveness
- When considering promotional prices, Pineville's prices are generally higher compared to most competitors, especially in the higher-speed and lower-speed tiers where competitors like Spectrum, T-Mobile, Verizon, and Comporium offer more competitive promotional rates. Pineville does not offer any standalone promotional pricing, which puts its rates at a disadvantage compared to other major providers who do provide promotional offers. Pineville Electric Consumers who then subscribe to PCS Internet service receive a \$20.00 discount monthly off of their electric bill, with the possibility of a higher discount if they add phone service and unlimited long distance.



Competitive Summary

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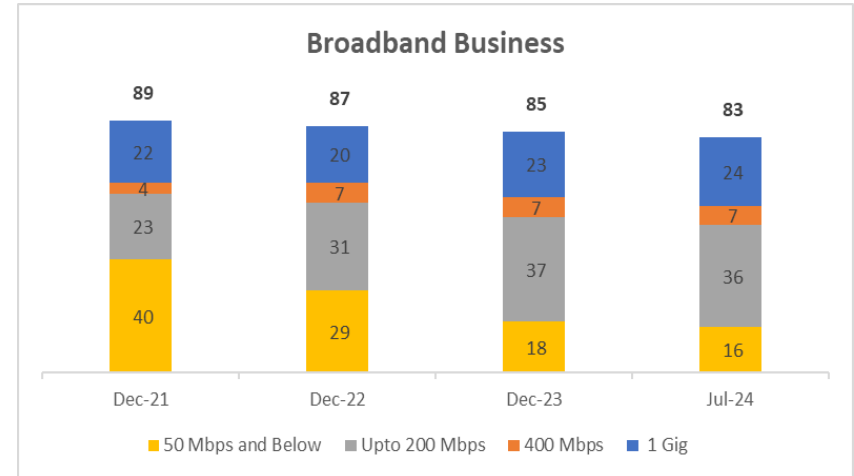
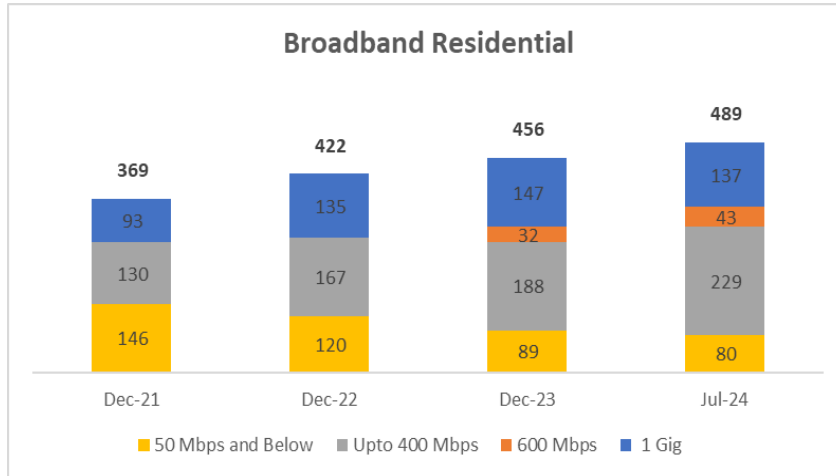
- Spectrum (Charter) is the strongest direct competitor to Pineville with high market penetration, well established penetration in the region with aggressive pricing and bundling strategies. Spectrum also delivers a wireline broadband product deliver fast broadband speed that can directly compete with Pineville in its broadband speed offerings.
- AT&T can provide 1G+ speeds speeds but only in select markets. Its limited coverage restricts overall market impact.
- Similar to AT&T, Comporium offers high speed broadband but only in a limited portion of Pineville's service area also restricting its overall market competitive impact.
- T-Mobile and Verizon both offer a fixed wireless broadband product which is considered inferior to wireline broadband in terms of download/upload broadband speed capability. However, they both cover large portions of Pineville's service territory. At this point, they were not considered to be a strong competitive threat to Pineville due to the quality of their broadband offerings.
- In summary, Pineville should price its residential broadband product speed packages to directly compete with Spectrum for market share. For business, Pineville should price its business broadband offerings to directly compete with AT&T and Spectrum for business customers.
- Pineville enjoys a competitive advantage being the "local" provider and should aim to capitalize on that as much as possible emphasizing its local customer service position, high quality fiber-to-the-home network and overall stake in/connection to the Pineville community.

Competitive Product Analysis

- 1 Assess your current product pricing.
- 2 Compare key features.
- 3 Pinpoint differentiators.
- 4 Identify market gaps.

Subscriber Trends: ILEC Funds

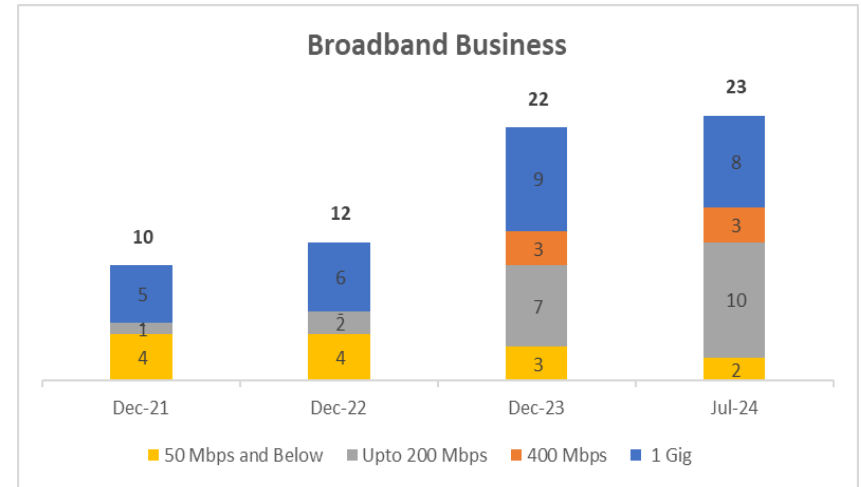
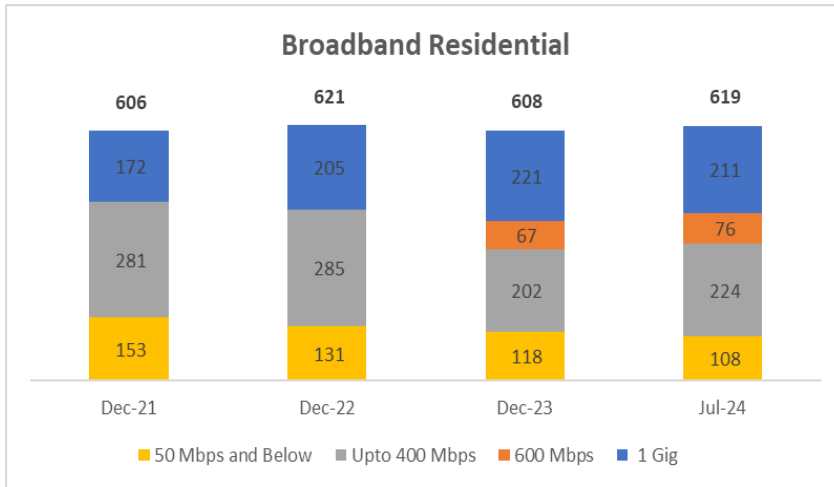
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- **Residential Broadband: Subscriber base grew steadily from 369 in Dec 2021 to July 2024, shows a consistent increase in market penetration**
 - 1 Gig: Grew from 93 subscribers in Dec 2021 to 147 in Dec 2023, but declined slightly to 137 by July 2024
 - 600 Mbps: Service introduced after 2022, Rapid growth from 32 in Dec 2023 to 43 by July 2024
 - Up to 400 Mbps: Significant growth from 130 subscribers in Dec 2021 to 229 by July 2024
 - 50 Mbps and Below: Decline in share as more subscribers migrate to higher speed options, reflecting overall market trend towards faster internet service
- **Business Broadband: Subscriber base slightly decreased from 89 in Dec 2021 to 83 in July 2024**
 - 1 Gig: Stable growth, increasing from 22 subscribers in Dec 2021 to 24 by July 2024
 - 400 Mbps: Moderate growth, rising from 4 subscribers in Dec 2021 to 7 since Dec 2022, maintaining stability through July 2024
 - Up to 200 Mbps: Consistent growth from 23 subscribers in Dec 2021 to 36 in July 2024
 - 50 Mbps and Below: Significant decline from 40 subscribers in Dec 2021 to 16 by July 2024

Subscriber Trends: CLEC Funds

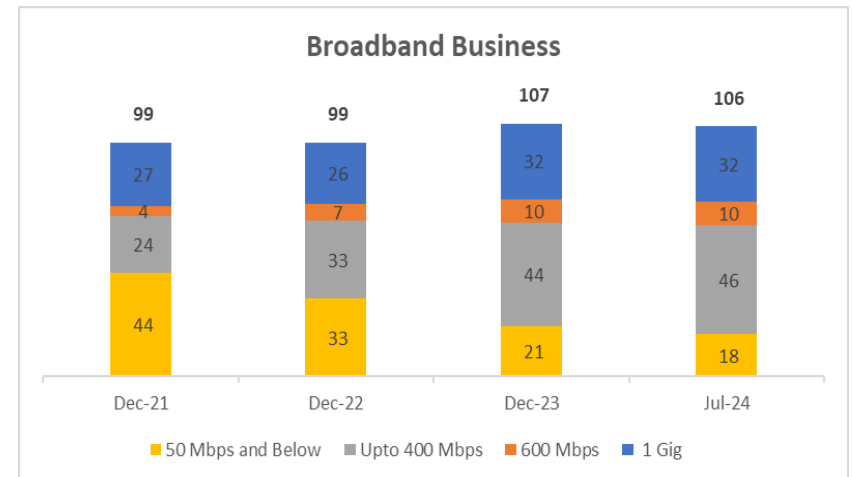
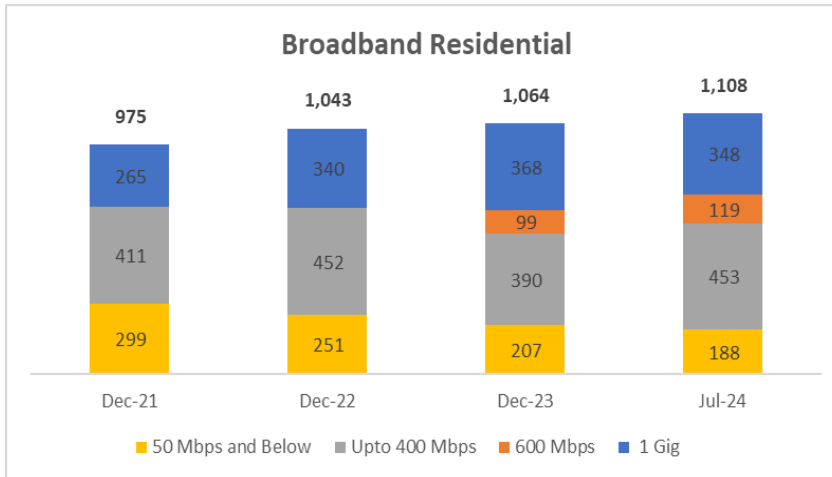
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- **Residential Broadband: Subscriber base saw modest growth, increasing from 606 in December 2021 to 619 by July 2024**
 - 1 Gig: Subscribers grew from 172 in December 2021 to 221 in December 2023, but then saw a slight decrease to 211 by July 2024
 - 600 Mbps: Service was introduced in 2022 and has experienced growth, reaching 76 subscribers by July 2024 from an initial count of 67
 - Up to 400 Mbps: Subscriber numbers showed variability but overall growth, rising from 281 in December 2021 to 224 in July 2024
 - 50 Mbps and Below: Segment steadily declining, with subscribers falling from 153 in December 2021 to 108 by July 2024, reflecting a shift towards higher-speed plans
- **Business Broadband: The subscriber base experienced a slight increase, growing from 10 in December 2021 to 23 by July 2024**
 - 1 Gig: Subscriber count was relatively stable, increasing from 5 in December 2021 to 8 by July 2024
 - 400 Mbps: Service introduced in 2022, stayed constant
 - Up to 200 Mbps: Showed growth, expanding from 1 subscriber in December 2021 to 10 by July 2024
 - 50 Mbps and Below: Decrease, with subscribers dropping from 4 in December 2021 to 2 by July 2024

Subscriber Trends: ILEC & CLEC

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- **Residential Broadband: Overall subscriber base increased from 975 in December 2021 to 1,108 by July 2024, indicating consistent growth across service plans**
 - 1 Gig: Subscribers grew from 265 in December 2021 to 368 in December 2023, before declining slightly to 348 by July 2024
 - 600 Mbps: Service introduced in 2022, saw substantial growth, reaching 119 subscribers by July 2024
 - Up to 400 Mbps: Showed significant growth, rising from 411 subscribers in December 2021 to 453 by July 2024
 - 50 Mbps and Below: Subscribers declined from 299 in December 2021 to 188 by July 2024, reflecting a shift towards higher-speed options
- **Business Broadband: Subscriber base remained relatively stable, increasing slightly from 99 in December 2021 to 106 by July 2024**
 - 1 Gig: Subscriber numbers remained consistent, with a slight increase from 27 in December 2021 to 32 by July 2024
 - 600 Mbps: Plan saw steady growth, increasing from 4 subscribers in December 2021 to 10 by July 2024
 - Up to 400 Mbps: Experienced notable growth, rising from 24 subscribers in December 2021 to 46 by July 2024
 - 50 Mbps and Below: Subscribers decreased from 44 in December 2021 to 18 by July 2024, reflecting a trend towards higher-speed plans

The following sections provide 5 distinct scenario analyses with varying levels of business and residential customer growth rates, price plans, and operating expenses. Each scenario includes detailed insights on financials, subscriber numbers, ARPU, penetration rates, and serviceable locations.

- **Scenario Analysis Breakdown:**

- **Scenario 1:** Business-As-Usual
- **Scenario 2:** New 3 GIG Business Plan, 1 GIG Price Change
- **Scenario 3:** Business Plan Price Changes; Additional Residential Growth
- **Scenario 4:** Reducing Operating Expenses
- **Scenario 5:** Optimized Pricing and Reduced Operating Expenses

Scenario 1 Base: Business-As-Usual

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SUMMARY OPERATING FORECAST - BASE SCENARIO

Amounts in \$'000

10 YR PROJECTIONS

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Revenues														
Internet Revenues	759	977	1,138	1,223	1,291	1,387	1,493	1,609	1,736	1,838	1,919	1,989	2,055	2,118
All Other Revenues	1,201	1,179	1,215	1,208	1,168	1,129	1,094	1,061	1,030	1,001	974	949	925	902
Total Revenues	1,960	2,155	2,352	2,431	2,459	2,516	2,587	2,669	2,766	2,840	2,893	2,938	2,979	3,021
<i>Growth</i>		10.0%	9.1%	3.4%	1.1%	2.3%	2.8%	3.2%	3.6%	2.7%	1.9%	1.5%	1.4%	1.4%
Operating Expenses	1,643	1,746	2,118	2,117	2,169	2,240	2,314	2,390	2,471	2,550	2,628	2,707	2,787	2,870
EBITDA	317	410	235	314	289	276	274	279	295	290	265	231	192	151
<i>EBITDA Margin</i>	16%	19%	10%	13%	12%	11%	11%	10%	11%	10%	9%	8%	6%	5%
Total Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(415)	(415)	(415)	(415)	(415)	(415)
Balance Sheet - Ending Cash	1,955	1,616	1,480	1,568	421	(115)	(853)	(1,627)	(1,755)	(1,887)	(2,042)	(2,230)	(2,457)	(2,725)

*Internet Revenue include internet revenues and modem revenues

- **Main Assumption:** The business remains as usual with no change in any residential or business plans and their prices. Planned network additions through 2028 to 613 new locations are completed.
- **Projected Subscriber Growth:** Moderate growth observed with ILEC & CLEC subscribers increasing by 7.0% in 2025, tapering down gradually to 2.9% by 2034 as penetration reaches higher saturation. Broadband penetration rate grows steadily from 34.0% in 2025, reaching 48.2% by 2034, driven by the expansion of new locations passed and subscriber growth
- **Revenue Growth:** Residential blended ARPU remains relatively stable, increasing slightly from \$68.31 in 2025 to \$69.07 by 2034. Business blended ARPU continues to grow steadily, from \$186.74 in 2025 to \$211.82 in 2034, reflecting increasing demand for higher-tier business plans. Total revenues increase moderately, from \$2,459K in 2025 to \$3,021K by 2034. This growth is largely driven by the rise in internet revenues, which steadily increase from \$1,291K in 2025 to \$2,118K in 2034. However, all other revenues are on a declining trend, which slightly offsets the internet revenue gains
- **Operating Expenses:** Operating expenses grow at a consistent pace, largely driven by historical trends, future inflationary expectations and projected growth. By 2034, Opex increases steadily, reaching \$2,870K, a growth rate of approximately 3% per year
- **EBITDA Margin:** EBITDA margin declines from 12% in 2025 to 5% by 2034, indicating rising costs and expenses outpacing revenue growth
- **Capital Expenditures (Capex):** Capex surges to \$1,633K in 2025 and remain significantly high until 2028, as the company embarks on network buildout to new developments for 613 new locations. The capex here incorporates their 5-year project construction list
- **Balance Sheet – Ending Balance:** The ending cash balance shows a significant decline, turning negative by 2026 with a rapid acceleration in cash depletion. The company ends up with a negative cash balance of \$2,725K by 2034



Scenario 1 Base: Subscribers & Price Plan

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SUMMARY BROADBAND SUBSCRIBER - BASE SCENARIO 10 YR PROJECTIONS

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
ILEC & CLEC Fund Residential														
1 GIG	265	340	368	348	355	364	376	390	403	414	422	430	439	448
Upto 600 Mbps	21	34	99	119	143	167	192	217	237	254	268	281	294	305
Upto 300 Mbps	90	87	383	445	517	592	665	731	796	852	899	939	977	1,011
Upto 100 Mbps	300	331	7	8	8	8	9	9	9	9	9	9	10	10
50 Mbps and Below	299	251	207	188	165	137	107	81	61	45	33	25	19	14
Total ILEC & CLEC Fund Residential	975	1,043	1,064	1,108	1,188	1,268	1,348	1,428	1,506	1,573	1,631	1,685	1,738	1,787
ILEC & CLEC Fund Residential Blended ARPU				\$ 68.25	\$ 68.31	\$ 68.47	\$ 68.71	\$ 68.96	\$ 69.05	\$ 69.10	\$ 69.10	\$ 69.10	\$ 69.09	\$ 69.07
ILEC & CLEC Fund Business														
3 GIG	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1 GIG	27	26	32	32	35	39	45	54	68	74	78	81	83	85
Upto 400 Mbps	11	14	18	17	19	21	23	25	27	28	30	31	32	33
Upto 100 Mbps	17	26	36	39	43	47	51	54	57	62	66	70	73	76
50 Mbps and Below	44	33	21	18	15	12	9	7	5	-	-	-	-	-
Total ILEC & CLEC Fund Business	99	99	107	106	112	119	129	140	156	165	173	181	187	194
ILEC & CLEC Fund Business Blended ARPU				\$ 183.95	\$ 186.74	\$ 190.27	\$ 195.10	\$ 201.97	\$ 209.91	\$ 214.11	\$ 213.80	\$ 212.74	\$ 212.28	\$ 211.82
Total Broadband Blended ARPU				\$ 78.35	\$ 78.48	\$ 78.90	\$ 79.74	\$ 80.84	\$ 82.30	\$ 82.83	\$ 83.00	\$ 83.02	\$ 83.03	\$ 83.06
Locations Passed	3,500	3,500	3,500	3,500	3,820	3,820	3,953	4,113	4,113	4,113	4,113	4,113	4,113	4,113
Broadband Penetration Rate - Locations Passed	30.7%	32.6%	33.5%	34.7%	34.0%	36.3%	37.4%	38.1%	40.4%	42.3%	43.9%	45.4%	46.8%	48.2%

Plan Pricing Assumptions

ILEC Fund			
Broadband Residential		Broadband Business	
1 GIG	\$ 92.95	3 GIG	\$ -
600 Mbps	\$ 79.95	1 GIG	\$ 299.95
400 Mbps	\$ -	400 Mbps	\$ 200.95
300 Mbps	\$ 55.95	200 Mbps	\$ 165.95
200 Mbps	\$ -	100 Mbps	\$ 125.95
100 Mbps	\$ -	90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95		

CLEC Fund			
Broadband Residential		Broadband Business	
1 GIG	\$ 92.95	3 GIG	\$ -
600 Mbps	\$ 79.95	1 GIG	\$ 299.95
400 Mbps		400 Mbps	\$ 200.95
300 Mbps	\$ 55.95	200 Mbps	\$ 165.95
200 Mbps		100 Mbps	\$ 125.95
100 Mbps		90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95		



Scenario 2: New 3 GIG Business Plan

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SUMMARY OPERATING FORECAST - SCENARIO 2 10 YR PROJECTIONS

Amounts in \$000

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Revenues														
Internet Revenues	759	977	1,138	1,223	1,327	1,426	1,535	1,652	1,779	1,887	1,974	2,051	2,124	2,196
All Other Revenues	1,201	1,179	1,215	1,208	1,168	1,129	1,094	1,061	1,030	1,001	974	949	925	903
Total Revenues	1,960	2,155	2,352	2,431	2,495	2,556	2,629	2,713	2,810	2,888	2,948	3,000	3,050	3,099
<i>Growth</i>		10.0%	9.1%	3.4%	2.6%	2.5%	2.9%	3.2%	3.6%	2.8%	2.1%	1.8%	1.6%	1.6%
Operating Expenses	1,643	1,746	2,118	2,117	2,174	2,245	2,319	2,396	2,477	2,557	2,636	2,716	2,797	2,881
EBITDA	317	410	235	314	320	311	310	317	333	331	312	285	253	219
<i>EBITDA Margin</i>	16%	19%	10%	13%	13%	12%	12%	12%	12%	11%	11%	9%	8%	7%
Total Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(421)	(421)	(421)	(421)	(421)	(421)
Balance Sheet - Ending Cash	1,955	1,616	1,480	1,568	451	(52)	(754)	(1,489)	(1,587)	(1,684)	(1,798)	(1,940)	(2,113)	(2,320)

*Internet Revenue include internet revenues and modem revenues

- **Main Assumption:** A new 3 GIG business plan is introduced at \$299.95, with half of the original 1 GIG subscribers expected to upgrade. The 1 GIG plan is repriced at \$149.98, potentially increasing overall revenue from existing subscribers and attracting new customers
- **Subscriber Growth:** Moderate growth observed with ILEC & CLEC residential subscribers grow by 7.1% in 2025, tapering to 3.1% by 2034. Broadband penetration rate increases from 34.1% in 2025 to 48.8% by 2034, driven by location expansion and subscriber growth
- **Revenue Growth:** Residential blended ARPU remains stable, increasing slightly from \$68.31 in 2025 to \$69.09 by 2034. Business blended ARPU rises from \$164.23 in 2025 to \$176.77 by 2034, driven by the introduction of a 3 GIG plan at \$299.95, which attracts half of the original 1 GIG subscribers.
- **Operating Expenses:** Operating expenses grow at a constant pace (~3% growth rate per year) seen historically, and by 2034 reaches \$2,881K
- **Capex Assumption:** Similar to the base scenario, Capex remains elevated between 2025 and 2028 due to significant investments in network buildout to serve additional locations, then stabilizes at a constant \$421K annually from 2029 onwards to fund network maintenance and customer installs.
- **EBITDA Margin:** EBITDA margin declines from 12.8% in 2025 to 7.1% (versus 5.0% in the base scenario) by 2034, indicating rising costs and expenses outpacing revenue growth.
- **Balance Sheet – Ending Balance:** The ending cash balance declines sharply, turning negative by 2026. However, due to higher revenue and improved margins from the revised business 1 GIG and 3 GIG price plans, the cash depletion is less severe compared to the base scenario, with a negative balance of \$2,320K by 2034 (versus \$2,725K in the base scenario).



Scenario 2: Subscribers & Price Plan Assumptions

Item 8.

SUMMARY BROADBAND SUBSCRIBER - SCENARIO 2 10 YR PROJECTIONS

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
ILEC & CLEC Fund Residential														
1 GIG	265	340	368	348	355	364	376	390	403	414	422	430	439	448
Upto 600 Mbps	21	34	99	119	143	167	192	217	237	254	268	281	294	305
Upto 300 Mbps	90	87	383	445	517	592	665	731	796	852	899	939	977	1,011
Upto 100 Mbps	300	331	7	8	8	8	9	9	9	9	9	9	10	10
50 Mbps and Below	299	251	207	188	165	137	107	81	61	45	33	25	19	14
Total ILEC & CLEC Fund Residential	975	1,043	1,064	1,108	1,188	1,268	1,348	1,428	1,506	1,573	1,631	1,685	1,738	1,787
ILEC & CLEC Fund Residential Blended ARPU				\$ 68.25	\$ 68.31	\$ 68.47	\$ 68.71	\$ 68.96	\$ 69.05	\$ 69.10	\$ 69.10	\$ 69.10	\$ 69.09	\$ 69.07
ILEC & CLEC Fund Business														
3 GIG	-	-	-	-	18	20	24	28	35	39	41	42	43	45
1 GIG	27	26	32	32	18	21	26	32	42	48	53	57	62	67
Upto 400 Mbps	11	14	18	17	19	21	23	25	27	28	30	31	32	33
Upto 100 Mbps	17	26	36	39	43	47	51	54	57	62	66	70	73	76
50 Mbps and Below	44	33	21	18	15	12	9	7	5	-	-	-	-	-
Total ILEC & CLEC Fund Business	99	99	107	106	113	121	133	146	166	177	189	199	209	220
ILEC & CLEC Fund Residential Blended ARPU				\$ 138.67	\$ 164.23	\$ 166.56	\$ 169.41	\$ 173.25	\$ 177.28	\$ 179.49	\$ 178.92	\$ 177.99	\$ 177.38	\$ 176.77
Total Broadband Blended ARPU				\$ 74.40	\$ 76.66	\$ 77.04	\$ 77.76	\$ 78.65	\$ 79.79	\$ 80.27	\$ 80.50	\$ 80.63	\$ 80.74	\$ 80.87
Locations Passed	3,500	3,500	3,500	3,500	3,820	3,820	3,953	4,113	4,113	4,113	4,113	4,113	4,113	4,113
Broadband Penetration Rate - Locations Passed	30.7%	32.6%	33.5%	34.7%	34.1%	36.4%	37.5%	38.3%	40.6%	42.6%	44.2%	45.8%	47.3%	48.8%

Plan Pricing Assumptions

ILEC Fund			
Broadband Residential		Broadband Business	
1 GIG	\$ 92.95	3 GIG	\$ 299.95
600 Mbps	\$ 79.95	1 GIG	\$ 149.98
400 Mbps	\$ -	400 Mbps	\$ 200.95
300 Mbps	\$ 55.95	200 Mbps	\$ 165.95
200 Mbps	\$ -	100 Mbps	\$ 125.95
100 Mbps	\$ -	90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95		

CLEC Fund			
Broadband Residential		Broadband Business	
1 GIG	\$ 92.95	3 GIG	\$ 299.95
600 Mbps	\$ 79.95	1 GIG	\$ 149.98
400 Mbps		400 Mbps	\$ 200.95
300 Mbps	\$ 55.95	200 Mbps	\$ 165.95
200 Mbps		100 Mbps	\$ 125.95
100 Mbps		90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95		



Scenario 3: Business Plan Price Changes; Residential Growth

Item 8.

SUMMARY OPERATING FORECAST - SCENARIO 3 10 YR PROJECTIONS

Amounts in \$000

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Revenues														
Internet Revenues	759	977	1,138	1,223	1,388	1,609	1,856	2,125	2,372	2,537	2,656	2,774	2,880	2,964
All Other Revenues	1,201	1,179	1,215	1,208	1,168	1,131	1,098	1,067	1,039	1,013	989	968	948	931
Total Revenues	1,960	2,155	2,352	2,431	2,556	2,740	2,954	3,192	3,411	3,550	3,645	3,741	3,829	3,895
<i>Growth</i>		10.0%	9.1%	3.4%	5.1%	7.2%	7.8%	8.1%	6.9%	4.1%	2.7%	2.7%	2.3%	1.7%
Operating Expenses	1,643	1,746	2,118	2,117	2,183	2,270	2,363	2,461	2,559	2,647	2,730	2,816	2,903	2,989
EBITDA	317	410	235	314	373	470	591	731	853	904	915	925	926	906
<i>EBITDA Margin</i>	16%	19%	10%	13%	15%	17%	20%	23%	25%	25%	25%	25%	24%	23%
Total Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(512)	(512)	(512)	(512)	(512)	(512)
Balance Sheet - Ending Cash	1,955	1,616	1,480	1,568	501	154	(280)	(615)	(294)	91	511	964	1,442	1,927

- **Main Assumption:** A new 3 GIG business plan is introduced at \$299.95, with half of the original 1 GIG subscribers expected to upgrade. The 1 GIG plan is repriced at \$149.98. Residential growth rate and price plan for 1 GIG and 300 Mbps adjusted to match Spectrum's rates after discounts provided to Pineville's electric customers.
- **Subscriber Growth:** High subscriber growth rate in initial years, broadband growth reaching 14.1% in 2025, gradually tapering slowly to 2.4% in 2034. The significant growth in the early years is primarily driven by increased residential adoption and the expansion of service locations. As the market saturates, growth is assumed to remain constant in later years ultimately reaching a broadband customer penetration rate of 63.5% by 2034.
- **Revenue Growth:** Residential blended ARPU starts at \$77.09 in 2025 and increases steadily to \$80.37 by 2034, driven by increase in service pricing over the years. Business APRU starts at \$138.67 in 2025, peaks at \$172.32 by 2029 and slightly decreases to \$167.41 by 2034. Annual Operating revenue is growing at an average rate of 4.9% YoY.
- **Operating Expenses:** Operating expenses grow at a constant pace (~3.5% growth rate per year) seen historically, and by 2034 reaches \$2,989K
- **Capex Assumption:** Similar to the base scenario, Capex remains elevated between 2025 and 2028 due to significant investments in network buildout to serve additional locations, then stabilizes at a constant \$512K annually from 2029 onwards to fund network maintenance and customer installs.
- **EBITDA Margin:** The EBITDA margin improves significantly from 14.6% in 2025 to 23.3% by 2034. This increase is driven by strong growth in 1 GIG business subscribers, higher residential penetration rates, and price increases in the 1 GIG and 300 Mbps residential plans.
- **Balance Sheet – Ending Balance:** The ending cash balance turns negative in 2027 through 2029, due to increased Capex for network buildout to support new serviceable locations. Despite these temporary declines, the cash balance sits at positive \$1,927K by 2034.



Scenario 3: Subscribers & Price Plan Assumptions

Item 8.

SUMMARY BROADBAND SUBSCRIBER - SCENARIO 3 10 YR PROJECTIONS

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
ILEC & CLEC Fund Residential														
1 GIG	265	340	368	348	390	437	489	548	575	598	616	634	647	660
Upto 600 Mbps	21	34	99	119	155	201	251	314	346	363	381	400	412	420
Upto 300 Mbps	90	87	383	445	539	648	763	881	970	1,018	1,069	1,122	1,156	1,179
Upto 100 Mbps	300	331	7	8	8	8	9	9	9	9	9	9	10	10
50 Mbps and Below	299	251	207	188	165	137	107	81	50	24	9	3	1	1
Total ILEC & CLEC Fund Residential	975	1,043	1,064	1,108	1,257	1,431	1,619	1,834	1,950	2,012	2,084	2,170	2,226	2,270
ILEC & CLEC Fund Residential Blended ARPU				\$ 76.10	\$ 77.09	\$ 78.00	\$ 78.79	\$ 79.39	\$ 79.79	\$ 80.23	\$ 80.39	\$ 80.39	\$ 80.36	\$ 80.37
ILEC & CLEC Fund Business														
3 GIG	-	-	-	-	20	24	29	36	45	50	52	54	55	57
1 GIG	27	26	32	32	20	25	31	39	51	58	64	69	75	81
Upto 400 Mbps	11	14	18	17	21	25	30	34	37	40	42	43	45	46
Upto 100 Mbps	17	26	36	39	55	71	85	94	103	119	130	143	151	158
50 Mbps and Below	44	33	21	18	13	9	6	-	-	-	-	-	-	-
Total ILEC & CLEC Fund Business	99	99	107	106	128	154	181	203	236	266	288	310	325	342
ILEC & CLEC Fund Business Blended ARPU				\$ 138.67	\$ 163.69	\$ 164.42	\$ 165.52	\$ 170.09	\$ 172.32	\$ 171.20	\$ 170.05	\$ 168.56	\$ 167.98	\$ 167.41
Total Broadband Blended ARPU				\$ 81.57	\$ 85.08	\$ 86.39	\$ 87.51	\$ 88.42	\$ 89.77	\$ 90.86	\$ 91.29	\$ 91.40	\$ 91.53	\$ 91.77
Locations Passed	3,500	3,500	3,500	3,500	3,820	3,820	3,953	4,113	4,113	4,113	4,113	4,113	4,113	4,113
Broadband Penetration Rate - Locations Passed	30.7%	32.6%	33.5%	34.7%	36.3%	41.5%	45.5%	49.5%	53.1%	55.4%	57.7%	60.3%	62.0%	63.5%

Plan Pricing Assumptions

ILEC Fund			
Broadband Residential		Broadband Business	
1 GIG	\$ 100.00	3 GIG	\$ 299.95
600 Mbps	\$ 79.95	1 GIG	\$ 149.98
400 Mbps	\$ -	400 Mbps	\$ 200.95
300 Mbps	\$ 69.99	200 Mbps	\$ 165.95
200 Mbps	\$ -	100 Mbps	\$ 125.95
100 Mbps	\$ -	90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95		

CLEC Fund			
Broadband Residential		Broadband Business	
1 GIG	\$ 100.00	3 GIG	\$ 299.95
600 Mbps	\$ 79.95	1 GIG	\$ 149.98
400 Mbps		400 Mbps	\$ 200.95
300 Mbps	\$ 69.99	200 Mbps	\$ 165.95
200 Mbps		100 Mbps	\$ 125.95
100 Mbps		90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95		

*Launched 3 GIG business plan at \$299.95 and reduced business 1 GIG price to \$149.98; Increased the Residential 1 GIG price to \$100 and the 300 Mbps plan to \$69.99 to remain competitive with Spectrum (Charter)



Scenario 4: Reducing Operating Expenses

Item 8.

SUMMARY OPERATING FORECAST - SCENARIO 4 10 YR PROJECTIONS

Amounts in \$000

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Revenues														
Internet Revenues	759	977	1,138	1,223	1,291	1,387	1,493	1,609	1,736	1,838	1,919	1,989	2,055	2,118
All Other Revenues	1,201	1,179	1,215	1,208	1,168	1,129	1,094	1,061	1,030	1,001	974	949	925	902
Total Revenues	1,960	2,155	2,352	2,431	2,459	2,516	2,587	2,669	2,766	2,840	2,893	2,938	2,979	3,021
<i>Growth</i>		10.0%	9.1%	3.4%	1.1%	2.3%	2.8%	3.2%	3.6%	2.7%	1.9%	1.5%	1.4%	1.4%
Operating Expenses	1,643	1,746	2,118	2,117	2,019	2,090	2,164	2,240	2,321	2,400	2,478	2,557	2,637	2,720
EBITDA	317	410	235	314	439	426	424	429	445	440	415	381	342	301
<i>EBITDA Margin</i>	16%	19%	10%	13%	18%	17%	16%	16%	16%	15%	14%	13%	11%	10%
Total Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(415)	(415)	(415)	(415)	(415)	(415)
Balance Sheet - Ending Cash	1,955	1,616	1,480	1,568	579	203	(385)	(1,009)	(987)	(969)	(974)	(1,012)	(1,089)	(1,207)

*Internet Revenue include internet revenues and modem revenues

- **Main Assumption:** Operating expenses decrease by \$150K in cost savings, with no changes to residential or business plans and their pricing
- **Subscriber Growth:** Similar to the base scenario, moderate growth is observed with ILEC and CLEC residential subscribers increasing by 7.1% in 2025, tapering to 2.9% by 2034. The broadband penetration rate rises from 34.0% in 2025 to 48.2% by 2034, driven by location expansion and subscriber growth
- **Revenue Growth:** Residential blended ARPU remains stable, increasing slightly from \$68.31 in 2025 to \$69.07 by 2034. Business blended ARPU rises from \$186.74 in 2025 to \$211.82 by 2034, due to increasing demand for higher-tier business plans
- **Operating Expenses:** Operating expenses grow at a steady 2.6% annually (compared to 3% in the base scenario), reaching \$2,720K by 2034
- **Capex Assumption:** Similar to the base scenario, Capex remains elevated between 2025 and 2028 due to significant investments in network buildout to serve additional locations, then stabilizes at a constant \$415K annually from 2029 onwards to fund network maintenance and customer installs
- **EBITDA Margin:** EBITDA margin declines from 17.9% in 2025 to 10.0% by 2034 (compared to 5.0% in the base case), showing rising costs and expenses outpacing revenue growth. The \$150K reduction in operating expenses softens the margin decline compared to the base scenario
- **Balance Sheet – Ending Balance:** The ending cash balance declines sharply, turning negative by 2027. However, due to reduced operating expenses, the cash depletion is less severe compared to the base scenario, with a negative balance of \$1,207K by 2034 (versus \$2,725K in the base scenario)



Scenario 4: Reducing Operating Expenses

Item 8.

SUMMARY BROADBAND SUBSCRIBER - SCENARIO 4 10 YR PROJECTIONS

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
ILEC & CLEC Fund Residential														
1 GIG	265	340	368	348	355	364	376	390	403	414	422	430	439	448
Upto 600 Mbps	21	34	99	119	143	167	192	217	237	254	268	281	294	305
Upto 300 Mbps	90	87	383	445	517	592	665	731	796	852	899	939	977	1,011
Upto 100 Mbps	300	331	7	8	8	8	9	9	9	9	9	9	10	10
50 Mbps and Below	299	251	207	188	165	137	107	81	61	45	33	25	19	14
Total ILEC & CLEC Fund Residential	975	1,043	1,064	1,108	1,188	1,268	1,348	1,428	1,506	1,573	1,631	1,685	1,738	1,787
ILEC & CLEC Fund Residential Blended ARPU				\$ 68.25	\$ 68.31	\$ 68.47	\$ 68.71	\$ 68.96	\$ 69.05	\$ 69.10	\$ 69.10	\$ 69.10	\$ 69.09	\$ 69.07
ILEC & CLEC Fund Business														
3 GIG	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1 GIG	27	26	32	32	35	39	45	54	68	74	78	81	83	85
Upto 400 Mbps	11	14	18	17	19	21	23	25	27	28	30	31	32	33
Upto 100 Mbps	17	26	36	39	43	47	51	54	57	62	66	70	73	76
50 Mbps and Below	44	33	21	18	15	12	9	7	5	-	-	-	-	-
Total ILEC & CLEC Fund Business	99	99	107	106	112	119	129	140	156	165	173	181	187	194
ILEC & CLEC Fund Business Blended ARPU				\$ 183.95	\$ 186.74	\$ 190.27	\$ 195.10	\$ 201.97	\$ 209.91	\$ 214.11	\$ 213.80	\$ 212.74	\$ 212.28	\$ 211.82
Total Broadband Blended ARPU				\$ 78.35	\$ 78.48	\$ 78.90	\$ 79.74	\$ 80.84	\$ 82.30	\$ 82.83	\$ 83.00	\$ 83.02	\$ 83.03	\$ 83.06
Locations Passed	3,500	3,500	3,500	3,500	3,820	3,820	3,953	4,113	4,113	4,113	4,113	4,113	4,113	4,113
Broadband Penetration Rate - Locations Passed	30.7%	32.6%	33.5%	34.7%	34.0%	36.3%	37.4%	38.1%	40.4%	42.3%	43.9%	45.4%	46.8%	48.2%

Plan Pricing Assumptions

ILEC Fund			
Broadband Residential		Broadband Business	
1 GIG	\$ 92.95	3 GIG	\$ -
600 Mbps	\$ 79.95	1 GIG	\$ 299.95
400 Mbps	\$ -	400 Mbps	\$ 200.95
300 Mbps	\$ 55.95	200 Mbps	\$ 165.95
200 Mbps	\$ -	100 Mbps	\$ 125.95
100 Mbps	\$ -	90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95		

CLEC Fund			
Broadband Residential		Broadband Business	
1 GIG	\$ 92.95	3 GIG	\$ -
600 Mbps	\$ 79.95	1 GIG	\$ 299.95
400 Mbps		400 Mbps	\$ 200.95
300 Mbps	\$ 55.95	200 Mbps	\$ 165.95
200 Mbps		100 Mbps	\$ 125.95
100 Mbps		90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95		



Scenario 5: Optimized Pricing & Reduced Operating Expenses

Item 8.

SUMMARY OPERATING FORECAST - SCENARIO 5 10 YR PROJECTIONS

Amounts in \$000

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Revenues														
Internet Revenues	759	977	1,138	1,223	1,388	1,609	1,856	2,125	2,372	2,537	2,656	2,774	2,880	2,964
All Other Revenues	1,201	1,179	1,215	1,208	1,168	1,131	1,098	1,067	1,039	1,013	989	968	948	931
Total Revenues	1,960	2,155	2,352	2,431	2,556	2,740	2,954	3,192	3,411	3,550	3,645	3,741	3,829	3,895
<i>Growth</i>		10.0%	9.1%	3.4%	5.1%	7.2%	7.8%	8.1%	6.9%	4.1%	2.7%	2.7%	2.3%	1.7%
Operating Expenses	1,643	1,746	2,118	2,117	2,033	2,120	2,213	2,311	2,409	2,497	2,580	2,666	2,753	2,839
EBITDA	317	410	235	314	523	620	741	881	1,003	1,054	1,065	1,075	1,076	1,056
<i>EBITDA Margin</i>	16%	19%	10%	13%	20%	23%	25%	28%	29%	30%	29%	29%	28%	27%
Total Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(512)	(512)	(512)	(512)	(512)	(512)
Balance Sheet - Ending Cash	1,955	1,616	1,480	1,568	659	478	205	20	518	1,102	1,733	2,409	3,121	3,853

*Internet Revenue include internet revenues and modem revenues

- **Main Assumption:** A new 3 GIG business plan is introduced at \$299.95, with half of the original 1 GIG subscribers expected to upgrade. The 1 GIG plan is repriced at \$149.98. Residential growth rate and price plan for 1 GIG and 300 Mbps adjusted to match Spectrum's rates after discounts provided to Pineville's electric customers. This scenario also decreases the operating expenses by \$150K in cost savings
- **Subscriber Growth:** High subscriber growth rate in initial years, broadband growth reaching 14.1% in 2025, gradually tapering slowly to 2.4% in 2034. The growth in the early years is primarily driven by increased residential adoption and the expansion of service locations. As the market saturates, growth remains constant in later years but remains steady. Penetration rate grows from 36.3% (2025) to 63.5% (2034)
- **Revenue Growth:** Residential blended ARPU starts at \$77.09 in 2025 and increases steadily to \$80.37 by 2034, driven by increase in service pricing over the years. Business APRU starts at \$163.69 in 2025, peaks at \$172.32 by 2029 and slightly decreases to \$167.41 by 2034. Annual Operating revenue is growing at an average rate of 4.9% YoY
- **Operating Expenses:** Operating expenses grow at a constant pace (~2.6% growth rate per year) seen historically, and by 2034 reaches \$2,839K
- **Capex Assumption:** Similar to the base scenario, Capex remains elevated between 2025 and 2028 due to significant investments in network buildout to serve additional locations, then stabilizes at a constant \$512K annually from 2029 onwards to fund network maintenance and customer installs
- **EBITDA Margin:** The EBITDA margin sees a notable improvement, rising from 20.5% in 2025 to 27.1% by 2034. This growth is fueled by robust increases in 1 GIG business subscribers, enhanced residential penetration rates, and strategic price hikes for the 1 GIG and 300 Mbps residential plans. Additionally, a reduction in operating expenses further boosts the margin
- **Balance Sheet – Ending Balance:** The ending cash balance remains positive over the network build period 2025-2028, then begins to accumulate cash reserves reaching \$3,853K by 2034



Scenario 5: Subscribers & Price Plan Assumptions

Item 8.

SUMMARY BROADBAND SUBSCRIBER - SCENARIO 5 10 YR PROJECTIONS

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
ILEC & CLEC Fund Residential														
1 GIG	265	340	368	348	390	437	489	548	575	598	616	634	647	660
Upto 600 Mbps	21	34	99	119	155	201	251	314	346	363	381	400	412	420
Upto 300 Mbps	90	87	383	445	539	648	763	881	970	1,018	1,069	1,122	1,156	1,179
Upto 100 Mbps	300	331	7	8	8	8	9	9	9	9	9	9	10	10
50 Mbps and Below	299	251	207	188	165	137	107	81	50	24	9	3	1	1
Total ILEc & CLEC Fund Residential	975	1,043	1,064	1,108	1,257	1,431	1,619	1,834	1,950	2,012	2,084	2,170	2,226	2,270
ILEC & CLEC Fund Residential Blended ARPU				\$ 76.10	\$ 77.09	\$ 78.00	\$ 78.79	\$ 79.39	\$ 79.79	\$ 80.23	\$ 80.39	\$ 80.39	\$ 80.36	\$ 80.37
ILEC & CLEC Fund Business														
3 GIG	-	-	-	-	20	24	29	36	45	50	52	54	55	57
1 GIG	27	26	32	32	20	25	31	39	51	58	64	69	75	81
Upto 400 Mbps	11	14	18	17	21	25	30	34	37	40	42	43	45	46
Upto 100 Mbps	17	26	36	39	55	71	85	94	103	119	130	143	151	158
50 Mbps and Below	44	33	21	18	13	9	6	-	-	-	-	-	-	-
Total ILEc & CLEC Fund Business	99	99	107	106	128	154	181	203	236	266	288	310	325	342
ILEC & CLEC Fund Business Blended ARPU				\$ 138.67	\$ 163.69	\$ 164.42	\$ 165.52	\$ 170.09	\$ 172.32	\$ 171.20	\$ 170.05	\$ 168.56	\$ 167.98	\$ 167.41
Total Broadband Blended ARPU				\$ 81.57	\$ 85.08	\$ 86.39	\$ 87.51	\$ 88.42	\$ 89.77	\$ 90.86	\$ 91.29	\$ 91.40	\$ 91.53	\$ 91.77
Locations Passed	3,500	3,500	3,500	3,500	3,820	3,820	3,953	4,113	4,113	4,113	4,113	4,113	4,113	4,113
Broadband Penetration Rate - Locations Passed	30.7%	32.6%	33.5%	34.7%	36.3%	41.5%	45.5%	49.5%	53.1%	55.4%	57.7%	60.3%	62.0%	63.5%

Plan Pricing Assumptions

ILEC Fund				CLEC Fund			
Broadband Residential		Broadband Business		Broadband Residential		Broadband Business	
1 GIG	\$ 100.00	3 GIG	\$ 299.95	1 GIG	\$ 100.00	3 GIG	\$ 299.95
600 Mbps	\$ 79.95	1 GIG	\$ 149.98	600 Mbps	\$ 79.95	1 GIG	\$ 149.98
400 Mbps	\$ -	400 Mbps	\$ 200.95	400 Mbps	\$ -	400 Mbps	\$ 200.95
300 Mbps	\$ 69.99	200 Mbps	\$ 165.95	300 Mbps	\$ 69.99	200 Mbps	\$ 165.95
200 Mbps	\$ -	100 Mbps	\$ 125.95	200 Mbps	\$ -	100 Mbps	\$ 125.95
100 Mbps	\$ -	90 Mbps	\$ 109.95	100 Mbps	\$ -	90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95	90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95			50 Mbps	\$ 45.95		

* Launched 3 GIG business plan at \$299.95 and reduced business 1 GIG price to \$149.98; Increased the Residential 1 GIG price to \$100 and the 300 Mbps plan to \$69.99 to remain competitive with Spectrum (Charter)



Financial Projection Scenarios - Summary

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Scenario 1: Base Case - Business-As-Usual

The business operates without any changes to its existing residential and business plans or their pricing, while completing its network expansion to 613 new developments. Subscriber growth is moderate, with subscribers increasing by 7.0% in 2025 and gradually tapering to 2.9% by 2034. Broadband penetration grows steadily from 34% to 48%. Revenue growth is modest, with residential blended ARPU rising slightly and business blended ARPU increasing significantly due to the migration of subscribers to higher-tiered plans. Total revenues grow at a modest rate, while operating expenses increase at a steady pace of 3% annually. EBITDA margins decline from 12% in 2025 to 5% by 2034, reflecting operating expenses surpassing revenue growth from subscribers. The ending cash balance worsens over time, turning negative by 2026 and dropping to negative \$2,725K by 2034.

Alternatively, if Pineville did not extend the network to the planned new housing developments and do network upgrades on its current Project List, the cash produced by operations in this scenario would be just enough to support \$400k in annual capital expenditures. Roughly enough for network maintenance and customer installations.

Scenario 2: New 3 GIG Business Plan

This scenario introduces a new 3 GIG business plan priced at \$299.95, expecting that half of the original 1 GIG subscribers will upgrade to. The 1 GIG plan is repriced at \$149.98, which will decrease revenue from current subscribers but may attract new customers. Subscriber growth slightly improves, with residential subscribers increasing by 7.1% in 2025 and tapering to 3.1% by 2034. The broadband penetration rate rises from 34.1% to 48.8%. Revenue growth is supported by the new plan, with residential ARPU remaining stable and business ARPU increasing from \$164.23 to \$176.77. Operating expenses grow at a consistent rate, reaching \$2,881K by 2034. Despite the higher revenue and improved margins, the ending cash balance declines sharply, turning negative by 2026 due to the builds to new developments. However, the cash depletion is less severe compared to Scenario 1, ending at negative \$2,320K by 2034.

Scenario 3: Business Plan Price Changes; Additional Residential Growth and Incremental Price Changes

In this scenario, a new 3 GIG business plan at \$299.95 and a repriced 1 GIG plan at \$149.98 are introduced, with residential growth and pricing adjustments aligned with Spectrum's rates. Subscriber growth is strong initially, reaching 14.1% in 2025 and tapering to 2.4% by 2034. Revenue growth is robust, with residential ARPU increasing from \$77.09 to \$80.37 and business ARPU peaking at \$172.32 before slightly decreasing. Operating expenses grow at a steady rate of approximately 3.5% annually, reaching \$2,989K by 2034. The EBITDA margin improves significantly from 14.6% in 2025 to 23.3% by 2034. Although the ending cash balance turns negative in 2027 through 2029 due to increased capex for network buildout, cash ends strongly at positive \$1,927K by 2034.



Scenario 4: Reducing Operating Expenses

This scenario assumes a \$150K annual reduction in operating expenses with no changes to pricing plans. Revenue growth is consistent with the Base Case Scenario and the network build-out is assumed. Subscriber growth follows the base scenario, with ILEC and CLEC subscribers increasing by 7.1% in 2025 and gradually decreasing to 2.9% by 2034. Revenue growth remains consistent, with residential blended ARPU slightly increasing and business ARPU growing. Operating expenses rise at a reduced rate of 2.6% per year, reaching \$2,720K by 2034. The EBITDA margin declines from 17.9% in 2025 to 10.0% by 2034, reflecting a milder margin decrease due to the lower growth rate in operating expenses. Despite a negative cash balance starting in 2026, the ending balance improves slightly compared to Scenario 1, at negative \$1,207K in 2034.

Scenario 5: Optimized Pricing and Reduced Operating Expenses

In this scenario, a new 3 GIG business plan is introduced at \$299.95, the 1 GIG business plan is repriced to \$149.98, and residential price plan for 1 GIG and 300 Mbps adjusted to match Spectrum's rates after discounts provided to Pineville's electric customers. Operating expenses are reduced by a net \$150K starting in 2025 going forward. At the beginning, subscriber growth is very high, reaching 14.1% in 2025, and then slowing to 2.4% by 2034. The broadband penetration rate increases significantly from 36.3% to 63.5%. Revenue growth is strong; residential ARPU rises from \$77.09 to \$80.37, and business ARPU peaks at \$172.32 before slightly decreasing. Operating expenses grow at a moderate rate of about 3.0% each year, reaching \$2,939K by 2034. The EBITDA margin improves significantly from 20.5% in 2025 to 27.1% by 2034. Although there are temporary declines in the cash balance in 2027 and 2028 due to increased capex through the network build-out, the forecasted cash balance remains positive through 2028 and improves steadily thereafter, ending at a positive \$3,853K by 2034, assuming no other additional large network builds after 2028. This scenario displays the best financial performance with a positive cash balance throughout all forecast years.

Recommendations

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- To achieve sufficient operating profitability to generate a positive ending cash balance each year, while funding network build-outs, **Scenario 5 offers really the only path forward** by optimizing business broadband speed packages, residential/business pricing and reducing operating expenses.
- Launch the 3 GIG business plan at \$299.95 and reprice the 1 GIG plan to \$149.98 to boost customer additions and revenue growth. This may cause a decrease in revenue in the short-term, but overtime should drive increased revenues.
- Align the residential ARPU with Spectrum's pricing after including the \$20 discount for electric subscribers. For our analysis we utilized the \$20 discount for customers subscribing to broadband and electric service. We recognize the increased discount up to \$25 when also subscribing to voice and long-distance service, however, we would expect the voice and long-distance customers to decrease over time, so we focused on the \$20 PCS Rewards Program.
 - Increase the residential 1 GIG plan price to \$100 and the 300 Mbps plan to \$69.99 before applying the discount.
- Our modelling indicated that reducing operating expenses by at least \$150,000 annually is crucial in achieving profitability levels to fund network investment. We modelled differing levels of cost reductions and anything less than \$150,000 resulted in increasing broadband customer penetration into the 70% range to produce enough cash to fund network builds in Pineville's project list through 2028. Alternatively, finding \$150,000 of costs savings annually in performing network build-outs would have the same financial effect.
- Target broadband penetration to exceed 60% by 2034 to capture market share and ensure ongoing revenue growth. While 60% is considered a high customer penetration rate, especially in a market with strong competition, anything less requires increasing operating expense savings beyond \$150,000 to produce enough cash to fund network build-outs.
- To achieve the highest customer penetration rate as possible, Pineville's marketing should educate its customer base that its fiber-to-the-home network can provide high-quality broadband service equal to, in some cases better than, its more brand-name competition.
- A combination of higher revenues, increased growth rates, and reduced operating expenses displayed in Scenario 5 results in a positive cash balance throughout the forecast period (2025–2034).
- Once the network buildout is completed in 2028, the forecasted cash balance begins to accumulate, providing resources for future project investments.

Update – Spectrum Price Change

Recap From Previous Meeting

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- Prior Analysis recommended offering 3 GIG business plan at the current price of the 1 GIG offering and lowering the price of the 1 GIG business offering to better compete. Increase residential broadband prices incrementally to match Spectrum's, after taking into consideration promotions and discounts.
- Decrease operating expenses by at least \$150,000 annually.
- Embark on marketing plan and increase customer penetration steadily over time to reach 60% by 2034.

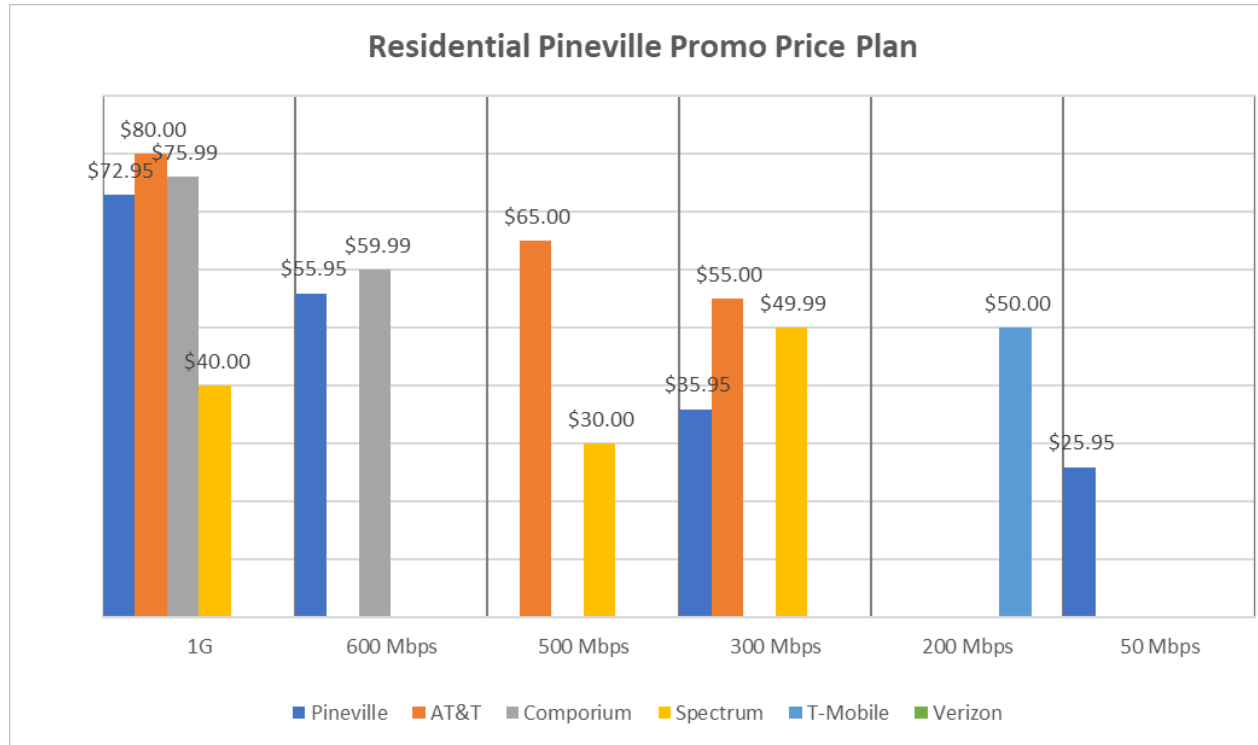
Updated Considerations

- **On September 16, Spectrum announced new pricing as follows:**
 - **1 GIG at \$40/month and 500 Mbps at \$30/month when bundled with two lines of Spectrum Mobile or Video service.**
 - **The prices are guaranteed for 3 years**
- Spectrum's pricing reduction could pose significant risk in PCS maintaining and growing revenues.
- In light of Spectrum's announcement, JSI developed a new analysis for PCS to fund its network enhancements/extensions.
- PCS will have to lower its residential broadband pricing to compete with Spectrum and should consider increasing its broadband speeds in an effort to retain revenues.
- PCS will need cash in the short-term to help fund the planned network capital expenditures.
- PCS should consider transferring (selling) its idle building to generate cash in the short-term. JSI understands this would generate \$1.8 million for PCS.
- JSI modeled selling the building along with recommended residential pricing changes and targeted customer growth path to achieve increased profitability and generate free cash flows to fund network enhancements in the future.



Competitive Pricing: Residential (Incl. Pineville Promotions and Competitor Promotions)

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- For the 1 Gbps tier, Pineville's \$72.95 price, after considering its \$20 discount, is significantly greater than Spectrum's new \$40 offering.
- At 600 Mbps, Pineville's \$55.95 is slightly lower than Comporium's \$60
- Spectrum's new \$30 price for 500 Mbps, is a much better deal than Pineville's \$55.95 for 600 Mbps or Pineville's \$35.95 for 300 Mbps.
- At 300 Mbps, Pineville's \$35.95 is lower than Spectrum's \$49.99 and AT&T's \$55, making it a strong offer.
- Pineville does not offer 500 Mbps and 200 Mbps service tiers
- Note: Pineville Electric consumers receive a \$20 monthly discount when subscribing to internet service. They can also get an additional \$22.50 discount by adding both phone and internet services, or a \$25 discount by adding phone, internet, and unlimited long distance. Pineville also offers case-by-case discounts for modem/router installation. For our analysis, we assumed at \$20 discount.

Scenario 6: Subscribers & Price Plan Assumptions

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SUMMARY BROADBAND SUBSCRIBER - SCENARIO 6 10 YR PROJECTIONS

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
ILEC & CLEC Fund Residential														
1 GIG (Now 2 GIG)	265	340	368	348	390	468	538	619	711	818	941	1,035	1,087	1,141
Upto 600 Mbps (Now 1 GIG)	21	34	99	119	155	209	282	352	441	551	633	728	765	803
Upto 300 Mbps (Now 600 Mbps)	90	87	383	445	490	529	550	550	522	470	400	320	256	205
Upto 100 Mbps	300	331	7	8	8	7	5	4	2	-	-	-	-	-
50 Mbps and Below	299	251	207	188	165	137	107	81	50	24	9	-	-	-
Total ILEc & CLEC Fund Residential	975	1,043	1,064	1,108	1,207	1,349	1,482	1,606	1,726	1,863	1,982	2,083	2,107	2,148
ILEC & CLEC Fund Residential Blended ARPU				\$ 76.10	\$ 51.96	\$ 52.35	\$ 53.27	\$ 54.13	\$ 55.12	\$ 56.35	\$ 57.69	\$ 59.06	\$ 60.15	\$ 60.91
ILEC & CLEC Fund Business														
3 GIG	-	-	-	-	20	26	38	57	85	106	127	140	154	169
1 GIG	27	26	32	32	20	26	38	57	85	106	127	140	154	169
Upto 400 Mbps	11	14	18	17	18	20	22	25	25	29	30	31	31	31
Upto 100 Mbps	17	26	36	39	40	38	34	-	-	-	-	-	-	-
50 Mbps and Below	44	33	21	18	13	9	6	-	-	-	-	-	-	-
Total ILEc & CLEC Fund Business	99	99	107	106	111	119	138	138	195	241	285	311	339	369
ILEC & CLEC Fund Business Blended ARPU				\$ 183.95	\$ 169.30	\$ 178.49	\$ 189.81	\$ 219.61	\$ 221.89	\$ 222.11	\$ 222.43	\$ 222.59	\$ 222.79	\$ 222.97
Total Broadband Blended ARPU				\$ 81.57	\$ 62.18	\$ 63.39	\$ 65.68	\$ 68.13	\$ 73.11	\$ 76.50	\$ 79.56	\$ 81.23	\$ 83.33	\$ 85.22
Locations Passed	3,500	3,500	3,500	3,500	3,820	3,820	3,953	4,113	4,113	4,113	4,113	4,113	4,113	4,113
Broadband Penetration Rate - Locations Passed	30.7%	32.6%	33.5%	34.7%	34.5%	38.4%	41.0%	42.4%	46.7%	51.1%	55.1%	58.2%	59.5%	61.2%

Plan Pricing Assumptions

ILEC Fund				CLEC Fund			
Broadband Residential		Broadband Business		Broadband Residential		Broadband Business	
2 GIG (fmr. 1 GIG)	\$ 70.00	3 GIG	\$ 299.95	2 GIG (fmr. 1 GIG)	\$ 70.00	3 GIG	\$ 299.95
1 GIG (Fmr. 600 Mbps)	\$ 55.00	1 GIG	\$ 149.98	1 GIG (Fmr. 600 Mbps)	\$ 55.00	1 GIG	\$ 149.98
400 Mbps	\$ -	400 Mbps	\$ 200.95	400 Mbps		400 Mbps	\$ 200.95
600 Mbps (Fmr. 300 Mbps)	\$ 40.00	200 Mbps	\$ 165.95	600 Mbps (Fmr. 300 Mbps)	\$ 40.00	200 Mbps	\$ 165.95
200 Mbps	\$ -	100 Mbps	\$ 125.95	200 Mbps		100 Mbps	\$ 125.95
100 Mbps	\$ -	90 Mbps	\$ 109.95	100 Mbps		90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95	90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95			50 Mbps	\$ 45.95		

*Launched 3 GIG business plan at \$299.95 and reduced business 1 GIG price to \$149.98; Increased the Residential 1 GIG price to \$100 and the 300 Mbps plan to \$69.99 to remain competitive with Spectrum (Charter)



Scenario 6: Updated – Speed/Pricing Changes, Opex Reductions, Building Transfer

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SUMMARY OPERATING FORECAST - SCENARIO 6 10 YR PROJECTIONS

Amount:

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Revenues														
Internet Revenues	759	977	1,138	1,223	1,006	1,127	1,292	1,457	1,697	1,945	2,192	2,384	2,536	2,658
All Other Revenues	1,201	1,179	1,215	1,208	1,168	1,130	1,095	1,062	1,032	1,005	979	955	933	911
Total Revenues	1,960	2,155	2,352	2,431	2,174	2,257	2,387	2,519	2,729	2,949	3,171	3,339	3,469	3,569
<i>Growth</i>		10.0%	9.1%	3.4%	-10.6%	3.8%	5.8%	5.5%	8.3%	8.1%	7.5%	5.3%	3.9%	2.9%
Operating Expenses	1,643	1,746	2,118	2,117	1,981	2,055	2,136	2,220	2,316	2,415	2,516	2,612	2,704	2,794
EBITDA	317	410	235	314	193	202	250	299	413	535	655	728	765	775
<i>EBITDA Margin</i>	16%	19%	10%	13%	9%	9%	10%	12%	15%	18%	21%	22%	22%	22%
Total Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(409)	(409)	(409)	(409)	(409)	(409)
Balance Sheet - Ending Ca:	1,955	1,616	1,480	1,568	2,241	1,714	997	252	250	374	632	984	1,399	1,848

*Internet Revenue include internet revenues and modem revenues

- **Main Assumption:** Building transferred for \$1.8m, Double the current 1 GIG, 600 Mbps and 300 Mbps speeds and re-price at \$70, \$55, and \$40, respectively, to better compete with Spectrum's promotional rates after discounts provided to Pineville's electric customers are considered. A new 3 GIG business plan is introduced at \$299.95, with half of the original 1 GIG subscribers expected to upgrade. The 1 GIG plan is repriced at \$149.98. This scenario also decreases the operating expenses by \$150K in cost savings
- **Subscriber Growth:** High broadband subscriber growth rate in initial years, averaging 10% through 2027, gradually tapering slowly to 3% in 2034. The growth in the early years is primarily driven by increased residential adoption, business growth and the expansion of service locations. As the market saturates, growth remains constant in later years but remains steady. Penetration rate grows from 34.7% (2024) to 61.2% (2034)
- **Revenue Growth:** Residential blended ARPU starts at \$76.10 in 2024, decreases to \$51.96 in 2025 and increases steadily to \$60.91 by 2034, driven by increase in customers taking higher speeds over time. Business APRU starts at \$183.85 in 2024, declines to \$169.30 in 2025 then steadily increases to \$222.97 by 2034 as more business customers are moved to higher speed packages.
- **Operating Expenses:** Operating expenses grow at a constant pace (~2.6% growth rate per year) seen historically, and by 2034 reaches \$2,794K
- **Capex Assumption:** 2025 and 2028 consistent with PCS's capital investment plan, then stabilizes at \$400K annually from 2029 onwards to fund network maintenance and customer installs
- **EBITDA Margin:** The EBITDA margin remains declines in the short-term then rises to 22% as customer penetration rate increases and more customers are moved to higher broadband speed tiers over time.
- **Balance Sheet – Ending Balance:** The ending cash balance remains positive over the network build period 2025-2028, then begins to accumulate cash reserves reaching \$1,848K by 2034



Scenario 6: Updated – Speed/Pricing Changes, Opex Reductions, Don't Transfer Building

SUMMARY OPERATING FORECAST - SCENARIO 6 - Without Cash From Building Transfer

Amounts Item 8.

10 YR PROJECTIONS

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Revenues														
Internet Revenues	759	977	1,138	1,223	1,006	1,127	1,292	1,457	1,697	1,945	2,192	2,384	2,536	2,658
All Other Revenues	1,201	1,179	1,215	1,208	1,168	1,130	1,095	1,062	1,032	1,005	979	955	933	911
Total Revenues	1,960	2,155	2,352	2,431	2,174	2,257	2,387	2,519	2,729	2,949	3,171	3,339	3,469	3,569
<i>Growth</i>		10.0%	9.1%	3.4%	-10.6%	3.8%	5.8%	5.5%	8.3%	8.1%	7.5%	5.3%	3.9%	2.9%
Operating Expenses	1,643	1,746	2,118	2,117	1,981	2,055	2,136	2,220	2,316	2,415	2,516	2,612	2,704	2,794
EBITDA	317	410	235	314	193	202	250	299	413	535	655	728	765	775
<i>EBITDA Margin</i>	16%	19%	10%	13%	9%	9%	10%	12%	15%	18%	21%	22%	22%	22%
Total Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(409)	(409)	(409)	(409)	(409)	(409)
Balance Sheet - Ending Ca:	1,955	1,616	1,480	1,568	346	(266)	(1,033)	(1,791)	(1,806)	(1,700)	(1,474)	(1,170)	(826)	(470)

*Internet Revenue include internet revenues and modem revenues

- **Main Assumption:** Same as previous Scenario 6 slide 37, but assumes building is not sold for cash of \$1.8m
- **Balance Sheet – Ending Balance:** If the building is not converted to \$1.8m in cash, ending cash balance turns negative and remains over there over the forecasted period as cash produced by operations is not enough to fund the network build period 2025-2028.



Scenario 6.2 – Lower Penetration: Subscribers & Price Plan Assumptions

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SUMMARY BROADBAND SUBSCRIBER - SCENARIO 6.2 - Lower Broadband Penetration Rate 10 YR PROJECTIONS

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
ILEC & CLEC Fund Residential														
1 GIG (Now 2 GIG)	265	340	368	348	390	468	524	550	578	606	637	669	702	737
Upto 600 Mbps (Now 1 GIG)	21	34	99	119	155	209	251	288	331	381	419	461	507	558
Upto 300 Mbps (Now 600 Mbps)	90	87	383	445	490	529	550	522	496	437	393	354	318	255
Upto 100 Mbps	300	331	7	8	8	7	5	4	2	-	-	-	-	-
50 Mbps and Below	299	251	207	188	165	137	107	81	50	24	9	-	-	-
Total ILEc & CLEC Fund Residential	975	1,043	1,064	1,108	1,207	1,349	1,437	1,446	1,457	1,448	1,458	1,483	1,528	1,550
ILEC & CLEC Fund Residential Blended ARPU			\$ 76.10		\$ 52.35	\$ 53.27	\$ 53.95	\$ 54.71	\$ 55.49	\$ 56.61	\$ 57.45	\$ 58.18	\$ 58.77	\$ 59.67
ILEC & CLEC Fund Business														
3 GIG	-	-	-	-	20	26	38	55	82	102	113	118	124	131
1 GIG	27	26	32	42	32	40	55	75	107	131	153	166	173	180
Upto 400 Mbps	11	14	18	39	39	37	33	4	-	-	-	-	-	-
Upto 100 Mbps	17	26	36	7	7	7	6	-	-	-	-	-	-	-
50 Mbps and Below	44	33	21	18	13	9	6	-	-	-	-	-	-	-
Total ILEc & CLEC Fund Business	99	99	107	106	111	119	138	134	189	234	266	284	297	310
ILEC & CLEC Fund Business Blended ARPU			\$ 183.95		\$ 169.30	\$ 178.49	\$ 189.81	\$ 219.45	\$ 221.80	\$ 222.02	\$ 219.36	\$ 217.91	\$ 218.00	\$ 218.09
Total Broadband Blended ARPU			\$ 81.57		\$ 62.18	\$ 63.39	\$ 65.86	\$ 68.69	\$ 74.57	\$ 79.59	\$ 82.42	\$ 83.87	\$ 84.69	\$ 86.10
Locations Passed	3,500	3,500	3,500	3,500	3,820	3,820	3,953	4,113	4,113	4,113	4,113	4,113	4,113	4,113
Broadband Penetration Rate - Locations Passed	30.7%	32.6%	33.5%	34.7%	34.5%	38.4%	39.8%	38.4%	40.0%	40.9%	41.9%	43.0%	44.4%	45.2%

Plan Pricing Assumptions

ILEC Fund			
Broadband Residential		Broadband Business	
2 GIG (fmr. 1 GIG)	\$ 70.00	3 GIG	\$ 299.95
1 GIG (Fmr. 600 Mbps)	\$ 55.00	1 GIG	\$ 149.98
400 Mbps	\$ -	400 Mbps	\$ 200.95
600 Mbps (Fmr. 300 Mbps)	\$ 40.00	200 Mbps	\$ 165.95
200 Mbps	\$ -	100 Mbps	\$ 125.95
100 Mbps	\$ -	90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95		

CLEC Fund			
Broadband Residential		Broadband Business	
2 GIG (fmr. 1 GIG)	\$ 70.00	3 GIG	\$ 299.95
1 GIG (Fmr. 600 Mbps)	\$ 55.00	1 GIG	\$ 149.98
400 Mbps		400 Mbps	\$ 200.95
600 Mbps (Fmr. 300 Mbps)	\$ 40.00	200 Mbps	\$ 165.95
200 Mbps		100 Mbps	\$ 125.95
100 Mbps		90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95		

*Launched 3 GIG business plan at \$299.95 and reduced business 1 GIG price to \$149.98; Increased the Residential 1 GIG price to \$100 and the 300 Mbps plan to \$69.99 to remain competitive with Spectrum (Charter)



Scenario 6: Updated – Lower Penetration Rate - Speed/Pricing Changes, Opex Reductions, Building Transfer

Item 8.

SUMMARY OPERATING FORECAST - SCENARIO 6.2 - Lower Broadband Penetration Rate 10 YR PROJECTIONS

Amounts in \$'000

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Revenues														
Internet Revenues	759	977	1,138	1,223	1,006	1,127	1,276	1,377	1,522	1,670	1,767	1,842	1,912	1,993
All Other Revenues	1,201	1,179	1,215	1,208	1,168	1,130	1,095	1,062	1,031	1,002	975	950	926	904
Total Revenues	1,960	2,155	2,352	2,431	2,174	2,257	2,371	2,438	2,552	2,672	2,741	2,791	2,839	2,897
<i>Growth</i>		10.0%	9.1%	3.4%	-10.6%	3.8%	5.0%	2.9%	4.7%	4.7%	2.6%	1.8%	1.7%	2.1%
Operating Expenses	1,643	1,746	2,118	2,117	1,981	2,055	2,134	2,209	2,292	2,377	2,458	2,537	2,618	2,703
EBITDA	317	410	235	314	193	202	237	229	261	295	284	254	220	194
<i>EBITDA Margin</i>	16%	19%	10%	13%	9%	9%	10%	9%	10%	11%	10%	9%	8%	7%
Total Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(383)	(383)	(383)	(383)	(383)	(383)
Balance Sheet - Ending Ca:	1,955	1,616	1,480	1,568	2,241	1,714	984	171	41	(58)	(163)	(297)	(464)	(658)

*Internet Revenue include internet revenues and modem revenues

- **Main Assumption:** Same as previous Scenario 6 slide 37 assuming building transfer for \$1.8 million, but assumes Broadband Customer Penetration Rate Reaches the mid-40% range
- **Balance Sheet – Ending Balance:** With lower customer broadband penetration rate, cash turns negative in 2030 and grows more negative after that.



Recommendations

Item 8.

- Business - Launch the 3 GIG business plan at \$299.95 and reprice the 1 GIG plan to \$149.98 to boost customer additions and revenue growth. This may cause a decrease in revenue in the short-term, but overtime should drive increased revenues.
- Residential - Double the speeds of the current 1 GIG, 600 Mbps and 300 Mbps and re-price at \$70 for 2 GIG, \$55 for 1 GIG, and \$40 for 600 Mbps, before including the \$20 discount for electric subscribers. For our analysis we utilized the \$20 discount for customers subscribing to broadband and electric service. We recognize the increased discount up to \$25 when also subscribing to voice and long-distance service, however, we would expect the voice and long-distance customers to decrease over time, so we focused on the \$20 PCS Rewards Program.
- Transfer the idle PCS owned building for \$1.8 million to fund network expansion/enhancement in the short-term.
- Work to reduce operating expenses by at least \$150,000 annually which is crucial in achieving profitability levels to help fund network investment.
- Target broadband penetration to reach 47% by the end of 2029 and 60% by the end of 2034 to capture market share and ensure ongoing revenue growth. While 60% is considered a high customer penetration rate, especially in a market with strong competition, anything less requires increasing operating expense savings beyond \$150,000 to produce enough cash to fund future network enhancements.
- To achieve the highest customer penetration rate as possible, Pineville's marketing should educate its customer base that its fiber-to-the-home network can provide high-quality broadband service equal to, in some cases better than, its more brand-name competition.
- A combination of increasing market share, moving customers to higher broadband speed tiers, increased growth rates, and reduced operating expenses displayed in Scenario 6 results in a positive cash balance throughout the forecast period (2025–2034).
- Once the network buildout is completed in 2028, the forecasted cash balance begins to accumulate, providing resources for future project investments.



Appendix

Competitive Landscape: Broadband

Item 8.

Pineville Competitive Service Offerings						
Broadband Only						
Service Provider	Service Offerings	Service Package Description	DL Speed Mbps	UL Speed Mbps	Price	Customer Type
Pineville	Data	PCS Internet plan	1G	1G	\$92.95/mo	Residential
Pineville	Data	PCS Internet plan	600 Mbps	600 Mbps	\$75.95/mo	Residential
Pineville	Data	PCS Internet plan	300 Mbps	300 Mbps	\$55.95/mo	Residential
Pineville	Data	PCS Internet plan-only available where Fiber to the home FTTH is not available	50 Mbps	X	\$49.95/mo	Residential
Pineville	Data	Business PCS Internet, with 1-yr contract	1G	1G	\$299.95	Business
Pineville	Data	Business PCS Internet, with 1-yr contract	400 Mbps	X	\$200.95	Business
Pineville	Data	Business PCS Internet, with 1-yr contract	200 Mbps	X	\$165.95	Business
Pineville	Data	Business PCS Internet, with 1-yr contract	100 Mbps	X	\$125.95	Business
Pineville	Data	Business PCS Internet, with 1-yr contract	50 Mbps	X	\$100.95	Business
AT&T	Data	AT&T Internet 5000 (Fiber)-Promo price \$245.00/mo after \$10/mo discount (starts within 2 bills) with paperless billing and autopay	5 G	4462 Mbps	\$255.00/mo	Residential
AT&T	Data	AT&T Internet 2000 (Fiber)-Promo price \$145.00/mo after \$10/mo discount (starts within 2 bills) with paperless billing and autopay	2 G	2506 Mbps	\$155.00/mo	Residential
AT&T	Data	AT&T Internet 1000 (Fiber)-Promo price \$80.00/mo after \$10/mo discount (starts within 2 bills) with paperless billing and autopay	Up to 1G	928 Mbps	\$90.00/mo	Residential
AT&T	Data	AT&T Internet 500 (Fiber)-Promo price \$65.00/mo after \$10/mo discount (starts within 2 bills) with paperless billing and autopay	500 Mbps	622 Mbps	\$75.00/mo	Residential
AT&T	Data	AT&T Internet 300 (Fiber)-Promo price \$55.00/mo after \$10/mo discount (starts within 2 bills) with paperless billing and autopay	300 Mbps	381 Mbps	\$65.00/mo	Residential
AT&T	Data	Business Fiber 5G-No annual contract, data caps, or equipment fees	5G	5G	\$285.00/mo	Business
AT&T	Data	Business Fiber 2G-No annual contract, data caps, or equipment fees	2G	2G	\$185.00/mo	Business
AT&T	Data	Business Fiber 1G-No annual contract, data caps, or equipment fees, AT&T ActiveArmorSM 24/7 proactive security helps block malicious threats from ever reaching your devices.	1G	1G	\$160.00/mo	Business
AT&T	Data	Business Fiber 500 Mbps-No annual contract, data caps, or equipment fees, AT&T ActiveArmorSM 24/7 proactive security helps block malicious threats from ever reaching your devices.	500 Mbps	500 Mbps	\$110.00/mo	Business
AT&T	Data	Business Fiber 300 Mbps-No annual contract, data caps, or equipment fees, AT&T ActiveArmorSM 24/7 proactive security helps block malicious threats from ever reaching your devices.	300 Mbps	300 Mbps	\$70.00/mo	Business
Comporium	Data	Standard Internet-Free basic WiFi included, Antivirus software included	400 Mbps	400 Mbps	\$29.94/mo	Residential
Comporium	Data	Zipstream 2G-service contract not required	2G	2G	\$119.94/mo	Residential
Comporium	Data/Video	Internet+TV-Free WiFi included, No data caps, Antivirus software for up to 3 computers. Promo price \$99.99/mo	400 Mbps	400 Mbps	\$155.86/mo	Residential
Comporium	Data	Zipstream 5G-service contract not required	5G	5G	\$134.94/mo	Residential
Comporium	Data	Zipstream 1G-service contract not required, promo price \$75.99 for 12-mo	1G	1G	\$104.94/mo	Residential
Comporium	Data	Ultra Internet-service contract not required, promo price \$59.99 for 12-mo	600 Mbps	600Mbps	\$88.94/mo	Residential
Comporium	Data	Essential Internet-service contract not required, promo price \$29.99 for 3-mo	100 Mbps	100 Mbps	\$49.94/mo	Residential
Comporium	Data/Voice	Internet+Phone-Ultra Package, Free WiFi included, No data caps, Antivirus software for up to 3 computers	600 Mbps	600 Mbps	\$89.99/mo	Residential
Comporium	Data/Video	Internet+TV+Security-Ultra Package, Free WiFi included, No data caps, Stream HD Basic Plus Package w/100+ Channels, Package includes 2 Streams and 20 hours DVR. ReadyHome Smart Home Security, After 12 months, regular retail rates apply. Promo price \$179.99/mo	600 Mbps	600 Mbps	\$235.86/mo	Residential
Comporium	Data/Voice/Video	Internet+Phone+TV-Standard Package, No data caps, Stream HD Basic Plus Package w/100+ Channels, Package includes 2 Streams and 20 hours DVR. Unlimited Nationwide Calling. Promo price \$114.99 for 12-mo	400 Mbps	400 Mbps	\$181.59/mo	Residential
Comporium	Data/Voice/Video	Internet+TV+Phone+Security-Ultra Package, Free WiFi included, No data caps, Stream HD Basic Plus Package w/100+ Channels, Package includes 2 Streams and 20 hours DVR, Unlimited Local Calling. ReadyHome Smart Home Security, After 12 months, regular retail rates apply. Promo price \$190.99 for 12-mo	600 Mbps	600 Mbps	\$250.33/mo	Residential
Comporium	Voice	Voice Plus-Unlimited local inbound and outbound calls, Caller ID, Voice Mail	X	X	\$25.95/mo	Residential
Comporium	Voice	Voice PlusUnlimited-Long-Distance calls to anywhere in the continental U.S., Caller ID, Voice Mail	X	X	\$40.00/mo	Residential
Comporium	Voice	Basic Telephone-unlimited outbound and inbound local calling	X	X	\$21.75/mo	Residential
Spectrum	Data	Internet-Up to 300 mbps, \$49.99/mo for 12 mos	300 Mbps	12 Mbps	\$87.99/mo	Residential
Spectrum	Data	Internet Ultra-Up to 500 mbps, \$69.99/mo for 24 mos	500 Mbps	23 Mbps	\$107.99/mo	Residential
Spectrum	Data	Internet Gig-Up to 1G, \$79.99/mo for 24 mos	1G	41 Mbps	\$117.99/mo	Residential

- Major Broadband Providers: The market is dominated by Pineville, AT&T Comporium and Spectrum



Competitive Landscape

Item 8.

Pineville Competitive Service Offerings						
Mobile						
AT&T	Data	AT&T Internet AirTM for Business Standard- no speed caps, no data caps, and no overage fees. Promo price \$60.00/mo after \$5/mo. AutoPay and paperless billing discount.	139-389 Mbps	6-33 Mbps	\$65.00/mo	Business
T-Mobile	Data	5G Home Internet Unlimited-Unlimited data, 5G WiFi Gateway. Promo price \$40.00 mo	72-245 Mbps	15-31 Mbps	\$65.00/mo	Residential
T-Mobile	Data	5G Home Internet Plus-Unlimited data, 5G WiFi Gateway. Promo price \$50.00 mo	72-245 Mbps	15-31 Mbps	\$75.00/mo	Residential
T-Mobile	Data	5G Business Internet Unlimited-Contract not required for service	72-245 Mbps	15-31 Mbps	\$60.00/mo	Business
Verizon	Data	5G Home Plus up to 300 Mbps-Ultra HD 4K video streaming, router and whole home Wi-Fi included, 3-yr price guarantee.	85-250 Mbps	10-20 Mbps	\$80.00/mo	Residential
Verizon	Data	5G Home up to 100 Mbps-1080p HD video streaming, router included, 2-yr price guarantee.	50-85 Mbps	5-10 Mbps	\$60.00/mo	Residential
Verizon	Data	5G Business Internet-Fast speeds, 10-year price lock, low lag, unlimited data, no coverage fees	100 Mbps	20 Mbps	\$69.00/mo	Business
Verizon	Data	5G Business Internet-Fast speeds, 10-year price lock, low lag, unlimited data, no coverage fees	200 Mbps	20 Mbps	\$79.00/mo	Business
Verizon	Voice/Data	Unlimited Welcome-5G, home internet as low as \$35/mo, service availability varies. \$10 autopay discount. Promo price \$75.00/mo	X	X	\$85.00/mo	Residential

- Other known providers are Verizon (Fixed Broadband), T-Mobile (Fixed Wireless Broadband) and AT&T (Internet Air Fixed Broadband)



Detailed Financial Statements for Scenario Analysis

Scenario 1 Base: Business-As-Usual

Item 8.

10 YR PROJECTIONS														
SUMMARY OPERATING FORECAST - BASE SCENARIO														
	Historical				Forecast									
Valuation Date	6/30/2021	6/30/2022	6/30/2023	6/30/2024	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Forecast Summary														
Operating Revenue														
ILEC Fund														
Local Voice Revenues	175	159	149	139	131	123	115	108	102	96	90	84	79	75
Network Access Revenues	501	528	655	618	593	569	547	525	504	484	464	446	428	411
Long Distance Revenues	25	18	12	7	5	3	2	1	1	1	0	0	0	0
Other Revenues	119	114	118	114	112	109	107	105	103	101	99	97	95	93
Other Non-Regulated Revenues	26	26	23	19	17	15	14	12	11	10	9	8	7	7
Miscellaneous Revenues	253	243	176	234	236	238	241	243	246	248	251	253	256	258
Total ILEC Fund Revenues	1,099	1,088	1,132	1,131	1,094	1,059	1,026	995	966	939	913	889	865	844
CLEC Fund														
Local Voice Revenues	63	58	53	48	45	41	38	36	33	31	29	27	25	23
Network Access Revenues	4	4	4	1	1	1	0	0	0	0	0	0	0	0
Long Distance Revenues	12	11	10	9	8	7	6	5	5	4	4	3	3	2
Internet Revenues	770	998	1,115	1,165	1,230	1,322	1,424	1,535	1,658	1,756	1,833	1,900	1,963	2,023
Modem Revenues	(11)	(21)	23	58	61	65	69	74	78	82	86	89	92	95
Install Revenues	6	5	6	6	7	8	9	10	11	13	14	16	17	19
Other Non-Regulated Revenues	10	11	10	10	10	10	10	10	10	10	10	10	10	10
Miscellaneous Revenues	7	1	1	6	6	6	6	6	6	6	6	6	6	6
Total CLEC Fund Revenues	860	1,067	1,221	1,302	1,367	1,459	1,563	1,676	1,802	1,903	1,982	2,051	2,116	2,179
Uncollectibles	1	0	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Total Operating Revenue	1,960	2,155	2,352	2,431	2,459	2,516	2,587	2,669	2,766	2,840	2,893	2,938	2,979	3,021
Growth		10.0%	9.1%	3.4%	1.1%	2.3%	2.8%	3.2%	3.6%	2.7%	1.9%	1.5%	1.4%	1.4%
Operating Expenses	1,643	1,746	2,118	2,117	2,169	2,240	2,314	2,390	2,471	2,550	2,628	2,707	2,787	2,870
COGS & OpEx	1,643	1,746	2,118	2,117	2,169	2,240	2,314	2,390	2,471	2,550	2,628	2,707	2,787	2,870
Growth		6.3%	21.3%	0.0%	2.5%	3.2%	3.3%	3.3%	3.4%	3.2%	3.1%	3.0%	3.0%	3.0%
EBITDA	317	410	235	314	289	276	274	279	295	290	265	231	192	151
EBITDA Margin %	16.2%	19.0%	10.0%	12.9%	11.8%	11.0%	10.6%	10.5%	10.7%	10.2%	9.2%	7.9%	6.4%	5.0%
Depreciation & Amortization	447	286	319	272	460	505	561	619	642	665	688	711	734	757
Operating Income	(130)	124	(84)	42	(171)	(229)	(287)	(340)	(347)	(376)	(423)	(481)	(542)	(607)
Other Income (Expense)														
Interest and Dividend Income	4	8	123	148	21	-	-	-	-	-	-	-	-	-
Other Income (Expense)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	8	123	148	21	-	-	-	-	-	-	-	-	-
Net Income before Tax	(126)	132	39	191	(150)	(229)	(287)	(340)	(347)	(376)	(423)	(481)	(542)	(607)
Income Tax Expense (Benefit) (Norm.)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Income Tax %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Net Income	(126)	132	39	191	(150)	(229)	(287)	(340)	(347)	(376)	(423)	(481)	(542)	(607)
Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(415)	(415)	(415)	(415)	(415)	(415)
Capex % of revenues	43.3%	26.0%	19.7%	15.7%	66.4%	32.1%	38.9%	39.1%	15.0%	14.6%	14.3%	14.1%	13.9%	13.7%



Scenario 1 Base: Business-As-Usual

Item 8.

10 YR PROJECTIONS

BALANCE SHEET FORECAST - BASE SCENARIO

Amounts in \$000

	Historical	Forecast									
	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CURRENT ASSETS											
Cash & cash equivalents	1,568	421	(115)	(853)	(1,627)	(1,755)	(1,887)	(2,042)	(2,230)	(2,457)	(2,725)
Accounts receivable	205	172	176	181	187	194	199	203	206	209	211
Inventory	366	295	302	310	320	332	341	347	353	358	362
Leases receivable	47	47	47	47	47	47	47	47	47	47	47
Other current assets	-	-	-	-	-	-	-	-	-	-	-
	<u>2,186</u>	<u>935</u>	<u>410</u>	<u>(315)</u>	<u>(1,073)</u>	<u>(1,183)</u>	<u>(1,301)</u>	<u>(1,445)</u>	<u>(1,625)</u>	<u>(1,844)</u>	<u>(2,104)</u>
OTHER ASSETS											
Leases receivable, non-current	99	99	99	99	99	99	99	99	99	99	99
Pension deferrals	308	308	308	308	308	308	308	308	308	308	308
OPEB deferrals	84	84	84	84	84	84	84	84	84	84	84
Other non-current assets	-	-	-	-	-	-	-	-	-	-	-
	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>
PROPERTY, PLANT AND EQUIPMENT											
Property, plant and equipment	14,468	16,100	16,908	17,913	18,958	19,373	19,788	20,203	20,618	21,033	21,448
Accumulated depreciation	(9,464)	(9,924)	(10,429)	(10,990)	(11,609)	(12,251)	(12,916)	(13,604)	(14,316)	(15,050)	(15,807)
Net property, plant and equipment	<u>5,004</u>	<u>6,176</u>	<u>6,479</u>	<u>6,923</u>	<u>7,349</u>	<u>7,122</u>	<u>6,872</u>	<u>6,599</u>	<u>6,302</u>	<u>5,983</u>	<u>5,641</u>
	<u>7,681</u>	<u>7,603</u>	<u>7,380</u>	<u>7,100</u>	<u>6,768</u>	<u>6,431</u>	<u>6,063</u>	<u>5,645</u>	<u>5,169</u>	<u>4,630</u>	<u>4,028</u>
CURRENT LIABILITIES											
Accounts payable	(0)	74	75	78	80	83	85	87	88	89	91
Advance billing & Customer deposits	179	172	176	181	187	194	199	203	206	209	211
Other current liabilities	(2)	2	3	3	3	3	3	3	3	3	3
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>177</u>	<u>248</u>	<u>254</u>	<u>261</u>	<u>270</u>	<u>279</u>	<u>287</u>	<u>292</u>	<u>297</u>	<u>301</u>	<u>305</u>
LONG-TERM DEBT											
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
OTHER LONG-TERM LIABILITIES											
Net pension liability	465	465	465	465	465	465	465	465	465	465	465
OPEB liability	396	396	396	396	396	396	396	396	396	396	396
Compensated absences	41	41	41	41	41	41	41	41	41	41	41
Pension deferrals	27	27	27	27	27	27	27	27	27	27	27
OPEB deferrals	142	142	142	142	142	142	142	142	142	142	142
Deferred Leases	143	143	143	143	143	143	143	143	143	143	143
	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>
NET POSITION											
Net investment in capital stocks	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262
Unrestricted	<u>1,028</u>	<u>878</u>	<u>649</u>	<u>362</u>	<u>22</u>	<u>(325)</u>	<u>(701)</u>	<u>(1,124)</u>	<u>(1,605)</u>	<u>(2,147)</u>	<u>(2,754)</u>
	<u>6,290</u>	<u>6,140</u>	<u>5,911</u>	<u>5,624</u>	<u>5,284</u>	<u>4,937</u>	<u>4,561</u>	<u>4,138</u>	<u>3,658</u>	<u>3,115</u>	<u>2,508</u>
	<u>7,681</u>	<u>7,603</u>	<u>7,380</u>	<u>7,100</u>	<u>6,768</u>	<u>6,431</u>	<u>6,063</u>	<u>5,645</u>	<u>5,169</u>	<u>4,630</u>	<u>4,028</u>



Scenario 1 Base: Business-As-Usual

Item 8.

10 YR PROJECTIONS

STATEMENT OF CASH FLOWS FORECAST - BASE SCENARIO

Amounts in \$'000

	Forecast									
	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CASH FLOWS FROM										
OPERATING ACTIVITIES:										
Net income	(150)	(229)	(287)	(340)	(347)	(376)	(423)	(481)	(542)	(607)
Adjustment to reconcile net income to net cash from operating act.										
Depreciation	460	505	561	619	642	665	688	711	734	757
Accounts receivable	33	(4)	(5)	(6)	(7)	(5)	(4)	(3)	(3)	(3)
Inventory	71	(7)	(9)	(10)	(12)	(9)	(6)	(5)	(5)	(5)
Accounts payable	74	2	2	2	3	2	2	1	1	1
Advanced billings & cust. Deposits	(7)	4	5	6	7	5	4	3	3	3
Accrued and other current liabilities	4	0	0	0	0	0	0	0	0	0
Other liabilities	-	-	-	-	-	-	-	-	-	-
	<u>486</u>	<u>271</u>	<u>267</u>	<u>272</u>	<u>286</u>	<u>283</u>	<u>260</u>	<u>227</u>	<u>188</u>	<u>147</u>
CASH FLOWS FROM										
INVESTING ACTIVITIES										
Net additions to PPE	<u>(1,633)</u>	<u>(808)</u>	<u>(1,006)</u>	<u>(1,045)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>
	<u>(1,633)</u>	<u>(808)</u>	<u>(1,006)</u>	<u>(1,045)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>
CASH FLOWS FROM										
FINANCING ACTIVITIES										
Distributions	-	-	-	-	-	-	-	-	-	-
Long-term debt advances	-	-	-	-	-	-	-	-	-	-
Long-term debt principal payments	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NET CHANGE IN CASH	<u>(1,147)</u>	<u>(536)</u>	<u>(738)</u>	<u>(773)</u>	<u>(128)</u>	<u>(132)</u>	<u>(155)</u>	<u>(188)</u>	<u>(227)</u>	<u>(268)</u>
CASH, beginning	<u>1,568</u>	<u>421</u>	<u>(115)</u>	<u>(853)</u>	<u>(1,627)</u>	<u>(1,755)</u>	<u>(1,887)</u>	<u>(2,042)</u>	<u>(2,230)</u>	<u>(2,457)</u>
CASH, ending	<u>421</u>	<u>(115)</u>	<u>(853)</u>	<u>(1,627)</u>	<u>(1,755)</u>	<u>(1,887)</u>	<u>(2,042)</u>	<u>(2,230)</u>	<u>(2,457)</u>	<u>(2,725)</u>



Scenario 2: New 3 GIG Business Plan

Item 8.

SUMMARY OPERATING FORECAST													Amounts in \$mm	
	Historical				Forecast									
Valuation Date	6/30/2021	6/30/2022	6/30/2023	6/30/2024	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Forecast Summary														
Operating Revenue														
ILEC Fund														
Local Voice Revenues	175	159	149	139	131	123	115	108	102	96	90	84	79	75
Network Access Revenues	501	528	655	618	593	569	547	525	504	484	464	446	428	411
Long Distance Revenues	25	18	12	7	5	3	2	1	1	1	0	0	0	0
Other Revenues	119	114	118	114	112	109	107	105	103	101	99	97	95	93
Other Non-Regulated Revenues	26	26	23	19	17	15	14	12	11	10	9	8	7	7
Miscellaneous Revenues	253	243	176	234	236	238	241	243	246	248	251	253	256	258
Total ILEC Fund Revenues	1,099	1,088	1,132	1,131	1,094	1,059	1,026	995	966	939	913	889	865	844
CLEC Fund														
Local Voice Revenues	63	58	53	48	45	41	38	36	33	31	29	27	25	23
Network Access Revenues	4	4	4	1	1	1	0	0	0	0	0	0	0	0
Long Distance Revenues	12	11	10	9	8	7	6	5	5	4	4	3	3	2
Internet Revenues	770	998	1,115	1,165	1,266	1,361	1,466	1,578	1,701	1,804	1,887	1,962	2,032	2,100
Modem Revenues	(11)	(21)	23	58	61	65	70	74	79	83	87	90	93	96
Install Revenues	6	5	6	6	7	8	9	10	11	13	14	16	18	20
Other Non-Regulated Revenues	10	11	10	10	10	10	10	10	10	10	10	10	10	10
Miscellaneous Revenues	7	1	1	6	6	6	6	6	6	6	6	6	6	6
Total CLEC Fund Revenues	860	1,067	1,221	1,302	1,403	1,499	1,605	1,720	1,845	1,951	2,037	2,113	2,186	2,257
Uncollectibles	1	0	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Total Operating Revenue	1,960	2,155	2,352	2,431	2,495	2,556	2,629	2,713	2,810	2,888	2,948	3,000	3,050	3,099
Growth		10.0%	9.1%	3.4%	2.6%	2.5%	2.9%	3.2%	3.6%	2.8%	2.1%	1.8%	1.6%	1.6%
Operating Expenses	1,643	1,746	2,118	2,117	2,174	2,245	2,319	2,396	2,477	2,557	2,636	2,716	2,797	2,881
COGS & OpEx	1,643	1,746	2,118	2,117	2,174	2,245	2,319	2,396	2,477	2,557	2,636	2,716	2,797	2,881
Growth		6.3%	21.3%	0.0%	2.7%	3.3%	3.3%	3.3%	3.4%	3.2%	3.1%	3.0%	3.0%	3.0%
EBITDA	317	410	235	314	320	311	310	317	333	331	312	285	253	219
EBITDA Margin %	16.2%	19.0%	10.0%	12.9%	12.8%	12.2%	11.8%	11.7%	11.8%	11.5%	10.6%	9.5%	8.3%	7.1%
Depreciation & Amortization	447	286	319	272	460	505	561	619	642	666	689	713	736	759
Operating Income	(130)	124	(84)	42	(140)	(194)	(251)	(302)	(310)	(334)	(377)	(428)	(483)	(541)
Other Income (Expense)														
Interest and Dividend Income	4	8	123	148	23	-	-	-	-	-	-	-	-	-
Interest Expense	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Income (Expense)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	8	123	148	23	-	-	-	-	-	-	-	-	-
Net Income before Tax	(126)	132	39	191	(117)	(194)	(251)	(302)	(310)	(334)	(377)	(428)	(483)	(541)
Income Tax Expense (Benefit) (Norm.)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Income Tax %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Net Income	(126)	132	39	191	(117)	(194)	(251)	(302)	(310)	(334)	(377)	(428)	(483)	(541)
Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(421)	(421)	(421)	(421)	(421)	(421)
Capex % of revenues	43.3%	26.0%	19.7%	15.7%	65.4%	31.6%	38.2%	38.5%	15.0%	14.6%	14.3%	14.0%	13.8%	13.6%



Scenario 2: New 3 GIG Business Plan

Item 8.

BALANCE SHEET FORECAST		Amounts in \$'000									
	Historical	Forecast									
	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CURRENT ASSETS											
Cash & cash equivalents	1,568	451	(52)	(754)	(1,489)	(1,587)	(1,684)	(1,798)	(1,940)	(2,113)	(2,320)
Accounts receivable	205	175	179	184	190	197	202	206	210	213	217
Inventory	366	299	307	316	326	337	347	354	360	366	372
Leases receivable	47	47	47	47	47	47	47	47	47	47	47
Other current assets	-	-	-	-	-	-	-	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>2,186</u>	<u>971</u>	<u>481</u>	<u>(207)</u>	<u>(927)</u>	<u>(1,006)</u>	<u>(1,088)</u>	<u>(1,191)</u>	<u>(1,323)</u>	<u>(1,487)</u>	<u>(1,684)</u>
OTHER ASSETS											
Leases receivable, non-current	99	99	99	99	99	99	99	99	99	99	99
Pension deferrals	308	308	308	308	308	308	308	308	308	308	308
OPEB deferrals	84	84	84	84	84	84	84	84	84	84	84
Other non-current assets	-	-	-	-	-	-	-	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>
PROPERTY, PLANT AND EQUIPMENT											
Property, plant and equipment	14,468	16,100	16,908	17,913	18,958	19,380	19,801	20,223	20,644	21,065	21,487
Accumulated depreciation	(9,464)	(9,924)	(10,429)	(10,990)	(11,609)	(12,251)	(12,917)	(13,607)	(14,319)	(15,055)	(15,815)
Net property, plant and equipment	<u>5,004</u>	<u>6,176</u>	<u>6,479</u>	<u>6,923</u>	<u>7,349</u>	<u>7,128</u>	<u>6,884</u>	<u>6,616</u>	<u>6,325</u>	<u>6,010</u>	<u>5,672</u>
	<u>7,681</u>	<u>7,639</u>	<u>7,451</u>	<u>7,207</u>	<u>6,913</u>	<u>6,613</u>	<u>6,287</u>	<u>5,916</u>	<u>5,493</u>	<u>5,015</u>	<u>4,479</u>
CURRENT LIABILITIES											
Accounts payable	(0)	75	77	79	81	84	87	88	90	91	93
Advance billing & Customer deposits	179	175	179	184	190	197	202	206	210	213	217
Current portion - long-term debt	-	-	-	-	-	-	-	-	-	-	-
Other accrued expenses	-	-	-	-	-	-	-	-	-	-	-
Other current liabilities	(2)	2	3	3	3	3	3	3	3	3	3
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>177</u>	<u>252</u>	<u>258</u>	<u>266</u>	<u>274</u>	<u>284</u>	<u>292</u>	<u>298</u>	<u>303</u>	<u>308</u>	<u>313</u>
LONG-TERM DEBT											
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
OTHER LONG-TERM LIABILITIES											
Net pension liability	465	465	465	465	465	465	465	465	465	465	465
OPEB liability	396	396	396	396	396	396	396	396	396	396	396
Compensated absences	41	41	41	41	41	41	41	41	41	41	41
Pension deferrals	27	27	27	27	27	27	27	27	27	27	27
OPEB deferrals	142	142	142	142	142	142	142	142	142	142	142
Deferred Leases	143	143	143	143	143	143	143	143	143	143	143
	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>
NET POSITION											
Net investment in capital stocks	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262
Unrestricted	1,028	910	716	465	163	(147)	(481)	(858)	(1,286)	(1,770)	(2,311)
Accumulated other comprehensive	-	-	-	-	-	-	-	-	-	-	-
	<u>6,290</u>	<u>6,173</u>	<u>5,978</u>	<u>5,727</u>	<u>5,425</u>	<u>5,115</u>	<u>4,781</u>	<u>4,404</u>	<u>3,976</u>	<u>3,492</u>	<u>2,952</u>
	<u>7,681</u>	<u>7,639</u>	<u>7,451</u>	<u>7,207</u>	<u>6,913</u>	<u>6,613</u>	<u>6,287</u>	<u>5,916</u>	<u>5,493</u>	<u>5,015</u>	<u>4,479</u>



Scenario 2: New 3 GIG Business Plan

Item 8.

STATEMENT OF CASH FLOWS FORECAST										
										Amounts in \$000
Forecast										
	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CASH FLOWS FROM										
OPERATING ACTIVITIES:										
Net income	(117)	(194)	(251)	(302)	(310)	(334)	(377)	(428)	(483)	(541)
Adjustment to reconcile net income to net cash from operating act.										
Depreciation	460	505	561	619	642	666	689	713	736	759
Accounts receivable	30	(4)	(5)	(6)	(7)	(5)	(4)	(4)	(3)	(3)
Inventory	67	(7)	(9)	(10)	(12)	(9)	(7)	(6)	(6)	(6)
Leases receivable	-	-	-	-	-	-	-	-	-	-
Prepaid and other current assets	-	-	-	-	-	-	-	-	-	-
Accounts payable	75	2	2	3	3	2	2	2	1	1
Advanced billings & cust. Deposits	(4)	4	5	6	7	5	4	4	3	3
Accrued and other current liabilities	4	0	0	0	0	0	0	0	0	0
Other liabilities	-	-	-	-	-	-	-	-	-	-
	<u>515</u>	<u>305</u>	<u>304</u>	<u>309</u>	<u>324</u>	<u>324</u>	<u>307</u>	<u>280</u>	<u>248</u>	<u>214</u>
CASH FLOWS FROM										
INVESTING ACTIVITIES										
Net additions to PPE	(1,633)	(808)	(1,006)	(1,045)	(421)	(421)	(421)	(421)	(421)	(421)
Plant retirements	-	-	-	-	-	-	-	-	-	-
	<u>(1,633)</u>	<u>(808)</u>	<u>(1,006)</u>	<u>(1,045)</u>	<u>(421)</u>	<u>(421)</u>	<u>(421)</u>	<u>(421)</u>	<u>(421)</u>	<u>(421)</u>
CASH FLOWS FROM										
FINANCING ACTIVITIES										
Distributions	-	-	-	-	-	-	-	-	-	-
Long-term debt advances	-	-	-	-	-	-	-	-	-	-
Long-term debt principal payments	-	-	-	-	-	-	-	-	-	-
Proceeds from other new debt	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NET CHANGE IN CASH	<u>(1,117)</u>	<u>(502)</u>	<u>(702)</u>	<u>(736)</u>	<u>(97)</u>	<u>(97)</u>	<u>(114)</u>	<u>(141)</u>	<u>(173)</u>	<u>(207)</u>
CASH, beginning	<u>1,568</u>	<u>451</u>	<u>(52)</u>	<u>(754)</u>	<u>(1,489)</u>	<u>(1,587)</u>	<u>(1,684)</u>	<u>(1,798)</u>	<u>(1,940)</u>	<u>(2,113)</u>
CASH, ending	<u>451</u>	<u>(52)</u>	<u>(754)</u>	<u>(1,489)</u>	<u>(1,587)</u>	<u>(1,684)</u>	<u>(1,798)</u>	<u>(1,940)</u>	<u>(2,113)</u>	<u>(2,320)</u>



Scenario 3: Business Plan Price Changes; Residential Growth

Item 8.

SUMMARY OPERATING FORECAST														Amounts in \$000	
Valuation Date	7/1/2024	Historical				Forecast									
		6/30/2021	6/30/2022	6/30/2023	6/30/2024	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Forecast Summary															
Operating Revenue															
ILEC Fund															
Local Voice Revenues		175	159	149	139	131	123	115	108	102	96	90	84	79	75
Network Access Revenues		501	528	655	618	593	569	547	525	504	484	464	446	428	411
Long Distance Revenues		25	18	12	7	5	3	2	1	1	1	0	0	0	0
Other Revenues		119	114	118	114	112	109	107	105	103	101	99	97	95	93
Other Non-Regulated Revenues		26	26	23	19	17	15	14	12	11	10	9	8	7	7
Miscellaneous Revenues		253	243	176	234	236	238	241	243	246	248	251	253	256	258
Total ILEC Fund Revenues		1,099	1,088	1,132	1,131	1,094	1,059	1,026	995	966	939	913	889	865	844
CLEC Fund															
Local Voice Revenues		63	58	53	48	45	41	38	36	33	31	29	27	25	23
Network Access Revenues		4	4	4	1	1	1	0	0	0	0	0	0	0	0
Long Distance Revenues		12	11	10	9	8	7	6	5	5	4	4	3	3	2
Internet Revenues		770	998	1,115	1,165	1,325	1,537	1,774	2,032	2,270	2,429	2,543	2,656	2,758	2,838
Modem Revenues		(11)	(21)	23	58	63	72	82	93	102	108	113	118	122	125
Install Revenues		6	5	6	6	7	10	13	16	20	25	29	35	41	48
Other Non-Regulated Revenues		10	11	10	10	10	10	10	10	10	10	10	10	10	10
Miscellaneous Revenues		7	1	1	6	6	6	6	6	6	6	6	6	6	6
Total CLEC Fund Revenues		860	1,067	1,221	1,302	1,464	1,683	1,930	2,199	2,447	2,613	2,734	2,855	2,965	3,053
Uncollectibles		1	0	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Total Operating Revenue		1,960	2,155	2,352	2,431	2,556	2,740	2,954	3,192	3,411	3,550	3,645	3,741	3,829	3,895
Growth			10.0%	9.1%	3.4%	5.1%	7.2%	7.8%	8.1%	6.9%	4.1%	2.7%	2.7%	2.3%	1.7%
Operating Expenses		1,643	1,746	2,118	2,117	2,183	2,270	2,363	2,461	2,559	2,647	2,730	2,816	2,903	2,989
COGS & OpEx		1,643	1,746	2,118	2,117	2,183	2,270	2,363	2,461	2,559	2,647	2,730	2,816	2,903	2,989
Growth			6.3%	21.3%	0.0%	3.1%	4.0%	4.1%	4.1%	3.9%	3.4%	3.2%	3.1%	3.1%	3.0%
EBITDA		317	410	235	314	373	470	591	731	853	904	915	925	926	906
EBITDA Margin %		16.2%	19.0%	10.0%	12.9%	14.6%	17.1%	20.0%	22.9%	25.0%	25.5%	25.1%	24.7%	24.2%	23.3%
Depreciation & Amortization		447	286	319	272	460	505	561	619	647	676	704	733	761	790
Operating Income		(130)	124	(84)	42	(87)	(35)	30	112	205	228	210	192	165	117
Other Income (Expense)															
Interest and Dividend Income		4	8	123	148	25	8	-	-	-	5	26	48	72	96
Interest Expense		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Income (Expense)		-	-	-	-	-	-	-	-	-	-	-	-	-	-
		4	8	123	148	25	8	-	-	-	5	26	48	72	96
Net Income before Tax		(126)	132	39	191	(62)	(28)	30	112	205	232	236	241	237	213
Income Tax Expense (Benefit) (Norm.)		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Income Tax %		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Net Income		(126)	132	39	191	(62)	(28)	30	112	205	232	236	241	237	213
Capex		(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(512)	(512)	(512)	(512)	(512)	(512)
Capex % of revenues		43.3%	26.0%	19.7%	15.7%	63.9%	29.5%	34.0%	32.7%	15.0%	14.4%	14.0%	13.7%	13.4%	13.1%



Scenario 3: Business Plan Price Changes; Residential Growth

Item 8.

BALANCE SHEET FORECAST		Amounts in \$000									
	Historical	Forecast									
	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CURRENT ASSETS											
Cash & cash equivalents	1,568	501	154	(280)	(615)	(294)	91	511	964	1,442	1,927
Accounts receivable	205	179	192	207	223	239	249	255	262	268	273
Inventory	366	307	329	354	383	409	426	437	449	459	467
Leases receivable	47	47	47	47	47	47	47	47	47	47	47
Other current assets	-	-	-	-	-	-	-	-	-	-	-
	<u>2,186</u>	<u>1,033</u>	<u>722</u>	<u>328</u>	<u>38</u>	<u>401</u>	<u>812</u>	<u>1,250</u>	<u>1,721</u>	<u>2,216</u>	<u>2,714</u>
OTHER ASSETS											
Leases receivable, non-current	99	99	99	99	99	99	99	99	99	99	99
Pension deferrals	308	308	308	308	308	308	308	308	308	308	308
OPEB deferrals	84	84	84	84	84	84	84	84	84	84	84
Other non-current assets	-	-	-	-	-	-	-	-	-	-	-
	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>
PROPERTY, PLANT AND EQUIPMENT											
Property, plant and equipment	14,468	16,100	16,908	17,913	18,958	19,470	19,982	20,493	21,005	21,517	22,029
Accumulated depreciation	(9,464)	(9,924)	(10,429)	(10,990)	(11,609)	(12,256)	(12,932)	(13,637)	(14,369)	(15,130)	(15,920)
Net property, plant and equipment	<u>5,004</u>	<u>6,176</u>	<u>6,479</u>	<u>6,923</u>	<u>7,349</u>	<u>7,214</u>	<u>7,049</u>	<u>6,857</u>	<u>6,636</u>	<u>6,386</u>	<u>6,109</u>
	<u>7,681</u>	<u>7,701</u>	<u>7,692</u>	<u>7,743</u>	<u>7,879</u>	<u>8,106</u>	<u>8,353</u>	<u>8,598</u>	<u>8,848</u>	<u>9,094</u>	<u>9,314</u>
CURRENT LIABILITIES											
Accounts payable	(0)	77	82	89	96	102	107	109	112	115	117
Advance billing & Customer deposits	179	179	192	207	223	239	249	255	262	268	273
Current portion - long-term debt	-	-	-	-	-	-	-	-	-	-	-
Other accrued expenses	-	-	-	-	-	-	-	-	-	-	-
Other current liabilities	(2)	3	3	3	3	3	4	4	4	4	4
	<u>177</u>	<u>258</u>	<u>277</u>	<u>298</u>	<u>322</u>	<u>345</u>	<u>359</u>	<u>368</u>	<u>378</u>	<u>387</u>	<u>393</u>
LONG-TERM DEBT											
	-	-	-	-	-	-	-	-	-	-	-
OTHER LONG-TERM LIABILITIES											
Net pension liability	465	465	465	465	465	465	465	465	465	465	465
OPEB liability	396	396	396	396	396	396	396	396	396	396	396
Compensated absences	41	41	41	41	41	41	41	41	41	41	41
Pension deferrals	27	27	27	27	27	27	27	27	27	27	27
OPEB deferrals	142	142	142	142	142	142	142	142	142	142	142
Deferred Leases	143	143	143	143	143	143	143	143	143	143	143
	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>
NET POSITION											
Net investment in capital stocks	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262
Unrestricted	1,028	966	938	968	1,080	1,285	1,518	1,753	1,994	2,231	2,444
Accumulated other comprehensive	-	-	-	-	-	-	-	-	-	-	-
	<u>6,290</u>	<u>6,228</u>	<u>6,200</u>	<u>6,230</u>	<u>6,342</u>	<u>6,547</u>	<u>6,780</u>	<u>7,015</u>	<u>7,256</u>	<u>7,493</u>	<u>7,706</u>
	<u>7,681</u>	<u>7,701</u>	<u>7,692</u>	<u>7,743</u>	<u>7,879</u>	<u>8,106</u>	<u>8,353</u>	<u>8,598</u>	<u>8,848</u>	<u>9,094</u>	<u>9,314</u>



Scenario 3: Business Plan Price Changes; Residential Growth

Item 8.

STATEMENT OF CASH FLOWS FORECAST

Amounts in \$000

	Forecast									
	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CASH FLOWS FROM										
OPERATING ACTIVITIES:										
Net income	(62)	(28)	30	112	205	232	236	241	237	213
Adjustment to reconcile net income to net cash from operating act.										
Depreciation	460	505	561	619	647	676	704	733	761	790
Accounts receivable	26	(13)	(15)	(17)	(15)	(10)	(7)	(7)	(6)	(5)
Inventory	60	(22)	(26)	(29)	(26)	(17)	(11)	(12)	(10)	(8)
Leases receivable	-	-	-	-	-	-	-	-	-	-
Prepaid and other current assets	-	-	-	-	-	-	-	-	-	-
Accounts payable	77	6	6	7	7	4	3	3	3	2
Advanced billings & cust. Deposits	0	13	15	17	15	10	7	7	6	5
Accrued and other current liabilities	4	0	0	0	0	0	0	0	0	0
Other liabilities	-	-	-	-	-	-	-	-	-	-
	<u>565</u>	<u>461</u>	<u>572</u>	<u>709</u>	<u>833</u>	<u>896</u>	<u>932</u>	<u>965</u>	<u>990</u>	<u>997</u>
CASH FLOWS FROM										
INVESTING ACTIVITIES										
Net additions to PPE	(1,633)	(808)	(1,006)	(1,045)	(512)	(512)	(512)	(512)	(512)	(512)
Plant retirements	-	-	-	-	-	-	-	-	-	-
	<u>(1,633)</u>	<u>(808)</u>	<u>(1,006)</u>	<u>(1,045)</u>	<u>(512)</u>	<u>(512)</u>	<u>(512)</u>	<u>(512)</u>	<u>(512)</u>	<u>(512)</u>
CASH FLOWS FROM										
FINANCING ACTIVITIES										
Distributions	-	-	-	-	-	-	-	-	-	-
Long-term debt advances	-	-	-	-	-	-	-	-	-	-
Long-term debt principal payments	-	-	-	-	-	-	-	-	-	-
Proceeds from other new debt	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NET CHANGE IN CASH	(1,067)	(346)	(434)	(336)	322	384	420	453	479	485
CASH, beginning	1,568	501	154	(280)	(615)	(294)	91	511	964	1,442
CASH, ending	<u>501</u>	<u>154</u>	<u>(280)</u>	<u>(615)</u>	<u>(294)</u>	<u>91</u>	<u>511</u>	<u>964</u>	<u>1,442</u>	<u>1,927</u>



Scenario 4: Reducing Operating Expenses

Item 8.

SUMMARY OPERATING FORECAST														Amounts in \$000	
Valuation Date	7/1/2024	Historical				Forecast									
		6/30/2021	6/30/2022	6/30/2023	6/30/2024	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Forecast Summary															
Operating Revenue															
ILEC Fund															
Local Voice Revenues		175	159	149	139	131	123	115	108	102	96	90	84	79	75
Network Access Revenues		501	528	655	618	593	569	547	525	504	484	464	446	428	411
Long Distance Revenues		25	18	12	7	5	3	2	1	1	1	0	0	0	0
Other Revenues		119	114	118	114	112	109	107	105	103	101	99	97	95	93
Other Non-Regulated Revenues		26	26	23	19	17	15	14	12	11	10	9	8	7	7
Miscellaneous Revenues		253	243	176	234	236	238	241	243	246	248	251	253	256	258
Total ILEC Fund Revenues		1,099	1,088	1,132	1,131	1,094	1,059	1,026	995	966	939	913	889	865	844
CLEC Fund															
Local Voice Revenues		63	58	53	48	45	41	38	36	33	31	29	27	25	23
Network Access Revenues		4	4	4	1	1	1	0	0	0	0	0	0	0	0
Long Distance Revenues		12	11	10	9	8	7	6	5	5	4	4	3	3	2
Internet Revenues		770	998	1,115	1,165	1,230	1,322	1,424	1,535	1,658	1,756	1,833	1,900	1,963	2,023
Modem Revenues		(11)	(21)	23	58	61	65	69	74	78	82	86	89	92	95
Install Revenues		6	5	6	6	7	8	9	10	11	13	14	16	17	19
Other Non-Regulated Revenues		10	11	10	10	10	10	10	10	10	10	10	10	10	10
Miscellaneous Revenues		7	1	1	6	6	6	6	6	6	6	6	6	6	6
Total CLEC Fund Revenues		860	1,067	1,221	1,302	1,367	1,459	1,563	1,676	1,802	1,903	1,982	2,051	2,116	2,179
Uncollectibles		1	0	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Total Operating Revenue		1,960	2,155	2,352	2,431	2,459	2,516	2,587	2,669	2,766	2,840	2,893	2,938	2,979	3,021
Growth			10.0%	9.1%	3.4%	1.1%	2.3%	2.8%	3.2%	3.6%	2.7%	1.9%	1.5%	1.4%	1.4%
Operating Expenses															
COGS & OpEx		1,643	1,746	2,118	2,117	2,019	2,090	2,164	2,240	2,321	2,400	2,478	2,557	2,637	2,720
Growth			6.3%	21.3%	0.0%	-4.6%	3.5%	3.5%	3.6%	3.6%	3.4%	3.3%	3.2%	3.1%	3.1%
EBITDA		317	410	235	314	439	426	424	429	445	440	415	381	342	301
EBITDA Margin %		16.2%	19.0%	10.0%	12.9%	17.9%	16.9%	16.4%	16.1%	16.1%	15.5%	14.3%	13.0%	11.5%	10.0%
Depreciation & Amortization															
		447	286	319	272	460	505	561	619	642	665	688	711	734	757
Operating Income		(130)	124	(84)	42	(21)	(79)	(137)	(190)	(197)	(226)	(273)	(331)	(392)	(457)
Other Income (Expense)															
Interest and Dividend Income		4	8	123	148	29	10	-	-	-	-	-	-	-	-
Interest Expense		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Income (Expense)		-	-	-	-	-	-	-	-	-	-	-	-	-	-
		4	8	123	148	29	10	-	-	-	-	-	-	-	-
Net Income before Tax		(126)	132	39	191	8	(69)	(137)	(190)	(197)	(226)	(273)	(331)	(392)	(457)
Income Tax Expense (Benefit) (Norm.)															
Income Tax %		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Net Income		(126)	132	39	191	8	(69)	(137)	(190)	(197)	(226)	(273)	(331)	(392)	(457)
Capex															
Capex % of revenues		(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(415)	(415)	(415)	(415)	(415)	(415)
		43.3%	26.0%	19.7%	15.7%	66.4%	32.1%	38.9%	39.1%	15.0%	14.6%	14.3%	14.1%	13.9%	13.7%



Scenario 4: Reducing Operating Expenses

Item 8.

BALANCE SHEET FORECAST		Amounts in \$000									
	Historical	Forecast									
	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CURRENT ASSETS											
Cash & cash equivalents	1,568	579	203	(385)	(1,009)	(987)	(969)	(974)	(1,012)	(1,089)	(1,207)
Accounts receivable	205	172	176	181	187	194	199	203	206	209	211
Inventory	366	295	302	310	320	332	341	347	353	358	362
Leases receivable	47	47	47	47	47	47	47	47	47	47	47
Other current assets	-	-	-	-	-	-	-	-	-	-	-
	<u>2,186</u>	<u>1,093</u>	<u>728</u>	<u>153</u>	<u>(455)</u>	<u>(415)</u>	<u>(383)</u>	<u>(377)</u>	<u>(407)</u>	<u>(476)</u>	<u>(586)</u>
OTHER ASSETS											
Leases receivable, non-current	99	99	99	99	99	99	99	99	99	99	99
Pension deferrals	308	308	308	308	308	308	308	308	308	308	308
OPEB deferrals	84	84	84	84	84	84	84	84	84	84	84
Other non-current assets	-	-	-	-	-	-	-	-	-	-	-
	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>
PROPERTY, PLANT AND EQUIPMENT											
Property, plant and equipment	14,468	16,100	16,908	17,913	18,958	19,373	19,788	20,203	20,618	21,033	21,448
Accumulated depreciation	(9,464)	(9,924)	(10,429)	(10,990)	(11,609)	(12,251)	(12,916)	(13,604)	(14,316)	(15,050)	(15,807)
Net property, plant and equipment	<u>5,004</u>	<u>6,176</u>	<u>6,479</u>	<u>6,923</u>	<u>7,349</u>	<u>7,122</u>	<u>6,872</u>	<u>6,599</u>	<u>6,302</u>	<u>5,983</u>	<u>5,641</u>
	<u>7,681</u>	<u>7,761</u>	<u>7,698</u>	<u>7,568</u>	<u>7,386</u>	<u>7,199</u>	<u>6,981</u>	<u>6,713</u>	<u>6,387</u>	<u>5,998</u>	<u>5,546</u>
CURRENT LIABILITIES											
Accounts payable	(0)	74	75	78	80	83	85	87	88	89	91
Advance billing & Customer deposits	179	172	176	181	187	194	199	203	206	209	211
Current portion - long-term debt	-	-	-	-	-	-	-	-	-	-	-
Other accrued expenses	-	-	-	-	-	-	-	-	-	-	-
Other current liabilities	(2)	2	3	3	3	3	3	3	3	3	3
	<u>177</u>	<u>248</u>	<u>254</u>	<u>261</u>	<u>270</u>	<u>279</u>	<u>287</u>	<u>292</u>	<u>297</u>	<u>301</u>	<u>305</u>
LONG-TERM DEBT											
	-	-	-	-	-	-	-	-	-	-	-
OTHER LONG-TERM LIABILITIES											
Net pension liability	465	465	465	465	465	465	465	465	465	465	465
OPEB liability	396	396	396	396	396	396	396	396	396	396	396
Compensated absences	41	41	41	41	41	41	41	41	41	41	41
Pension deferrals	27	27	27	27	27	27	27	27	27	27	27
OPEB deferrals	142	142	142	142	142	142	142	142	142	142	142
Deferred Leases	143	143	143	143	143	143	143	143	143	143	143
	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>
NET POSITION											
Net investment in capital stocks	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262
Unrestricted	1,028	1,036	967	830	640	443	217	(56)	(387)	(779)	(1,236)
Accumulated other comprehensive	-	-	-	-	-	-	-	-	-	-	-
	<u>6,290</u>	<u>6,298</u>	<u>6,229</u>	<u>6,092</u>	<u>5,902</u>	<u>5,705</u>	<u>5,479</u>	<u>5,206</u>	<u>4,876</u>	<u>4,483</u>	<u>4,027</u>
	<u>7,681</u>	<u>7,761</u>	<u>7,698</u>	<u>7,568</u>	<u>7,386</u>	<u>7,199</u>	<u>6,981</u>	<u>6,713</u>	<u>6,387</u>	<u>5,998</u>	<u>5,546</u>



Scenario 4: Reducing Operating Expenses

Item 8.

STATEMENT OF CASH FLOWS FORECAST										Amounts in \$000
	Forecast									
	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CASH FLOWS FROM										
OPERATING ACTIVITIES:										
Net income	8	(69)	(137)	(190)	(197)	(226)	(273)	(331)	(392)	(457)
Adjustment to reconcile net income to net cash from operating act.										
Depreciation	460	505	561	619	642	665	688	711	734	757
Accounts receivable	33	(4)	(5)	(6)	(7)	(5)	(4)	(3)	(3)	(3)
Inventory	71	(7)	(9)	(10)	(12)	(9)	(6)	(5)	(5)	(5)
Leases receivable	-	-	-	-	-	-	-	-	-	-
Prepaid and other current assets	-	-	-	-	-	-	-	-	-	-
Accounts payable	74	2	2	2	3	2	2	1	1	1
Advanced billings & cust. Deposits	(7)	4	5	6	7	5	4	3	3	3
Accrued and other current liabilities	4	0	0	0	0	0	0	0	0	0
Other liabilities	-	-	-	-	-	-	-	-	-	-
	<u>644</u>	<u>431</u>	<u>417</u>	<u>422</u>	<u>436</u>	<u>433</u>	<u>410</u>	<u>377</u>	<u>338</u>	<u>297</u>
CASH FLOWS FROM										
INVESTING ACTIVITIES										
Net additions to PPE	(1,633)	(808)	(1,006)	(1,045)	(415)	(415)	(415)	(415)	(415)	(415)
Plant retirements	-	-	-	-	-	-	-	-	-	-
	<u>(1,633)</u>	<u>(808)</u>	<u>(1,006)</u>	<u>(1,045)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>	<u>(415)</u>
CASH FLOWS FROM										
FINANCING ACTIVITIES										
Distributions	-	-	-	-	-	-	-	-	-	-
Long-term debt advances	-	-	-	-	-	-	-	-	-	-
Long-term debt principal payments	-	-	-	-	-	-	-	-	-	-
Proceeds from other new debt	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NET CHANGE IN CASH	(989)	(376)	(588)	(623)	22	18	(5)	(38)	(77)	(118)
CASH, beginning	<u>1,568</u>	<u>579</u>	<u>203</u>	<u>(385)</u>	<u>(1,009)</u>	<u>(987)</u>	<u>(969)</u>	<u>(974)</u>	<u>(1,012)</u>	<u>(1,089)</u>
CASH, ending	<u>579</u>	<u>203</u>	<u>(385)</u>	<u>(1,009)</u>	<u>(987)</u>	<u>(969)</u>	<u>(974)</u>	<u>(1,012)</u>	<u>(1,089)</u>	<u>(1,207)</u>



Scenario 5: Optimized Pricing & Reduced Operating Expenses

Item 8.

SUMMARY OPERATING FORECAST															00
Valuation Date	7/1/2024	Historical				Forecast									
		6/30/2021	6/30/2022	6/30/2023	6/30/2024	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Forecast Summary															
Operating Revenue															
ILEC Fund															
Local Voice Revenues		175	159	149	139	131	123	115	108	102	96	90	84	79	75
Network Access Revenues		501	528	655	618	593	569	547	525	504	484	464	446	428	411
Long Distance Revenues		25	18	12	7	5	3	2	1	1	1	0	0	0	0
Other Revenues		119	114	118	114	112	109	107	105	103	101	99	97	95	93
Other Non-Regulated Revenues		26	26	23	19	17	15	14	12	11	10	9	8	7	7
Miscellaneous Revenues		253	243	176	234	236	238	241	243	246	248	251	253	256	258
Total ILEC Fund Revenues		1,099	1,088	1,132	1,131	1,094	1,059	1,026	995	966	939	913	889	865	844
CLEC Fund															
Local Voice Revenues		63	58	53	48	45	41	38	36	33	31	29	27	25	23
Network Access Revenues		4	4	4	1	1	1	0	0	0	0	0	0	0	0
Long Distance Revenues		12	11	10	9	8	7	6	5	5	4	4	3	3	2
Internet Revenues		770	998	1,115	1,165	1,325	1,537	1,774	2,032	2,270	2,429	2,543	2,656	2,758	2,838
Modem Revenues		(11)	(21)	23	58	63	72	82	93	102	108	113	118	122	125
Install Revenues		6	5	6	6	7	10	13	16	20	25	29	35	41	48
Other Non-Regulated Revenues		10	11	10	10	10	10	10	10	10	10	10	10	10	10
Miscellaneous Revenues		7	1	1	6	6	6	6	6	6	6	6	6	6	6
Total CLEC Fund Revenues		860	1,067	1,221	1,302	1,464	1,683	1,930	2,199	2,447	2,613	2,734	2,855	2,965	3,053
Uncollectibles		1	0	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Total Operating Revenue		1,960	2,155	2,352	2,431	2,556	2,740	2,954	3,192	3,411	3,550	3,645	3,741	3,829	3,895
Growth			10.0%	9.1%	3.4%	5.1%	7.2%	7.8%	8.1%	6.9%	4.1%	2.7%	2.7%	2.3%	1.7%
Operating Expenses															
COGS & OpEx		1,643	1,746	2,118	2,117	2,033	2,120	2,213	2,311	2,409	2,497	2,580	2,666	2,753	2,839
Growth			6.3%	21.3%	0.0%	-4.0%	4.3%	4.4%	4.4%	4.2%	3.7%	3.4%	3.3%	3.2%	3.1%
EBITDA		317	410	235	314	523	620	741	881	1,003	1,054	1,065	1,075	1,076	1,056
EBITDA Margin %		16.2%	19.0%	10.0%	12.9%	20.5%	22.6%	25.1%	27.6%	29.4%	29.7%	29.2%	28.7%	28.1%	27.1%
Depreciation & Amortization		447	286	319	272	460	505	561	619	647	676	704	733	761	790
Operating Income		(130)	124	(84)	42	63	115	180	262	355	378	360	342	315	267
Other Income (Expense)															
Interest and Dividend Income		4	8	123	148	33	24	10	1	26	55	87	120	156	193
Interest Expense		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Income (Expense)		-	-	-	-	-	-	-	-	-	-	-	-	-	-
		4	8	123	148	33	24	10	1	26	55	87	120	156	193
Net Income before Tax		(126)	132	39	191	96	139	190	263	381	433	447	463	471	459
Income Tax Expense (Benefit) (Norm.)															
Income Tax %		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Net Income		(126)	132	39	191	96	139	190	263	381	433	447	463	471	459
Capex															
Capex % of revenues		(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(512)	(512)	(512)	(512)	(512)	(512)
		43.3%	26.0%	19.7%	15.7%	63.9%	29.5%	34.0%	32.7%	15.0%	14.4%	14.0%	13.7%	13.4%	13.1%



Scenario 5: Optimized Pricing & Reduced Operating Expenses

Item 8.

BALANCE SHEET FORECAST		Amounts in \$000									
	Historical	Forecast									
	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CURRENT ASSETS											
Cash & cash equivalents	1,568	659	478	205	20	518	1,102	1,733	2,409	3,121	3,853
Accounts receivable	205	179	192	207	223	239	249	255	262	268	273
Inventory	366	307	329	354	383	409	426	437	449	459	467
Leases receivable	47	47	47	47	47	47	47	47	47	47	47
Other current assets	-	-	-	-	-	-	-	-	-	-	-
	<u>2,186</u>	<u>1,191</u>	<u>1,046</u>	<u>813</u>	<u>673</u>	<u>1,213</u>	<u>1,824</u>	<u>2,473</u>	<u>3,166</u>	<u>3,896</u>	<u>4,640</u>
OTHER ASSETS											
Leases receivable, non-current	99	99	99	99	99	99	99	99	99	99	99
Pension deferrals	308	308	308	308	308	308	308	308	308	308	308
OPEB deferrals	84	84	84	84	84	84	84	84	84	84	84
Other non-current assets	-	-	-	-	-	-	-	-	-	-	-
	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>	<u>491</u>
PROPERTY, PLANT AND EQUIPMENT											
Property, plant and equipment	14,468	16,100	16,908	17,913	18,958	19,470	19,982	20,493	21,005	21,517	22,029
Accumulated depreciation	(9,464)	(9,924)	(10,429)	(10,990)	(11,609)	(12,256)	(12,932)	(13,637)	(14,369)	(15,130)	(15,920)
Net property, plant and equipment	<u>5,004</u>	<u>6,176</u>	<u>6,479</u>	<u>6,923</u>	<u>7,349</u>	<u>7,214</u>	<u>7,049</u>	<u>6,857</u>	<u>6,636</u>	<u>6,386</u>	<u>6,109</u>
	<u>7,681</u>	<u>7,859</u>	<u>8,016</u>	<u>8,227</u>	<u>8,514</u>	<u>8,917</u>	<u>9,365</u>	<u>9,821</u>	<u>10,294</u>	<u>10,773</u>	<u>11,239</u>
CURRENT LIABILITIES											
Accounts payable	(0)	77	82	89	96	102	107	109	112	115	117
Advance billing & Customer deposits	179	179	192	207	223	239	249	255	262	268	273
Current portion - long-term debt	-	-	-	-	-	-	-	-	-	-	-
Other accrued expenses	-	-	-	-	-	-	-	-	-	-	-
Other current liabilities	(2)	3	3	3	3	3	4	4	4	4	4
	<u>177</u>	<u>258</u>	<u>277</u>	<u>298</u>	<u>322</u>	<u>345</u>	<u>359</u>	<u>368</u>	<u>378</u>	<u>387</u>	<u>393</u>
LONG-TERM DEBT											
	-	-	-	-	-	-	-	-	-	-	-
OTHER LONG-TERM LIABILITIES											
Net pension liability	465	465	465	465	465	465	465	465	465	465	465
OPEB liability	396	396	396	396	396	396	396	396	396	396	396
Compensated absences	41	41	41	41	41	41	41	41	41	41	41
Pension deferrals	27	27	27	27	27	27	27	27	27	27	27
OPEB deferrals	142	142	142	142	142	142	142	142	142	142	142
Deferred Leases	143	143	143	143	143	143	143	143	143	143	143
	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>	<u>1,214</u>
NET POSITION											
Net investment in capital stocks	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262
Unrestricted	1,028	1,124	1,262	1,452	1,715	2,096	2,529	2,976	3,439	3,910	4,369
Accumulated other comprehensive	-	-	-	-	-	-	-	-	-	-	-
	<u>6,290</u>	<u>6,386</u>	<u>6,525</u>	<u>6,715</u>	<u>6,977</u>	<u>7,358</u>	<u>7,792</u>	<u>8,238</u>	<u>8,701</u>	<u>9,172</u>	<u>9,632</u>
	<u>7,681</u>	<u>7,859</u>	<u>8,016</u>	<u>8,227</u>	<u>8,514</u>	<u>8,917</u>	<u>9,365</u>	<u>9,821</u>	<u>10,294</u>	<u>10,773</u>	<u>11,239</u>



Scenario 5: Optimized Pricing & Reduced Operating Expenses

Item 8.

STATEMENT OF CASH FLOWS FORECAST										Amounts in \$000
	Forecast									
	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CASH FLOWS FROM										
OPERATING ACTIVITIES:										
Net income	96	139	190	263	381	433	447	463	471	459
Adjustment to reconcile net income to net cash from operating act.										
Depreciation	460	505	561	619	647	676	704	733	761	790
Accounts receivable	26	(13)	(15)	(17)	(15)	(10)	(7)	(7)	(6)	(5)
Inventory	60	(22)	(26)	(29)	(26)	(17)	(11)	(12)	(10)	(8)
Leases receivable	-	-	-	-	-	-	-	-	-	-
Prepaid and other current assets	-	-	-	-	-	-	-	-	-	-
Accounts payable	77	6	6	7	7	4	3	3	3	2
Advanced billings & cust. Deposits	0	13	15	17	15	10	7	7	6	5
Accrued and other current liabilities	4	0	0	0	0	0	0	0	0	0
Other liabilities	-	-	-	-	-	-	-	-	-	-
	<u>723</u>	<u>627</u>	<u>732</u>	<u>860</u>	<u>1,009</u>	<u>1,097</u>	<u>1,143</u>	<u>1,187</u>	<u>1,224</u>	<u>1,243</u>
CASH FLOWS FROM										
INVESTING ACTIVITIES										
Net additions to PPE	(1,633)	(808)	(1,006)	(1,045)	(512)	(512)	(512)	(512)	(512)	(512)
Plant retirements	-	-	-	-	-	-	-	-	-	-
	<u>(1,633)</u>	<u>(808)</u>	<u>(1,006)</u>	<u>(1,045)</u>	<u>(512)</u>	<u>(512)</u>	<u>(512)</u>	<u>(512)</u>	<u>(512)</u>	<u>(512)</u>
CASH FLOWS FROM										
FINANCING ACTIVITIES										
Distributions	-	-	-	-	-	-	-	-	-	-
Long-term debt advances	-	-	-	-	-	-	-	-	-	-
Long-term debt principal payments	-	-	-	-	-	-	-	-	-	-
Proceeds from other new debt	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NET CHANGE IN CASH	(909)	(180)	(274)	(185)	497	585	631	675	713	731
CASH, beginning	<u>1,568</u>	<u>659</u>	<u>478</u>	<u>205</u>	<u>20</u>	<u>518</u>	<u>1,102</u>	<u>1,733</u>	<u>2,409</u>	<u>3,121</u>
CASH, ending	<u>659</u>	<u>478</u>	<u>205</u>	<u>20</u>	<u>518</u>	<u>1,102</u>	<u>1,733</u>	<u>2,409</u>	<u>3,121</u>	<u>3,853</u>



Scenario 6: Updated – Speed/Pricing Changes, Opex Reductions, Building Transfer

Item 8.

SUMMARY OPERATING FORECAST

Amounts in \$000

Valuation Date	7/1/2024	Historical				Forecast									
		6/30/2021	6/30/2022	6/30/2023	6/30/2024	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Forecast Summary															
Operating Revenue															
ILEC Fund															
Local Voice Revenues		175	159	149	139	131	123	115	108	102	96	90	84	79	75
Network Access Revenues		501	528	655	618	593	569	547	525	504	484	464	446	428	411
Long Distance Revenues		25	18	12	7	5	3	2	1	1	1	0	0	0	0
Other Revenues		119	114	118	114	112	109	107	105	103	101	99	97	95	93
Other Non-Regulated Revenues		26	26	23	19	17	15	14	12	11	10	9	8	7	7
Miscellaneous Revenues		253	243	176	234	236	238	241	243	246	248	251	253	256	258
Total ILEC Fund Revenues		1,099	1,088	1,132	1,131	1,094	1,059	1,026	995	966	939	913	889	865	844
CLEC Fund															
Local Voice Revenues		63	58	53	48	45	41	38	36	33	31	29	27	25	23
Network Access Revenues		4	4	4	1	1	1	0	0	0	0	0	0	0	0
Long Distance Revenues		12	11	10	9	8	7	6	5	5	4	4	3	3	2
Internet Revenues		770	998	1,115	1,165	944	1,059	1,217	1,375	1,608	1,847	2,086	2,271	2,419	2,538
Modem Revenues		(11)	(21)	23	58	61	68	75	82	89	98	106	113	117	120
Install Revenues		6	5	6	6	7	8	10	12	14	16	19	22	25	28
Other Non-Regulated Revenues		10	11	10	10	10	10	10	10	10	10	10	10	10	10
Miscellaneous Revenues		7	1	1	6	6	6	6	6	6	6	6	6	6	6
Total CLEC Fund Revenues		860	1,067	1,221	1,302	1,082	1,200	1,363	1,526	1,765	2,012	2,260	2,453	2,605	2,728
Uncollectibles		1	0	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Total Operating Revenue		1,960	2,155	2,352	2,431	2,174	2,257	2,387	2,519	2,729	2,949	3,171	3,339	3,469	3,569
Growth			10.0%	9.1%	3.4%	-10.6%	3.8%	5.8%	5.5%	8.3%	8.1%	7.5%	5.3%	3.9%	2.9%
Operating Expenses															
COGS & OpEx		1,643	1,746	2,118	2,117	1,981	2,055	2,136	2,220	2,316	2,415	2,516	2,612	2,704	2,794
Growth			6.3%	21.3%	0.0%	-6.5%	3.7%	4.0%	3.9%	4.3%	4.3%	4.2%	3.8%	3.5%	3.3%
EBITDA		317	410	235	314	193	202	250	299	413	535	655	728	765	775
EBITDA Margin %		16.2%	19.0%	10.0%	12.9%	8.9%	9.0%	10.5%	11.9%	15.1%	18.1%	20.7%	21.8%	22.1%	21.7%
Depreciation & Amortization															
		447	286	319	272	460	505	561	619	642	664	687	710	733	755
Operating Income															
		(130)	124	(84)	42	(267)	(303)	(311)	(320)	(229)	(130)	(32)	18	32	20
Other Income (Expense)															
Interest and Dividend Income		4	8	123	148	112	86	50	13	12	19	32	49	70	92
Interest Expense		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Income (Expense)		-	-	-	-	-	-	-	-	-	-	-	-	-	-
		4	8	123	148	112	86	50	13	12	19	32	49	70	92
Net Income before Tax															
		(126)	132	39	191	(155)	(217)	(261)	(307)	(216)	(111)	(0)	67	102	112
Income Tax Expense (Benefit) (Norm.)															
Income Tax %		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Net Income															
		(126)	132	39	191	(155)	(217)	(261)	(307)	(216)	(111)	(0)	67	102	112
Capex															
		(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(409)	(409)	(409)	(409)	(409)	(409)
Capex % of revenues		43.3%	26.0%	19.7%	15.7%	75.1%	35.8%	42.1%	41.5%	15.0%	13.9%	12.9%	12.3%	11.8%	11.5%



Complete Broadband Solutions

Scenario 6: Updated – Speed/Pricing Changes, Opex Reductions, Building Transfer

Item 8.

BALANCE SHEET FORECAST

Amounts in \$000

	Historical	Forecast									
	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CURRENT ASSETS											
Cash & cash equivalents	1,568	2,241	1,714	997	252	250	374	632	984	1,399	1,848
Accounts receivable	205	152	158	167	176	191	206	222	234	243	250
Inventory	366	261	271	286	302	327	354	381	401	416	428
Leases receivable	47	47	47	47	47	47	47	47	47	47	47
Other current assets	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	2,186	2,701	2,190	1,498	778	815	981	1,281	1,666	2,104	2,573
OTHER ASSETS											
Leases receivable, non-current	99	99	99	99	99	99	99	99	99	99	99
Pension deferrals	308	308	308	308	308	308	308	308	308	308	308
OPEB deferrals	84	84	84	84	84	84	84	84	84	84	84
Other non-current assets	-	-	-	-	-	-	-	-	-	-	-
	491	491	491	491	491	491	491	491	491	491	491
PROPERTY, PLANT AND EQUIPMENT											
Property, plant and equipment	14,468	14,300	15,108	16,113	17,158	17,568	17,977	18,386	18,796	19,205	19,614
Accumulated depreciation	(9,464)	(9,924)	(10,429)	(10,990)	(11,609)	(12,251)	(12,915)	(13,602)	(14,312)	(15,045)	(15,801)
Net property, plant and equipment	5,004	4,376	4,679	5,123	5,549	5,317	5,062	4,784	4,483	4,160	3,814
	7,681	7,569	7,360	7,112	6,818	6,623	6,534	6,556	6,640	6,756	6,878
CURRENT LIABILITIES											
Accounts payable	(0)	65	68	72	76	82	88	95	100	104	107
Advance billing & Customer deposits	179	152	158	167	176	191	206	222	234	243	250
Current portion - long-term debt	-	-	-	-	-	-	-	-	-	-	-
Other accrued expenses	-	-	-	-	-	-	-	-	-	-	-
Other current liabilities	(2)	2	2	2	3	3	3	3	3	3	4
	-	-	-	-	-	-	-	-	-	-	-
	177	220	228	241	254	276	298	320	337	350	361
LONG-TERM DEBT											
	-	-	-	-	-	-	-	-	-	-	-
OTHER LONG-TERM LIABILITIES											
Net pension liability	465	465	465	465	465	465	465	465	465	465	465
OPEB liability	396	396	396	396	396	396	396	396	396	396	396
Compensated absences	41	41	41	41	41	41	41	41	41	41	41
Pension deferrals	27	27	27	27	27	27	27	27	27	27	27
OPEB deferrals	142	142	142	142	142	142	142	142	142	142	142
Deferred Leases	143	143	143	143	143	143	143	143	143	143	143
	1,214	1,214	1,214	1,214	1,214	1,214	1,214	1,214	1,214	1,214	1,214
NET POSITION											
Net investment in capital stocks	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262	5,262
Unrestricted	1,028	872	655	395	87	(129)	(240)	(241)	(174)	(71)	41
Accumulated other comprehensive	-	-	-	-	-	-	-	-	-	-	-
	6,290	6,135	5,917	5,657	5,349	5,133	5,022	5,022	5,089	5,191	5,303
	7,681	7,569	7,360	7,112	6,818	6,623	6,534	6,556	6,640	6,756	6,878



Scenario 6: Updated – Speed/Pricing Changes, Opex Reductions, Building Transfer

Item 8.

STATEMENT OF CASH FLOWS FORECAST

Amounts in \$000

	Forecast									
	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
CASH FLOWS FROM										
OPERATING ACTIVITIES:										
Net income	(155)	(217)	(261)	(307)	(216)	(111)	(0)	67	102	112
Adjustment to reconcile net income to net cash from operating act.										
Depreciation	460	505	561	619	642	664	687	710	733	755
Accounts receivable	53	(6)	(9)	(9)	(15)	(15)	(16)	(12)	(9)	(7)
Inventory	105	(10)	(16)	(16)	(25)	(26)	(27)	(20)	(16)	(12)
Leases receivable	-	-	-	-	-	-	-	-	-	-
Prepaid and other current assets	-	-	-	-	-	-	-	-	-	-
Accounts payable	65	2	4	4	6	7	7	5	4	3
Advanced billings & cust. Deposits	(27)	6	9	9	15	15	16	12	9	7
Accrued and other current liabilities	4	0	0	0	0	0	0	0	0	0
Other liabilities	-	-	-	-	-	-	-	-	-	-
	<u>506</u>	<u>281</u>	<u>289</u>	<u>300</u>	<u>407</u>	<u>534</u>	<u>667</u>	<u>762</u>	<u>823</u>	<u>858</u>
CASH FLOWS FROM										
INVESTING ACTIVITIES										
Net additions to PPE	(1,633)	(808)	(1,006)	(1,045)	(409)	(409)	(409)	(409)	(409)	(409)
Sale of Assets	1,800	-	-	-	-	-	-	-	-	-
	<u>168</u>	<u>(808)</u>	<u>(1,006)</u>	<u>(1,045)</u>	<u>(409)</u>	<u>(409)</u>	<u>(409)</u>	<u>(409)</u>	<u>(409)</u>	<u>(409)</u>
CASH FLOWS FROM										
FINANCING ACTIVITIES										
Distributions	-	-	-	-	-	-	-	-	-	-
Long-term debt advances	-	-	-	-	-	-	-	-	-	-
Long-term debt principal payments	-	-	-	-	-	-	-	-	-	-
Proceeds from other new debt	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NET CHANGE IN CASH	673	(527)	(717)	(745)	(2)	124	258	353	414	449
CASH, beginning	<u>1,568</u>	<u>2,241</u>	<u>1,714</u>	<u>997</u>	<u>252</u>	<u>250</u>	<u>374</u>	<u>632</u>	<u>984</u>	<u>1,399</u>
CASH, ending	<u>2,241</u>	<u>1,714</u>	<u>997</u>	<u>252</u>	<u>250</u>	<u>374</u>	<u>632</u>	<u>984</u>	<u>1,399</u>	<u>1,848</u>



		2015			
		ILEC	CLEC	TOTAL	
REVENUES		\$ 1,343,445	\$ 868,696	\$	2,212,141
EXPENDITURES		\$ (953,002)	\$ (1,312,969)	\$	(2,265,971)
OFS(U)		\$ (223,442)	\$ 191,445	\$	(31,997)
		\$ 167,001	\$ (252,828)	\$	(85,827)
Reconcile from Budgetary to Full Accrual:					
Capital Additions		\$ 111,897	\$ 159,176	\$	271,073
Pension / OPEB		\$ 2,871	\$ -	\$	2,871
Depreciation		\$ (228,914)	\$ (304,359)	\$	(533,273)
Change in Net Position		\$ 52,855	\$ (398,011)	\$	(345,156)
Assets:					
Cash		\$ 4,381,769	\$ -	\$	4,381,769
A/R+		\$ 184,394	\$ 203,808	\$	388,202
Non-Current Assets		\$ -	\$ -	\$	-
Capital Assets, net		\$ 1,819,892	\$ 2,507,971	\$	4,327,863
		\$ 6,386,055	\$ 2,711,779	\$	9,097,834
Deferred Outflow:		\$ 103,374	\$ -	\$	103,374
Liabilities:				\$	-
Current Liabilities		\$ 66,566	\$ 336,984	\$	403,550
Non-Current Liabilities		\$ 303,855	\$ -	\$	303,855
		\$ 370,421	\$ 336,984	\$	707,405
Deferred Inflow:		\$ 143,244	\$ -	\$	143,244
Net Position:					
NICA		\$ 1,819,892	\$ 2,507,971	\$	4,327,863
Unrestricted NP		\$ 4,155,872	\$ (133,176)	\$	4,022,696
		\$ 5,975,764	\$ 2,374,795	\$	8,350,559
		\$ -	\$ -	\$	-

	2016					
	ILEC		CLEC		TOTAL	
REVENUES	\$	1,312,916	\$	979,794	\$	2,292,710
EXPENDITURES	\$	(1,146,603)	\$	(1,766,292)	\$	(2,912,895)
OFS(U)	\$	(616,370)	\$	601,223	\$	(15,147)
	\$	(450,057)	\$	(185,275)	\$	(635,332)
Reconcile from Budgetary to Full Accrual:						
Capital Additions	\$	334,596	\$	411,568	\$	746,164
Pension / OPEB	\$	702	\$	-	\$	702
Depreciation	\$	(197,977)	\$	(318,862)	\$	(516,839)
Change in Net Position	\$	(312,736)	\$	(92,569)	\$	(405,305)
Assets:						
Cash	\$	3,930,740	\$	-	\$	3,930,740
A/R+	\$	171,327	\$	210,084	\$	381,411
Non-Current Assets	\$	-	\$	-	\$	-
Capital Assets, net	\$	1,956,511	\$	2,598,457	\$	4,554,968
	\$	6,058,578	\$	2,808,541	\$	8,867,119
Deferred Outflow:	\$	51,411	\$	-	\$	51,411
Liabilities:					\$	-
Current Liabilities	\$	50,543	\$	526,315	\$	576,858
Non-Current Liabilities	\$	351,616	\$	-	\$	351,616
	\$	402,159	\$	526,315	\$	928,474
Deferred Inflow:	\$	44,802	\$	-	\$	44,802
Net Position:						
NICA	\$	1,956,511	\$	2,598,457	\$	4,554,968
Unrestricted NP	\$	3,706,517	\$	(316,231)	\$	3,390,286
	\$	5,663,028	\$	2,282,226	\$	7,945,254
	\$	-	\$	-	\$	-

	2017					
	ILEC		CLEC		TOTAL	
REVENUES	\$	1,340,360	\$	986,141	\$	2,326,501
EXPENDITURES	\$	(438,733)	\$	(1,746,660)	\$	(2,185,393)
OFS(U)	\$	(162,848)	\$	146,905	\$	(15,943)
	\$	738,779	\$	(613,614)	\$	125,165
Reconcile from Budgetary to Full Accrual:						
Capital Additions	\$	35,525	\$	151,365	\$	186,890
Pension / OPEB	\$	(56,691)	\$	-	\$	(56,691)
Depreciation	\$	(153,147)	\$	(327,814)	\$	(480,961)
Change in Net Position	\$	564,466	\$	(790,063)	\$	(225,597)
Assets:						
Cash	\$	4,676,057	\$	-	\$	4,676,057
A/R+	\$	172,045	\$	215,324	\$	387,369
Non-Current Assets	\$	-	\$	-	\$	-
Capital Assets, net	\$	1,838,889	\$	2,422,008	\$	4,260,897
	\$	6,686,991	\$	2,637,332	\$	9,324,323
Deferred Outflow:	\$	177,228	\$	-	\$	177,228
Liabilities:					\$	-
Current Liabilities	\$	58,265	\$	1,145,169	\$	1,203,434
Non-Current Liabilities	\$	545,752	\$	-	\$	545,752
	\$	604,017	\$	1,145,169	\$	1,749,186
Deferred Inflow:	\$	32,708	\$	-	\$	32,708
Net Position:						
NICA	\$	1,838,889	\$	2,422,008	\$	4,260,897
Unrestricted NP	\$	4,388,605	\$	(929,845)	\$	3,458,760
	\$	6,227,494	\$	1,492,163	\$	7,719,657
	\$	-	\$	-	\$	-

		2018			
		ILEC	CLEC	TOTAL	
REVENUES		\$ 1,401,815	\$ 986,039	\$	2,387,854
EXPENDITURES		\$ (371,835)	\$ (2,126,698)	\$	(2,498,533)
OFS(U)		\$ (1,042,441)	\$ 1,027,587	\$	(14,854)
		\$ (12,461)	\$ (113,072)	\$	(125,533)
Reconcile from Budgetary to Full Accrual:					
Capital Additions		\$ 121,291	\$ 333,369	\$	454,660
Pension / OPEB		\$ (46,394)	\$ -	\$	(46,394)
Depreciation		\$ (122,002)	\$ (325,398)	\$	(447,400)
Change in Net Position		\$ (59,566)	\$ (105,101)	\$	(164,667)
Assets:					
Cash		\$ 3,501,276	\$ -	\$	3,501,276
A/R+		\$ 1,323,900	\$ 225,754	\$	1,549,654
Non-Current Assets		\$ -	\$ -	\$	-
Capital Assets, net		\$ 1,838,178	\$ 2,429,979	\$	4,268,157
		\$ 6,663,354	\$ 2,655,733	\$	9,319,087
Deferred Outflow:		\$ 108,812	\$ -	\$	108,812
Liabilities:				\$	-
Current Liabilities		\$ 48,011	\$ 1,268,671	\$	1,316,682
Non-Current Liabilities		\$ 708,442	\$ -	\$	708,442
		\$ 756,453	\$ 1,268,671	\$	2,025,124
Deferred Inflow:		\$ 104,456	\$ -	\$	104,456
Net Position:					
NICA		\$ 1,838,178	\$ 2,429,979	\$	4,268,157
Unrestricted NP		\$ 4,073,079	\$ (1,042,917)	\$	3,030,162
		\$ 5,911,257	\$ 1,387,062	\$	7,298,319
		\$ -	\$ -	\$	-

		2019			
		ILEC	CLEC	TOTAL	
REVENUES		\$ 1,160,804	\$ 993,927	\$	2,154,731
EXPENDITURES		\$ (1,049,805)	\$ (1,521,724)	\$	(2,571,529)
OFS(U)		\$ (504,586)	\$ 493,053	\$	(11,533)
		\$ (393,587)	\$ (34,744)	\$	(428,331)
Reconcile from Budgetary to Full Accrual:					
Capital Additions		\$ 260,910	\$ 54,981	\$	315,891
Pension / OPEB		\$ (29,548)	\$ -	\$	(29,548)
Depreciation		\$ (132,901)	\$ (357,589)	\$	(490,490)
Change in Net Position		\$ (295,126)	\$ (337,352)	\$	(632,478)
Assets:					
Cash		\$ 3,122,560	\$ -	\$	3,122,560
A/R+		\$ 1,312,272	\$ 188,654	\$	1,500,926
Non-Current Assets		\$ -	\$ -	\$	-
Capital Assets, net		\$ 1,966,187	\$ 2,127,371	\$	4,093,558
		\$ 6,401,019	\$ 2,316,025	\$	8,717,044
Deferred Outflow:		\$ 155,882	\$ -	\$	155,882
Liabilities:				\$	-
Current Liabilities		\$ 50,911	\$ 1,266,315	\$	1,317,226
Non-Current Liabilities		\$ 778,328	\$ -	\$	778,328
		\$ 829,239	\$ 1,266,315	\$	2,095,554
Deferred Inflow:		\$ 111,531	\$ -	\$	111,531
Net Position:					
NICA		\$ 1,966,187	\$ 2,127,371	\$	4,093,558
Unrestricted NP		\$ 3,649,944	\$ (1,077,661)	\$	2,572,283
		\$ 5,616,131	\$ 1,049,710	\$	6,665,841
		\$ -	\$ -	\$	-

	2020					
	ILEC		CLEC		TOTAL	
REVENUES	\$	1,131,886	\$	1,045,697	\$	2,177,583
EXPENDITURES	\$	(1,243,946)	\$	(1,519,192)	\$	(2,763,138)
OFS(U)	\$	(563,629)	\$	550,223	\$	(13,406)
	\$	(675,689)	\$	76,728	\$	(598,961)
Reconcile from Budgetary to Full Accrual:						
Capital Additions	\$	431,826	\$	84,355	\$	516,181
Pension / OPEB	\$	(97,317)	\$	-	\$	(97,317)
Depreciation	\$	(148,903)	\$	(355,531)	\$	(504,434)
Change in Net Position	\$	(490,083)	\$	(194,448)	\$	(684,531)
Assets:						
Cash	\$	2,539,198	\$	-	\$	2,539,198
A/R+	\$	1,225,801	\$	177,922	\$	1,403,723
Non-Current Assets	\$	-	\$	-	\$	-
Capital Assets, net	\$	2,249,110	\$	1,856,195	\$	4,105,305
	\$	6,014,109	\$	2,034,117	\$	8,048,226
Deferred Outflow:	\$	180,307	\$	-	\$	180,307
Liabilities:					\$	-
Current Liabilities	\$	56,731	\$	1,178,855	\$	1,235,586
Non-Current Liabilities	\$	918,482	\$	-	\$	918,482
	\$	975,213	\$	1,178,855	\$	2,154,068
Deferred Inflow:	\$	93,155	\$	-	\$	93,155
Net Position:						
NICA	\$	2,249,110	\$	1,856,195	\$	4,105,305
Unrestricted NP	\$	2,876,938	\$	(1,000,933)	\$	1,876,005
	\$	5,126,048	\$	855,262	\$	5,981,310
	\$	-	\$	-	\$	-

		2021			
		ILEC	CLEC	TOTAL	
REVENUES		\$ 1,100,417	\$ 863,079	\$	1,963,496
EXPENDITURES		\$ (1,380,560)	\$ (1,110,269)	\$	(2,490,829)
OFS(U)		\$ (247,656)	\$ 237,231	\$	(10,425)
		\$ (527,799)	\$ (9,959)	\$	(537,758)
Reconcile from Budgetary to Full Accrual:					
Capital Additions		\$ 643,128	\$ 174,006	\$	817,134
Pension / OPEB		\$ 190,397	\$ -	\$	190,397
Depreciation		\$ (135,634)	\$ (311,118)	\$	(446,752)
Change in Net Position		\$ 170,092	\$ (147,071)	\$	23,021
Assets:					
Cash		\$ 1,958,439	\$ -	\$	1,958,439
A/R+		\$ 1,268,382	\$ 232,134	\$	1,500,516
Non-Current Assets		\$ -	\$ -	\$	-
Capital Assets, net		\$ 2,756,604	\$ 1,719,083	\$	4,475,687
		\$ 5,983,425	\$ 1,951,217	\$	7,934,642
Deferred Outflow:		\$ 232,493	\$ -	\$	232,493
Liabilities:				\$	-
Current Liabilities		\$ 45,955	\$ 1,243,026	\$	1,288,981
Non-Current Liabilities		\$ 724,948	\$ -	\$	724,948
		\$ 770,903	\$ 1,243,026	\$	2,013,929
Deferred Inflow:		\$ 148,875	\$ -	\$	148,875
Net Position:					
NICA		\$ 2,756,604	\$ 1,719,083	\$	4,475,687
Unrestricted NP		\$ 2,539,536	\$ (1,010,892)	\$	1,528,644
		\$ 5,296,140	\$ 708,191	\$	6,004,331
		\$ -	\$ -	\$	-

		2022			
		ILEC	CLEC	TOTAL	
REVENUES		\$ 1,093,977	\$ 1,068,996	\$	2,162,973
EXPENDITURES		\$ (1,194,811)	\$ (1,110,758)	\$	(2,305,569)
OFS(U)		\$ (392,665)	\$ 378,877	\$	(13,788)
		\$ (493,499)	\$ 337,115	\$	(156,384)
Reconcile from Budgetary to Full Accrual:					
Capital Additions		\$ 421,805	\$ 138,255	\$	560,060
Pension / OPEB		\$ 13,594	\$ -	\$	13,594
Depreciation		\$ (144,796)	\$ (141,013)	\$	(285,809)
Change in Net Position		\$ (202,896)	\$ 334,357	\$	131,461
Assets:					
Cash		\$ 1,615,908	\$ -	\$	1,615,908
A/R+		\$ 1,205,887	\$ 460,404	\$	1,666,291
Non-Current Assets		\$ 146,102	\$ -	\$	146,102
Capital Assets, net		\$ 3,033,613	\$ 1,716,325	\$	4,749,938
		\$ 6,001,510	\$ 2,176,729	\$	8,178,239
Deferred Outflow:		\$ 271,809	\$ -	\$	271,809
Liabilities:				\$	-
Current Liabilities		\$ 87,693	\$ 1,134,181	\$	1,221,874
Non-Current Liabilities		\$ 620,372	\$ -	\$	620,372
		\$ 708,065	\$ 1,134,181	\$	1,842,246
Deferred Inflow:		\$ 472,010	\$ -	\$	472,010
Net Position:					
NICA		\$ 3,033,613	\$ 1,716,325	\$	4,749,938
Unrestricted NP		\$ 2,059,631	\$ (673,777)	\$	1,385,854
		\$ 5,093,244	\$ 1,042,548	\$	6,135,792
		\$ -	\$ -	\$	-

		2023			
		ILEC	CLEC	TOTAL	
REVENUES		\$ 1,252,669	\$ 1,222,744	\$ 2,475,413	
EXPENDITURES		\$ (1,176,940)	\$ (1,403,193)	\$ (2,580,133)	
OFS(U)		\$ (223,153)	\$ 207,756	\$ (15,397)	
		\$ (147,424)	\$ 27,307	\$ (120,117)	
Reconcile from Budgetary to Full Accrual:					
Capital Additions		\$ 311,491	\$ 151,096	\$ 462,587	
Pension / OPEB		\$ (45,090)	\$ -	\$ (45,090)	
Depreciation		\$ (167,570)	\$ (151,197)	\$ (318,767)	
Change in Net Position		\$ (48,593)	\$ 27,206	\$ (21,387)	
Assets:					
Cash		\$ 1,480,043	\$ -	\$ 1,480,043	
A/R+		\$ 1,172,218	\$ 483,075	\$ 1,655,293	
Non-Current Assets		\$ 99,296	\$ -	\$ 99,296	
Capital Assets, net		\$ 3,177,534	\$ 1,716,224	\$ 4,893,758	
		\$ 5,929,091	\$ 2,199,299	\$ 8,128,390	
Deferred Outflow:		\$ 391,989	\$ -	\$ 391,989	
Liabilities:				\$ -	
Current Liabilities		\$ 66,131	\$ 1,129,545	\$ 1,195,676	
Non-Current Liabilities		\$ 898,542	\$ -	\$ 898,542	
		\$ 964,673	\$ 1,129,545	\$ 2,094,218	
Deferred Inflow:		\$ 311,756	\$ -	\$ 311,756	
Net Position:					
NICA		\$ 3,177,534	\$ 1,716,224	\$ 4,893,758	
Unrestricted NP		\$ 1,867,117	\$ (646,470)	\$ 1,220,647	
		\$ 5,044,651	\$ 1,069,754	\$ 6,114,405	
		\$ -	\$ -	\$ -	

	2024					
	ILEC		CLEC		TOTAL	
REVENUES	\$	1,282,474	\$	1,304,314	\$	2,212,414
EXPENDITURES	\$	(1,171,196)	\$	(1,423,039)	\$	(2,265,971)
OFS(U)	\$	(83,920)	\$	70,158	\$	(31,997)
	\$	27,358	\$	(48,567)	\$	(21,209)
Reconcile from Budgetary to Full Accrual:						
Capital Additions	\$	233,645	\$	241,610	\$	475,255
Pension / OPEB	\$	(39,818)	\$	-	\$	(39,818)
Depreciation	\$	(171,184)	\$	(159,879)	\$	(331,063)
Change in Net Position	\$	50,001	\$	33,164	\$	83,165
Assets:						
Cash	\$	1,575,610	\$	-	\$	1,575,610
A/R+	\$	1,205,412	\$	477,543	\$	1,682,955
Non-Current Assets	\$	51,938	\$	-	\$	51,938
Capital Assets, net	\$	3,145,858	\$	1,797,955	\$	4,943,813
	\$	5,978,818	\$	2,275,498	\$	8,254,316
Deferred Outflow:						
	\$	391,493	\$	-	\$	391,493
Liabilities:						
					\$	-
Current Liabilities	\$	73,676	\$	1,172,580	\$	1,246,256
Non-Current Liabilities	\$	955,100	\$	-	\$	955,100
	\$	1,028,776	\$	1,172,580	\$	2,201,356
Deferred Inflow:						
	\$	246,883	\$	-	\$	246,883
Net Position:						
NICA	\$	3,145,858	\$	1,797,955	\$	4,943,813
Unrestricted NP	\$	1,948,794	\$	(695,037)	\$	1,253,757
	\$	5,094,652	\$	1,102,918	\$	6,197,570
	\$	-	\$	-	\$	-

Pineville Communication Systems

SCENARIO 5 RECAP

LEVERS & OPPORTUNITIES

Scenario 5: Optimized Pricing & Reduced Operating Expenses

Item 8.

SUMMARY OPERATING FORECAST - SCENARIO 5 10 YR PROJECTIONS

Amounts in \$000

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
Revenues														
Internet Revenues	759	977	1,138	1,223	1,388	1,609	1,856	2,125	2,372	2,537	2,656	2,774	2,880	2,964
All Other Revenues	1,201	1,179	1,215	1,208	1,168	1,131	1,098	1,067	1,039	1,013	989	968	948	931
Total Revenues	1,960	2,155	2,352	2,431	2,556	2,740	2,954	3,192	3,411	3,550	3,645	3,741	3,829	3,895
<i>Growth</i>		10.0%	9.1%	3.4%	5.1%	7.2%	7.8%	8.1%	6.9%	4.1%	2.7%	2.7%	2.3%	1.7%
Operating Expenses	1,643	1,746	2,118	2,117	2,033	2,120	2,213	2,311	2,409	2,497	2,580	2,666	2,753	2,839
EBITDA	317	410	235	314	523	620	741	881	1,003	1,054	1,065	1,075	1,076	1,056
<i>EBITDA Margin</i>	16%	19%	10%	13%	20%	23%	25%	28%	29%	30%	29%	29%	28%	27%
Total Capex	(848)	(560)	(463)	(382)	(1,633)	(808)	(1,006)	(1,045)	(512)	(512)	(512)	(512)	(512)	(512)
Balance Sheet - Ending Cash	1,955	1,616	1,480	1,568	659	478	205	20	518	1,102	1,733	2,409	3,121	3,853

*Internet Revenue include internet revenues and modem revenues

- **Main Assumption:** A new 3 GIG business plan is introduced at \$299.95, with half of the original 1 GIG subscribers expected to upgrade. The 1 GIG plan is repriced at \$149.98. Residential growth rate and price plan for 1 GIG and 300 Mbps adjusted to match Spectrum's rates after discounts provided to Pineville's electric customers. This scenario also decreases the operating expenses by \$150K in cost savings
- **Subscriber Growth:** High subscriber growth rate in initial years, broadband growth reaching 14.1% in 2025, gradually tapering slowly to 2.4% in 2034. The growth in the early years is primarily driven by increased residential adoption and the expansion of service locations. As the market saturates, growth remains constant in later years but remains steady. Penetration rate grows from 36.3% (2025) to 63.5% (2034)
- **Revenue Growth:** Residential blended ARPU starts at \$77.09 in 2025 and increases steadily to \$80.37 by 2034, driven by increase in service pricing over the years. Business APRU starts at \$163.69 in 2025, peaks at \$172.32 by 2029 and slightly decreases to \$167.41 by 2034. Annual Operating revenue is growing at an average rate of 4.9% YoY
- **Operating Expenses:** Operating expenses grow at a constant pace (~2.6% growth rate per year) seen historically, and by 2034 reaches \$2,839K
- **Capex Assumption:** Similar to the base scenario, Capex remains elevated between 2025 and 2028 due to significant investments in network buildout to serve additional locations, then stabilizes at a constant \$512K annually from 2029 onwards to fund network maintenance and customer installs
- **EBITDA Margin:** The EBITDA margin sees a notable improvement, rising from 20.5% in 2025 to 27.1% by 2034. This growth is fueled by robust increases in 1 GIG business subscribers, enhanced residential penetration rates, and strategic price hikes for the 1 GIG and 300 Mbps residential plans. Additionally, a reduction in operating expenses further boosts the margin
- **Balance Sheet – Ending Balance:** The ending cash balance remains positive over the network build period 2025-2028, then begins to accumulate cash reserves reaching \$3,853K by 2034

Scenario 5: Subscribers & Price Plan Assumptions

Item 8.

SUMMARY BROADBAND SUBSCRIBER - SCENARIO 5 10 YR PROJECTIONS

	Jun-21	Jun-22	Jun-23	Jun-24	Jun-25	Jun-26	Jun-27	Jun-28	Jun-29	Jun-30	Jun-31	Jun-32	Jun-33	Jun-34
ILEC & CLEC Fund Residential														
1 GIG	265	340	368	348	390	437	489	548	575	598	616	634	647	660
Upto 600 Mbps	21	34	99	119	155	201	251	314	346	363	381	400	412	420
Upto 300 Mbps	90	87	383	445	539	648	763	881	970	1,018	1,069	1,122	1,156	1,179
Upto 100 Mbps	300	331	7	8	8	8	9	9	9	9	9	9	10	10
50 Mbps and Below	299	251	207	188	165	137	107	81	50	24	9	3	1	1
Total ILEc & CLEC Fund Residential	975	1,043	1,064	1,108	1,257	1,431	1,619	1,834	1,950	2,012	2,084	2,170	2,226	2,270
ILEC & CLEC Fund Residential Blended ARPU				\$ 76.10	\$ 77.09	\$ 78.00	\$ 78.79	\$ 79.39	\$ 79.79	\$ 80.23	\$ 80.39	\$ 80.39	\$ 80.36	\$ 80.37
ILEC & CLEC Fund Business														
3 GIG	-	-	-	-	20	24	29	36	45	50	52	54	55	57
1 GIG	27	26	32	32	20	25	31	39	51	58	64	69	75	81
Upto 400 Mbps	11	14	18	17	21	25	30	34	37	40	42	43	45	46
Upto 100 Mbps	17	26	36	39	55	71	85	94	103	119	130	143	151	158
50 Mbps and Below	44	33	21	18	13	9	6	-	-	-	-	-	-	-
Total ILEc & CLEC Fund Business	99	99	107	106	128	154	181	203	236	266	288	310	325	342
ILEC & CLEC Fund Business Blended ARPU				\$ 138.67	\$ 163.69	\$ 164.42	\$ 165.52	\$ 170.09	\$ 172.32	\$ 171.20	\$ 170.05	\$ 168.56	\$ 167.98	\$ 167.41
Total Broadband Blended ARPU				\$ 81.57	\$ 85.08	\$ 86.39	\$ 87.51	\$ 88.42	\$ 89.77	\$ 90.86	\$ 91.29	\$ 91.40	\$ 91.53	\$ 91.77
Locations Passed	3,500	3,500	3,500	3,500	3,820	3,820	3,953	4,113	4,113	4,113	4,113	4,113	4,113	4,113
Broadband Penetration Rate - Locations Passed	30.7%	32.6%	33.5%	34.7%	36.3%	41.5%	45.5%	49.5%	53.1%	55.4%	57.7%	60.3%	62.0%	63.5%

Plan Pricing Assumptions

ILEC Fund				CLEC Fund			
Broadband Residential		Broadband Business		Broadband Residential		Broadband Business	
1 GIG	\$ 100.00	3 GIG	\$ 299.95	1 GIG	\$ 100.00	3 GIG	\$ 299.95
600 Mbps	\$ 79.95	1 GIG	\$ 149.98	600 Mbps	\$ 79.95	1 GIG	\$ 149.98
400 Mbps	\$ -	400 Mbps	\$ 200.95	400 Mbps		400 Mbps	\$ 200.95
300 Mbps	\$ 69.99	200 Mbps	\$ 165.95	300 Mbps	\$ 69.99	200 Mbps	\$ 165.95
200 Mbps	\$ -	100 Mbps	\$ 125.95	200 Mbps		100 Mbps	\$ 125.95
100 Mbps	\$ -	90 Mbps	\$ 109.95	100 Mbps		90 Mbps	\$ 109.95
90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95	90 Mbps	\$ 27.95	50 Mbps and Below	\$ 100.95
50 Mbps	\$ 45.95			50 Mbps	\$ 45.95		

*Launched 3 GIG business plan at \$299.95 and reduced business 1 GIG price to \$149.98; increased the Residential 1 GIG price to \$100 and the 300 Mbps plan to \$69.99 to remain competitive with Spectrum (Charter)

Financial Projection Scenarios - Summary

Scenario 5: Optimized Pricing and Reduced Operating Expenses

In this scenario, a new 3 GIG business plan is introduced at \$299.95, the 1 GIG business plan is repriced to \$149.98, and residential price plan for 1 GIG and 300 Mbps adjusted to match Spectrum's rates after discounts provided to Pineville's electric customers. Operating expenses are reduced by a net \$150K starting in 2025 going forward. At the beginning, subscriber growth is very high, reaching 14.1% in 2025, and then slowing to 2.4% by 2034. The broadband penetration rate increases significantly from 36.3% to 63.5%. Revenue growth is strong; residential ARPU rises from \$77.09 to \$80.37, and business ARPU peaks at \$172.32 before slightly decreasing. Operating expenses grow at a moderate rate of about 3.0% each year, reaching \$2,939K by 2034. The EBITDA margin improves significantly from 20.5% in 2025 to 27.1% by 2034. Although there are temporary declines in the cash balance in 2027 and 2028 due to increased capex through the network build-out, the forecasted cash balance remains positive through 2028 and improves steadily thereafter, ending at a positive \$3,853K by 2034, assuming no other additional large network builds after 2028. This scenario displays the best financial performance with a positive cash balance throughout all forecast years.

RECOMMENDATIONS FROM JSI

- To achieve sufficient operating profitability to generate a positive ending cash balance each year, while funding network buildout, Scenario 5 offers really the only path forward by optimizing business broadband speed packages, residential/business pricing and reducing operating expenses.
- • Launch the 3 GIG business plan at \$299.95 and reprice the 1 GIG plan to \$149.98 to boost customer additions and revenue growth. This may cause a decrease in revenue in the short-term, but overtime should drive increased revenues.
- • Align the residential ARPU with Spectrum's pricing after including the \$20 discount for electric subscribers. For our analysis we utilized the \$20 discount for customers subscribing to broadband and electric service. We recognize the increased discount up to \$25 when also subscribing to voice and long-distance service, however, we would expect the voice and long-distance customers to decrease over time, so we focused on the \$20 PCS Rewards Program. • Increase the residential 1 GIG plan price to \$100 and the 300 Mbps plan to \$69.99 before applying the discount.
- • Our modelling indicated that reducing operating expenses by at least \$150,000 annually is crucial in achieving profitability levels to fund network investment. We modelled differing levels of cost reductions and anything less than \$150,000 resulted in increasing broadband customer penetration into the 70% range to produce enough cash to fund network builds in Pineville's project list through 2028. Alternatively, finding \$150,000 of costs savings annually in performing network build-outs would have the same financial effect.
- • Target broadband penetration to exceed 60% by 2034 to capture market share and ensure ongoing revenue growth. While 60% is considered a high customer penetration rate, especially in a market with strong competition, anything less requires increasing operating expense savings beyond \$150,000 to produce enough cash to fund network build-outs.
- • To achieve the highest customer penetration rate as possible, Pineville's marketing should educate its customer base that its fiber-to-the-home network can provide high-quality broadband service equal to, in some cases better than, its more brand-name competition.
- • A combination of higher revenues, increased growth rates, and reduced operating expenses displayed in Scenario 5 results in a positive cash balance throughout the forecast period (2025–2034).
- . Once the network buildout is completed in 2028, the forecasted cash balance begins to accumulate, providing resources for future project investments

Pineville Communication Systems

Levers & Opportunities

LEVERS

Execute Marketing Plan \$150K

- **Purpose & Scope.** JSI to assist in developing and executing a marketing plan to increase market share in the town of Pineville based on the recommendations made in the strategic assessment. The objective of this marketing plan is to develop a comprehensive strategic approach that increases sales and creates new connections within the local community. The focus will be on highlighting the provider's long history of community service, the benefits of shopping locally, and the advantages of fiber-to-the-home technology. The offer strategy will focus on the newly proposed long-term pricing for internet services as well as the inherent discounts available for electric utility services. The plan will utilize an integrated marketing approach that combines direct mail, digital advertising, and social media outreach. PCS is a telecommunications company offering both regulated and non-regulated communications services.
- **Strategic Overview** • Define target audience segments within the local community. • Analyze market trends and competition. • Establish clear goals for sales growth and community engagement.
- **Message Development** • Create messaging that emphasizes the "Shop Local" theme. • Highlight the exceptional customer service provided by the local provider. • Communicate the superior technology and benefits of fiber-to-the-home services. • Utilize new pricing and discounts available as a strong call to action
- **Tactical Plan** • Direct Mail Campaigns: ♣ Design and distribute promotional materials to local residents. ♣ Include information on new pricing plans and service offerings.

- **Digital Advertising:** ♣ Develop targeted online ads focusing on local customers. ♣ Utilize Google Ads and display networks to reach a wider audience
- **Social Media Engagement:** ♣ Create engaging content that showcases local stories, testimonials, and community involvement. ♣ Utilize platforms such as Facebook, Instagram, and Twitter to interact with the community and drive traffic
- **Measurement and Evaluation** • Establish KPIs to measure the success of the marketing efforts. • Use analytics tools to track engagement, conversions, and overall impact on sales.

This marketing plan proposal aims to leverage the local aspect of your services and the community's trust in your brand to drive sales and strengthen connections. By incorporating the new pricing for internet services and emphasizing the "Shop Local" message, we can create a robust strategy that resonates with the community.

Allocation of Salaries to General Fund **\$100+K**

- With the allocation of salaries from PCS to General fund & PEC it is how I will save the \$150K in annual operating cost that JSI states needs to occur with the implementation of Scenario 5

Transfer \$600K from the sale of **118 College** to give PCS the cash we need to execute marketing plan, utilize third party vendor for sales and add additional methods that allow us to grow market share beyond our previous operational scope.

Build Fiber Network to *Coventry* \$115K & *Miller Farms* (Phase 1 \$163K, Phase 2 \$74K, Phase 3 \$62K) \$398K =**TOTAL \$412K**

****We already have materials for Coventry Project purchased and paid for and We already have most of the materials for Miller Farms purchased and paid for as well****

Present the 3-Gig Business Plan and the discounted 1-Gig Business Plan

Item 8.

- In scenario 5, a new 3 GIG business plan is introduced at \$299.95, the 1 GIG business plan is repriced to \$149.98, and residential price plan for 1 GIG and 300 Mbps adjusted to match Spectrum's rates after discounts provided to Pineville's electric customers. Operating expenses are reduced by a net \$150K starting in 2025 going forward. At the beginning, subscriber growth is very high, reaching 14.1% in 2025, and then slowing to 2.4% by 2034. The broadband penetration rate increases significantly from 36.3% to 63.5%. Revenue growth is strong; residential ARPU rises from \$77.09 to \$80.37, and business ARPU peaks at \$172.32 before slightly decreasing. Operating expenses grow at a moderate rate of about 3.0% each year, reaching \$2,939K by 2034. The EBITDA margin improves significantly from 20.5% in 2025 to 27.1% by 2034. Although there are temporary declines in the cash balance in 2027 and 2028 due to increased capex through the network build-out, the forecasted cash balance remains positive through 2028 and improves steadily thereafter, ending at a positive \$3,853K by 2034, assuming no other additional large network builds after 2028. This scenario displays the best financial performance with a positive cash balance throughout all forecast years.

Leverage Town of Pineville's Communication Officer as the PCS Ambassador

Because Riley is engaged with our small business sector and has gained their trust as the TOP CO we need to capitalize on that trust. PCS could utilize those relationships to start conversations and explore why we are not winning their business in addition to what we are doing right

Explore Roll out a business VOIP/Internet bundle to increase line count & revenue

Balance outsourced sales efforts while preserving Pineville's community-focused brand

Item 8.

- *Align Third-Party Sales with Pineville's Local Approach \$8500 to \$15K Average Monthly Cost*

Work with a third-party team that understands Pineville's values and customer-first philosophy.

Ensure scripts, messaging, and outreach tactics reflect Pineville's commitment to personal service and community engagement.

Require the vendor to use local branding, making it feel like an extension of your in-house team rather than an outside firm.

- *Train & Empower Your CSRs for Better Conversions \$400 to \$3000 on average per participant depending on length and depth of the training.*

If your CSRs aren't capitalizing on sales opportunities, consider a CSR training program focused on consultative selling—helping them confidently address customer needs.

Equip CSRs with real-time customer insights (e.g., past service inquiries, competitor offers in their area) so they can proactively engage with potential customers.

Implement simple, scripted prompts for CSRs that encourage upselling or competitive takeaways in a natural, community-focused way.

- *Leverage a Hybrid Approach for Maximum Market Share*

Use third-party sales for outbound cold calling and lead generation but keep local CSRs as the primary relationship builders.

Integrate a warm handoff process where third-party sales teams book appointments for CSRs to follow up with a local, personal touch.

Offer incentives for both CSRs and third-party reps to drive engagement and align efforts.

- *Additional Market Share Growth Tactics*

Referral Programs: Reward existing customers for bringing in new sign-ups***

We have attempted this in the past but we would roll out in a big way so consumers are totally aware

Community Outreach: Engage more directly through local events, sponsorships, and business partnerships to reinforce Pineville's trusted, local brand***We have done some of these things already but need to launch in a larger more targeted scale*

Competitor Win-Back Strategy: Proactively reach out to customers who have recently switched providers with exclusive **win-back offers** tailored to Pineville's strengths***We have set up follow up calls after customers are coming out of contract in the past. This would be a different approach.*

JSI has explained that marketing tactics can start off small and build over time always keeping Pineville's unique market and customer base at the center of your marketing strategy & journey. I believe we need to come out swinging like we never have before. We need to remove the public's doubts and to ensure people in and outside of Pineville know who PCS is.

OPPORTUNITIES

Item 8.

Marketing Strategy: We plan to enhance brand visibility and expand our consumer base by utilizing various marketing channels, including geofencing, Google Ads, direct mail, audio and visual advertisements, social media, and direct mailers. Marketing will be used to create brand awareness and to target **166** new Coventry Residents and **340** New Miller Farm Residents to gain as Internet subscribers. Gaining market share in new communities is key. However, these two neighborhoods are looking at 12 months at least until the first residence take ownership. This means in order for growth to occur we need to heavily target our existing fiber neighborhoods and win back business customers with our new 3 Gig plan introduction and our 1 GIG plan reduction.

New 3-Gig Plan Introduction: The introduction of the 3-Gig Business plan aims to encourage current 1-Gig business to upgrade and is, offered at the same rate as our existing 1-Gig plan. Additionally, reducing the price of the 1-Gig business service will attract more business internet subscribers.

Voice Sync Switch Introduction of VOIP/Broadband Bundle Potential: Our new switch will enable us to offer a competitive voice and broadband bundle, allowing us to directly compete with industry rivals. As VOIP is not subject to the same regulations as traditional phone services, the inclusion of unlimited long-distance & feature rich voice service at a reduced rate could attract business customers back to us in addition to capturing new business customers moving into the area. If we can launch this without creating added burden on staff this could be avenue to pursue to increase line count and revenue. More to come as I investigate how this truly would look for us.

AMI Metering and Internet Needs: AMI metering relies on collectors that use the internet to gather data from meters. This system requires both hardware and software resources, including IT support, Wi-Fi, and network infrastructure. If PCS takes on the role of provider, we will help manage the AMI network in addition to providing internet connection.



TOWN COUNCIL AGENDA ITEM

MEETING DATE: March 11, 2025

Agenda Title/Category:	Discussion items			
Staff Contact/Presenter:	Travis Morgan			
Meets Strategic Initiative or Approved Plan:	Yes	No	If yes, list:	“Create clusters of industrial uses that capitalize on existing infrastructure.”
	X			
Background:	2018 Industrial Conditional Zoning Update for Last Lot			
Discussion:	Payment in lieu option for traffic mitigation onto Emmett Drive			
Fiscal impact:	Additional Property Tax. Additional Town Road Added Upon Completion. Added money for Emmett improvement			
Attachments:	Industrial cover memo Industrial rendering design Industrial traffic report Zoning Plan Zoning application Landscaped median plan			
Recommended Motion to be made by Council:	Recommended approval			



December 9th, 2024

Turner Fortin
Director of Acquisitions & Development
Iconic Equities
Mobile 404-863-9931
1508 Bay Road
Unit 1105
Miami Beach, FL 33139

RE: Pineville Industrial Lot 4 Trip Generation Memorandum

Dear Mr. Fortin,

This trip generation memorandum is a supplement to the Pineville Industrial Development TIA (completed by Timmons Group sealed 01/12/2018). The purpose of this memorandum is to determine if the current proposed build-out (up to and including Lot 4) exceeds trip generation values assumed in the TIA.

Per the approved TIA, Phase 1 of the subject development included 510,000 square feet (SF) of warehousing. Additionally, Phase 2 of the subject development included 340,000 SF of general light industrial.

Lot 4 will consist of 194,382 SF of general light industrial. Per aerial imagery, 510,000 SF of warehousing and 97,406 SF of general light industrial has already been constructed. Following the construction of Lot 4, the Pineville Industrial Development will consist of 510,000 SF of warehousing and 291,788 SF of general light industrial.

Table 1 summarizes the Pineville Industrial trip generation as outlined in the TIA.

Table 1: Pineville Industrial TIA Phases I – II Trip Generation Summary

ITE Land Use Code	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
510 – Warehousing	510,000 SF	1,816	121	32	153	41	122	163
110 – General Light Industrial	340,000 SF	2,438	274	37	311	39	289	328
Total:		4,254	395	69	464	80	411	491

SOURCE: Pineville Industrial TIA (completed by Timmons Group sealed 01/12/2018)

Table 2 summarizes the cumulative Pineville Industrial trip generation (including Lot 4). These values were determined by applying the projected percent buildouts to the assumed TIA trip generation shown in **Table 1**.

Table 2: Pineville Industrial Lot 4 Trip Generation Summary

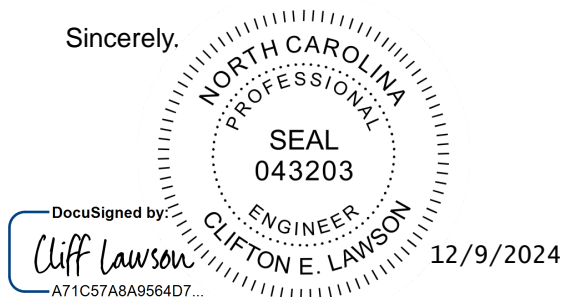
ITE Land Use Code	Size	% Buildout	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
510 – Warehousing	510,000 SF	100%	1,816	121	32	153	41	122	163
110 – General Light Industrial	291,788 SF	86%	2,097	236	31	267	34	248	282
Total:			3,913	357	63	420	75	370	445



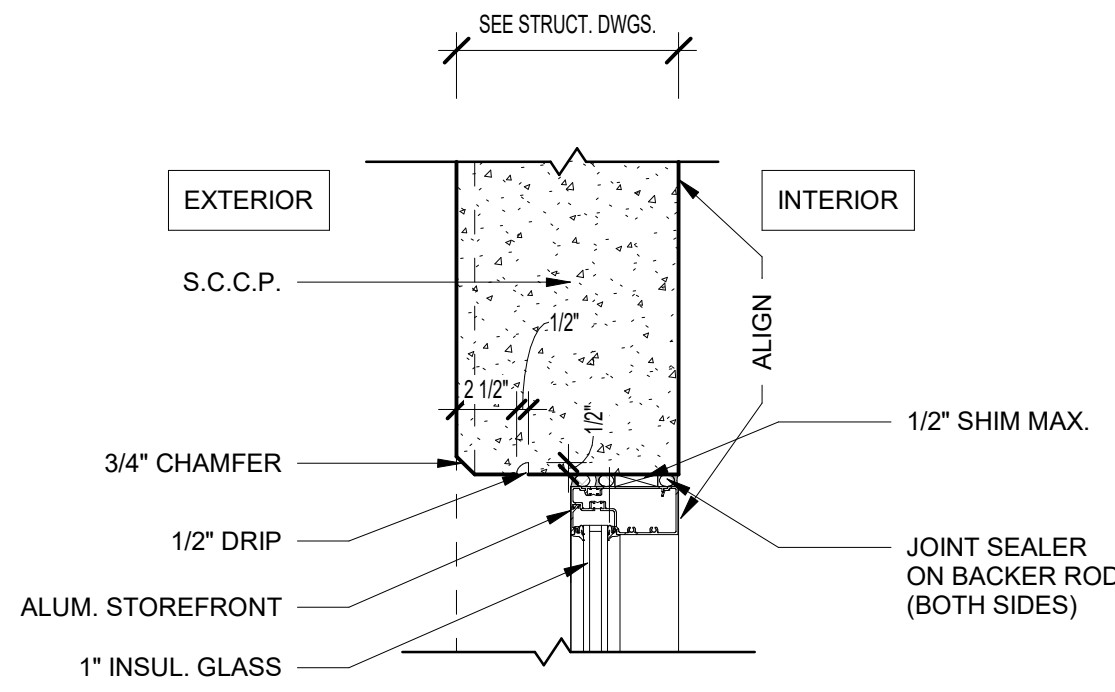
As shown in **Tables 1 & 2**, with the construction of Lot 4, trips are not projected to exceed trip generation values assumed in the Pineville Industrial Development TIA. Therefore, no TIA update is required due to the development's construction.

Should you have any questions regarding this memorandum, do not hesitate to contact me.

Sincerely,

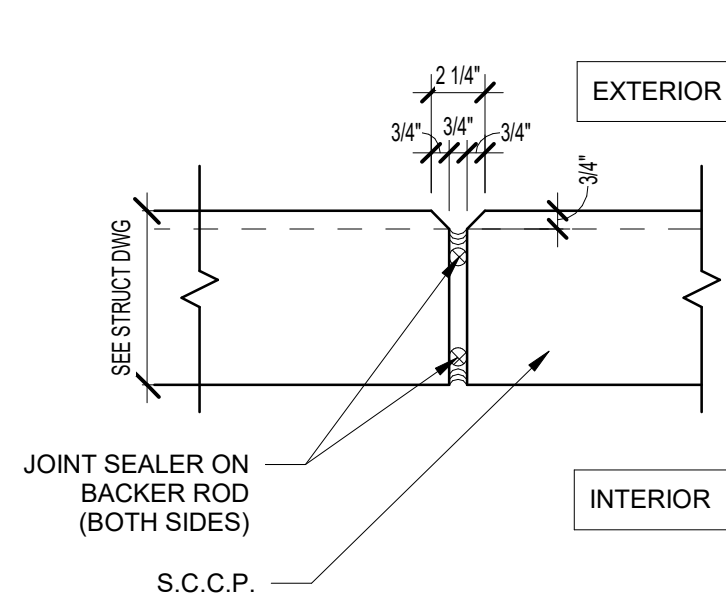


Cliff Lawson, PE, PTOE
Senior Project Manager | Transportation



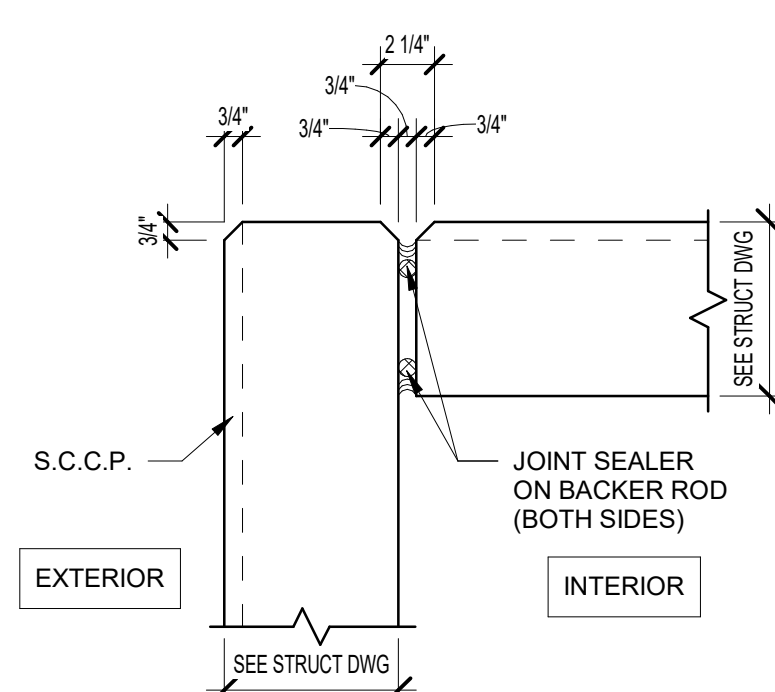
5 TYPICAL S.C.C.P. / SF DETAIL

SCALE: 1 1/2" = 1'-0"



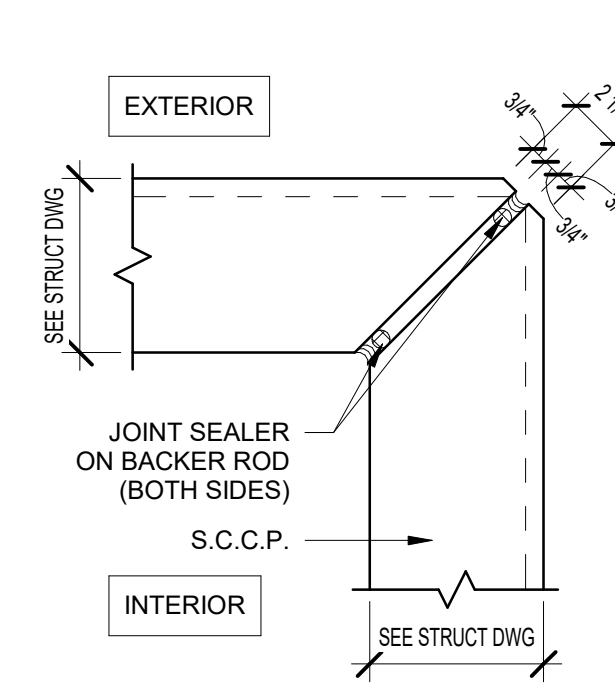
4 TYPICAL S.C.C.P. JOINT DETAIL

SCALE: 1 1/2" = 1'-0"



3 TYPICAL S.C.C.P. CORNER DETAIL

SCALE: 1 1/2" = 1'-0"



2 TYP. S.C.C.P. MITERED CORNER

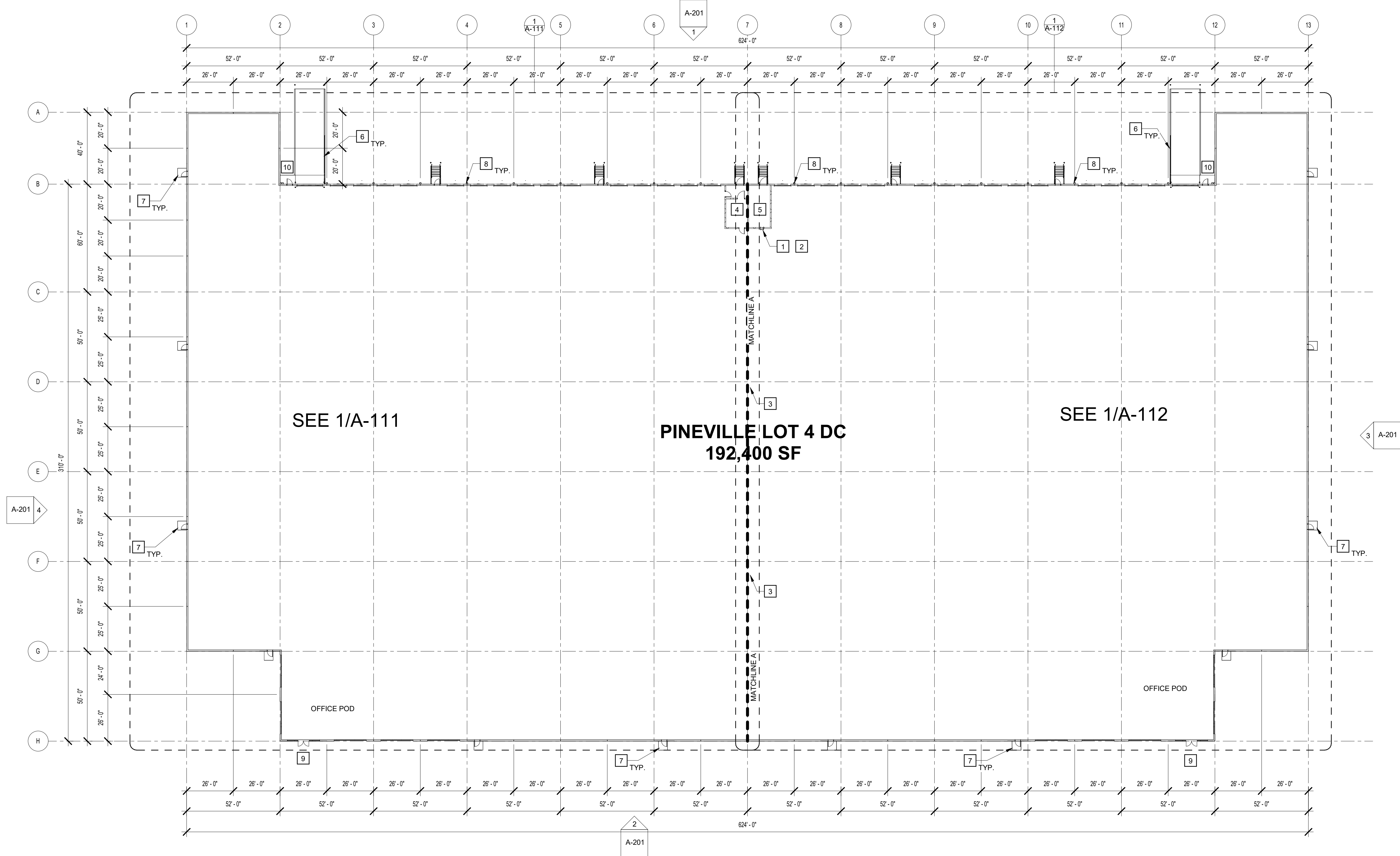
SCALE: 1 1/2" = 1'-0"

KEYNOTES

- 1 ACCESS LADDER TO CONCRETE ROOF OF ELECTRICAL ROOM - SEE ENLARGED PLANS.
- 2 3'-0" X 3'-0" ROOF HATCH WITH ACCESS LADDER FROM CONCRETE ROOF AT ELECTRICAL ROOF BELOW. G.C. TO COORDINATE WITH STRUCTURE, PAINTED SAFETY YELLOW - SEE ENLARGED PLANS AND ROOF PLAN.
- 3 BRACING DOWN TO 14' A.F.F. - SEE STRUCTURAL
- 4 ELECTRICAL ROOM - 1 HOUR RATED
- 5 FIRE PUMP ROOM - 1 HOUR RATED
- 6 RAMP GUARDRAIL - SEE DETAILS 4, 12 & 13 ON A-401
- 7 5' X 5' CONCRETE PAD, SLOPE AWAY FROM BUILDING AT 1/4" PER FT. MAX.
- 8 9" X 9" 24 GAUGE METAL DOWNSPOUTS WITH KYNAR FINISH
- 9 RECESSED CAN LIGHT IN SOFFIT ABOVE
- 10 DOUBLE DOWNSPOUT TO BE CONNECTED TO HUB DRAIN AND PIPED UNDER RAMP AND DAYLIGHTED ON TRUCK COURT. PROVIDE BIRD SCREEN AT RAMP WALL OPENING.

GENERAL NOTES

1. BUILDING TO BE 32' CLEAR JUST PAST THE FIRST COLUMN LINE IN FROM THE DOCK WALL.
2. SLAB CONTROL JOINTS TO BE SAWCUT AND NOT TO EXCEED 15' - 0" ON CENTER. SEE STRUCTURAL DRAWINGS FOR FLOOR SLAB CONTROL JOINTS. EPOXY JOINT FILLER - USE MM80 A TWO COMPONENT, HEAVY DUTY SEMI-RIGID EPOXY JOINT FILLER DESIGNED TO FILL AND PROTECT CONTRACTION AND CONSTRUCTION JOINTS. USE IN ENTIRE FACILITY/SPEED BAY FLOORS ONLY.
3. SLAB CONSTRUCTION JOINTS TO HAVE SMOOTH DOWELS AT 24" O.C. OR STEEL DIAMOND PLATES - SEE STRUCTURAL DRAWINGS. CAULK AROUND COLUMN DIAMOND/SLEEVE.
4. SLAB WILL BE CURED WITH A WATER-BASED DISSIPATIVE CURING COMPOUND AND WILL RECEIVE TWO COATS OF ASHFORD FORMULA FLOOR HARDENER.
5. SLAB ON GRADE WILL BE PRE-TREATED WITH TERMITICIDE.
6. 10-MIL CLASS 'A' VAPOR BARRIER TO BE PROVIDED BELOW THE SLAB ON GRADE THROUGHOUT. ALL SEAMS AND PENETRATIONS TO BE SEALED AND TAPED.
7. 6" THICK UNREINFORCED, 4,000 PSI CONCRETE SLAB BEARING ON 8" GAB OR 10" SOIL CEMENT. VERIFY SUB-GRADE WITH GEOTECH REPORT. SLAB TO RECEIVE HARD TROWEL FINISH AND LASER SCREED SHALL BE UTILIZED TO ATTAIN MINIMUM LOCAL & OVERALL SLAB TOLERANCE OF FF 40/PL 30.
8. PROVIDE A ESFR SPRINKLER SYSTEM THROUGHOUT.
9. PROVIDE PORTABLE FIRE EXTINGUISHERS OF THE QUANTITY AND AT THE LOCATIONS AS INDICATED OR AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. EXTINGUISHERS SHALL BE EQUAL TO J.L. INDUSTRIES COSMIC 10E, 10 POUND, 4A-60BC, TO BE COORDINATED WITH OWNERS LAYOUT.
10. METAL ROOF DECK SHALL BE 1-1/2" TYPE "B" WIDE RIB DECKING SHOP PRIMED WHITE ON THE UNDERSIDE/INSIDE FACE - SEE STRUCTURAL DRAWINGS.
11. RACKING, FLOOR STORAGE AND EQUIPMENT BY OTHERS.
12. SEE ELEVATIONS FOR GLASS SCHEDULE.
13. ALL BOLLARDS TO BE PAINTED SAFETY YELLOW. (PROVIDE BOLLARDS AT ALL DRIVE-IN OVERHEAD DOOR JAMBS, FIRE PROTECTION RISERS, ELECTRICAL TRANSFORMERS AND EXPOSED ELECTRICAL PANELS).
14. ALL BOLLARDS SHALL BE 6" O.D. SCHEDULE 80 STEEL PIPE SET MINIMUM 2'-0" DEEP IN 2'-0" DIAMETER CONCRETE FOOTING WITH PIPE EXTENDED 4'-0" ABOVE PAVING OR FLOOR. FILL PIPE WITH CONCRETE AND CAP WITH PRECAST CONCRETE DOME TOP - FOOTING TO BE IN SONOTUBE.
15. ROOF ASSEMBLY: SINGLE PLY 45 MIL. WHITE TPO MEMBRANE SYSTEM MECHANICALLY FASTENED OVER R-15 ROOF INSULATION OVER 1-1/2" METAL DECK. 10-YEAR NDL WARRANTY. R-25 OVER OFFICE AREA.
16. ALL STAIRS AND RAILINGS TO BE GALVANIZED. ALL MISC. STEEL TO BE HD GALVANIZED FOR EXTERIOR APPLICATIONS. SHOP DE-BURR UNDERSIDE OF HANDRAILS. USE GALVANIZED PAINT TO TOUCH-UP FIELD WELDING AND SCRATCHES.
17. ALL SITE CAST CONCRETE PANEL WIDTHS ARE TO CENTERLINE OF CONCRETE PANEL VERTICAL JOINT U.N.O.
18. ALL TILT WALL PANELS SHALL BE CAULKED TO FULL HEIGHT, BOTH SIDES, WITH MASTERSEAL NP-2 POLYURETHANE SEALANT OR EQUAL WITH BACKER ROD BEHIND THE CAULK.
19. (EXTERIOR) ALL S.C.C.P. SHALL RECEIVE A TEXTURED ACRYLIC COATING SIMILAR TO SHERWIN WILLIAMS ULTRACRETE (MEDIUM TEXTURE) WITH ACCENT STRIPING. SEE ELEVATIONS.
20. (INTERIOR) ALL S.C.C.P. PANELS WILL BE HARD TROWEL FINISHED WITH CAPPED PICK AND BRACE POINTS. G.C. TO PROVIDE PRICING TO PAINT INTERIOR WALLS WITH ONE COAT OF LATEX PAINT - SW 7006 EXTRA WHITE.
21. PERSONNEL DOORS AND MISC. METALS SHALL RECEIVE ONE (1) PRIMER COAT AND ONE (1) FINISH COAT OF ENAMEL PROVIDE FIRE DEPARTMENT ACCESS SIGNAGE PER DETAIL 9/A.002 AT EACH PERSONNEL DOOR.
22. TEST AND CONFIRM COMPLIANCE WITH THE INTERNATIONAL FIRE CODE SECTION 510 FOR EMERGENCY RESPONDER RADIO COVERAGE. IF REQUIRED BY TEST, PROVIDE AND INSTALL AN APPROVED SYSTEM BY A FCC LICENSED RADIO CONTRACTOR.



1 OVERALL FLOOR PLAN

SCALE: 1" = 30'-0"



PINEVILLE DC - LOT 4

PINEVILLE, NC

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Print Record

09 DECEMBER 2024 DESIGN REVIEW

Revisions

Issue Date

12/09/2024

Sheet Title

OVERALL FLOOR PLAN

Sheet No.

A-101

NOT ISSUED FOR CONSTRUCTION



PINEVILLE DC - LOT 4

PINEVILLE, NC

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[Print Record](#)

09 DECEMBER 2024 DESIGN REVIEW

Revisions

Issue Date
12/09/2024

Job No.
pinerville-lot4

Sheet Title

ENTRY VIEW

Sheet No.

A-200

NOT ISSUED FOR CONSTRUCTION

GLASS SCHEDULE

A	1" INSULATED INNER PANE 1/4" OUTER PANE 1/4" INNER PANE HEAT STRENGTHENED OUTER PANE HEAT STRENGTHENED FABRICATOR: GUARDIAN GLASS STYLE: SUNGUARD SN 68 COLOR: GRAY-CLEAR	B	1" INSULATED INNER PANE 1/4" OUTER PANE 1/4" INNER PANE TEMPERED OUTER PANE TEMPERED FABRICATOR: GUARDIAN GLASS STYLE: SUNGUARD SN 68 COLOR: GRAY-CLEAR	C	1" INSULATED INNER PANE 1/4" OUTER PANE 1/4" INNER PANE TEMPERED OUTER PANE TEMPERED FABRICATOR: GUARDIAN GLASS STYLE: SUNGUARD SN 68 WITH DECO HT COLOR: GRAY-CLEAR
	COATINGS: Low-E ON #2 SURFACE U-VALUE: .29 SHGC: .25		COATINGS: Low-E ON #2 SURFACE U-VALUE: .29 SHGC: .25		COATINGS: Low-E ON #2 SURFACE WITH #4 SURFACE BLACK SPANDREL U-VALUE: - SHGC: -

NOTE: PROJECTS LOCATED WITHIN A MILE OF THE COASTAL MEAN HIGH WATER LINE AND HAVE DESIGN WIND SPEEDS OVER 130 MPH ARE TO BE CONSIDERED WIND-BORNE DEBRIS REGIONS. PROVIDE IMPACT RATED GLASS IN WIND-BORNE DEBRIS REGIONS. G.C. TO CONFIRM.

EXTERIOR FINISH SCHEDULE

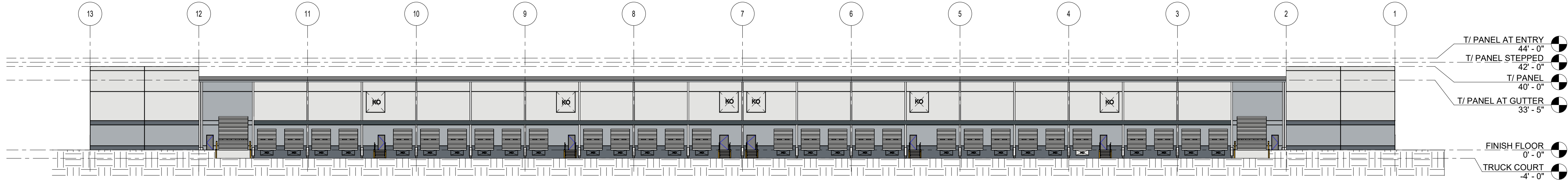
101	EXTERIOR TEXTURE COATING: PAINTED CONCRETE SHERWIN WILLIAMS ULTRACRETE OR EQUAL MEDIUM TEXTURE. COLOR: TBD	COLOR LEGEND SEE ELEVATION	106	JOINT SEALER: ALUM. STOREFRONT TREMCO DYMERIC 240FC OR EQUAL COLOR: ANODIZED ALUMINUM
102	EXTERIOR TEXTURE COATING: PAINTED CONCRETE SHERWIN WILLIAMS ULTRACRETE OR EQUAL MEDIUM TEXTURE. COLOR: TBD	COLOR LEGEND SEE ELEVATION	107	JOINT SEALER: S.C.P. JOINTS MASTERSEAL NP-2 POLYURETHANE OR EQUAL COLOR: TBD
103	EXTERIOR TEXTURE COATING: PAINTED CONCRETE SHERWIN WILLIAMS ULTRACRETE OR EQUAL MEDIUM TEXTURE. COLOR: TBD	COLOR LEGEND SEE ELEVATION	108	EXPOSED METAL DOORS & FRAMES COLOR: PAINTED TO MATCH 102
104	PRE-FINISHED METAL GRAVEL STOP, GUTTER, COPING, AND DOWNSPOUTS COLOR: PAC-CLAD - TBD		109	PRE-ENGINEERED METAL CANOPY COLOR: TBD
105	ALUMINUM STOREFRONT/CURTAIN WALL AS MANUFACTURED BY KAWNEER COLOR: CLEAR ANODIZED		110	PRE-ENGINEERED BULLNOSE CANOPY COLOR: PAC-CLAD - TBD

GENERAL NOTES

- ALL GLASS TO BE TYPE "A" U.N.O. ALL GLASS IN DOORS TO BE TEMPERED.
- ALL GLASS WITHIN 2' OF DOOR SWING TO BE TEMPERED.
- KAWNEER TRI-FAB 451 BASIS OF DESIGN FOR STOREFRONT.
- STOREFRONT SYSTEMS TO BE DESIGNED TO MEET ALL LOCAL AND DESIGN LOADS. SEE STRUCTURAL DRAWINGS FOR DESIGN LOAD REQUIREMENTS.
- EXTERIOR WALL PACKS ARE INCLUDED - SEE ELECTRICAL DRAWINGS FOR LOCATIONS.
- REVEALS SHALL WRAP EXPOSED PANEL EDGES AND EXPOSED BACK SIDES U.N.O.

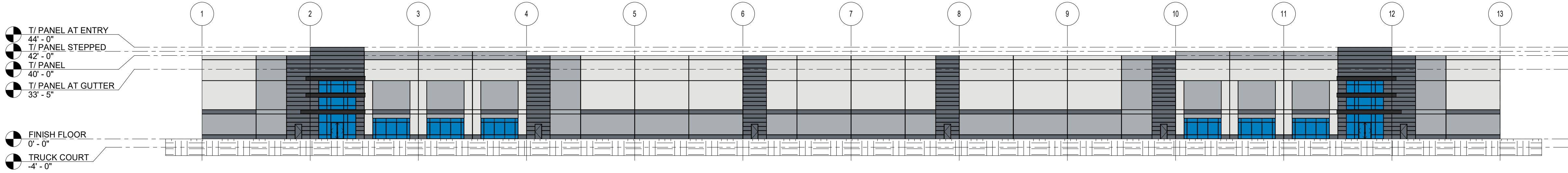
KEYNOTES

- E1 CONCRETE SERVICE RAMP, SEE 12/A-401
- E2 STAIR AND GUARDRAIL, TYP. SEE 6/A-401, 8/A-401, 10/A-401
- E3 DOCK BUMPER - SEE WALL SECTIONS
- E4 PIPE DOWNSPOUTS THRU RAMP TO TRUCK COURT. PROVIDE BIRD SCREEN AT RAMP WALL
- E5 LOUVER - SEE MECHANICAL DRAWINGS
- E6 LED WALL PACK - SEE ELECTRICAL DRAWINGS



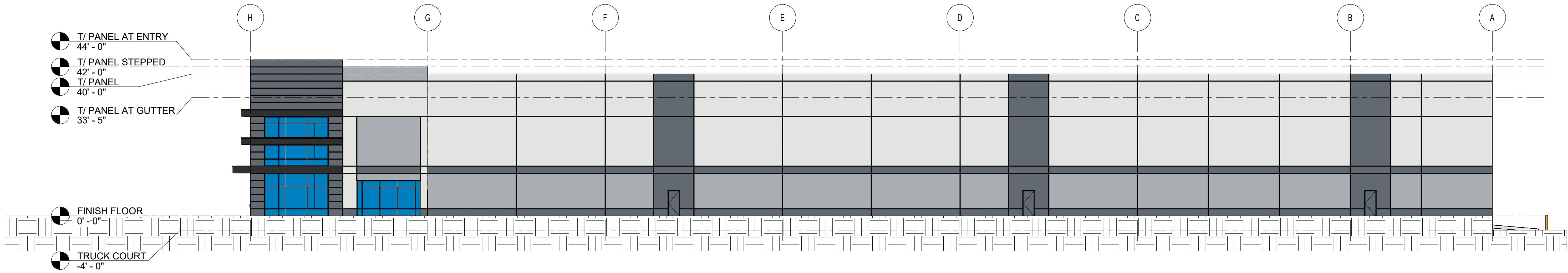
1 OVERALL NORTH ELEVATION

SCALE: 1" = 30'-0"



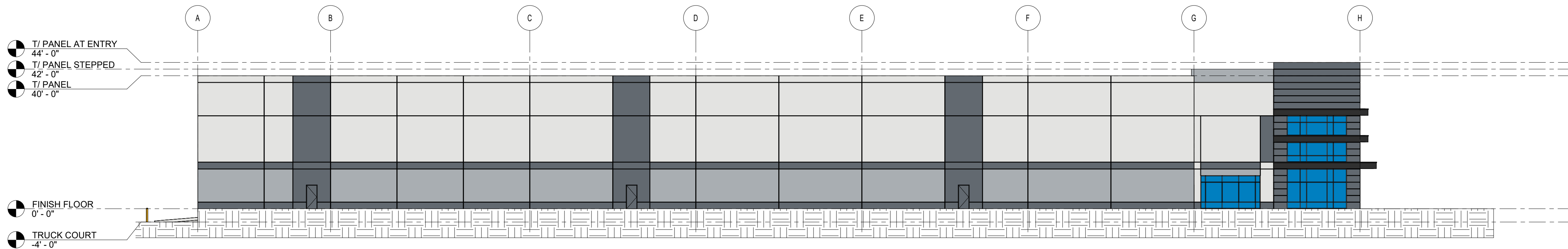
2 OVERALL SOUTH ELEVATION

SCALE: 1" = 30'-0"



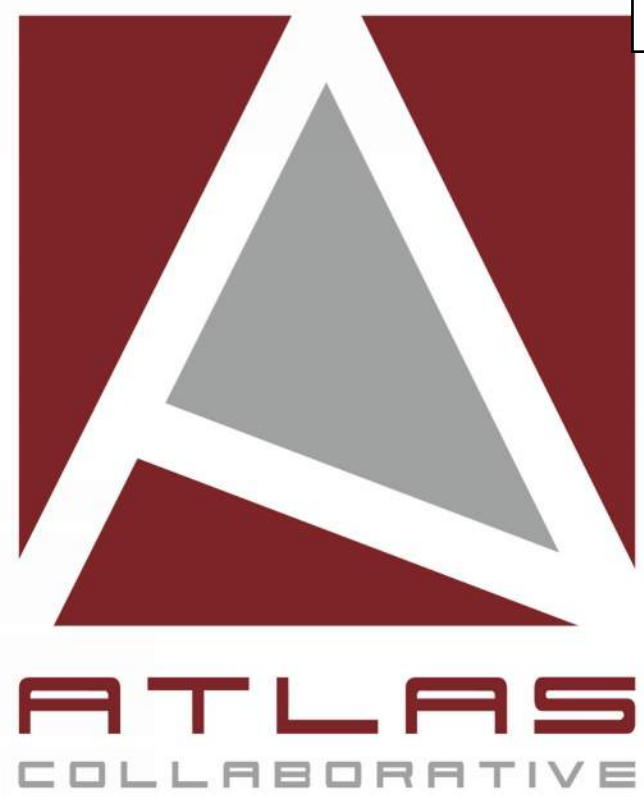
3 OVERALL EAST ELEVATION

SCALE: 1" = 20'-0"



4 OVERALL WEST ELEVATION

SCALE: 1" = 20'-0"



PINEVILLE DC - LOT 4

PINEVILLE, NC

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A-201

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Pineville Industrial Development

Traffic Impact Analysis

Pineville, North Carolina

January 12, 2018



Prepared for:

MPV Properties, LLC

TIMMONS GROUP

YOUR VISION ACHIEVED THROUGH OURS.



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1 INTRODUCTION

This report presents the findings of the traffic impact analysis for the proposed Pineville Industrial Development (Phases I and II). The development will be located off Industrial Drive, in Pineville, NC (see **Figure 1-1**) and will consist of a 510,000 square-foot (SF) warehousing building to be constructed in 2019 as part of Phase I and a 340,000 SF industrial building to be constructed in 2024 as part of Phase II.

Analyses were completed for the 2017 Existing traffic volumes and the 2019 and 2024 (Phases I & II) Background and Build traffic volumes (background + site trips). The purpose of this assessment is as follows:

1. Verify that the existing geometry provided within the study area is sufficient to accommodate the projected traffic volumes; and
2. Determine what, if any, improvements are necessary at the proposed site driveway connection to Industrial Drive, the intersections of Industrial Drive / Pineville Road / Polk Street and Industrial Drive / Rodney Street, as well as the two railroad crossings of Industrial Drive.

The following steps were taken to determine the potential traffic impacts associated with this project:

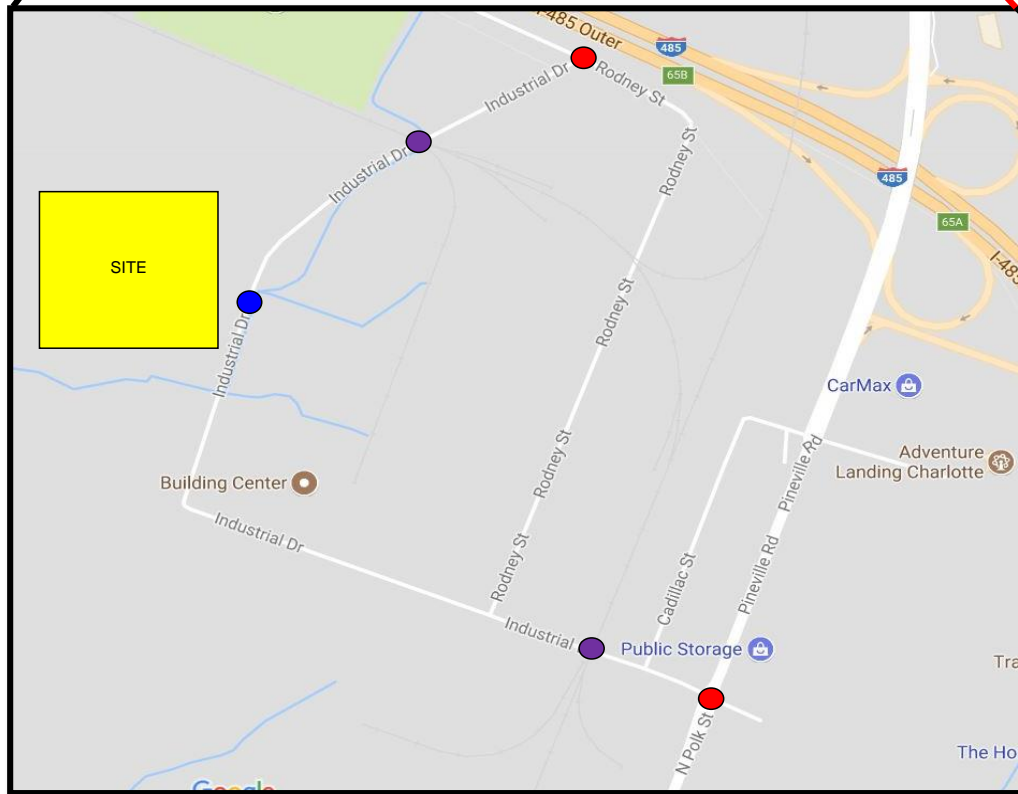
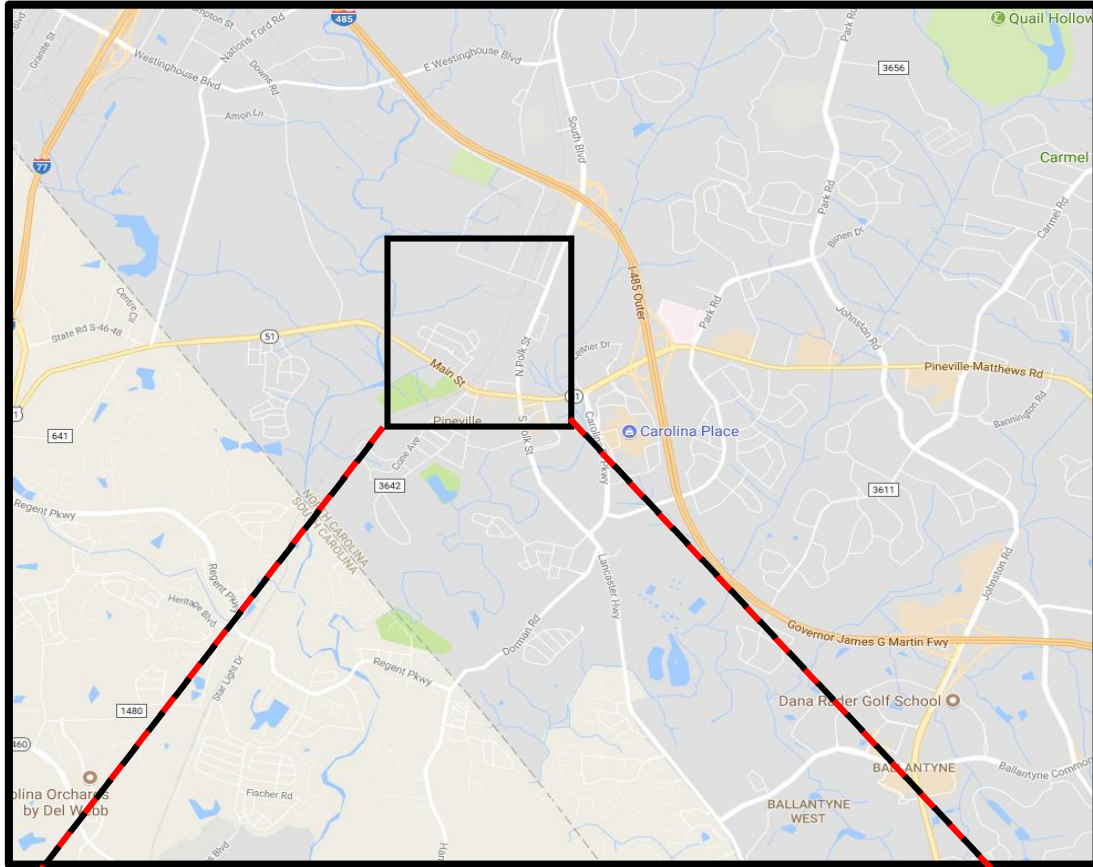
1. Data Collection – AM (7:00 – 9:00) and PM (4:00 – 6:00) peak hour turning movement counts were collected in May and October 2017 at the following four (4) intersections / crossings:
 - Industrial Drive / Pineville Road / Polk Street (signalized);
 - Industrial Drive / Rodney Street (unsignalized);
 - Industrial Drive / Northern Railroad Crossing* (unsignalized); and
 - Industrial Drive / Southern Railroad Crossing*(signalized);
- *Railroad Crossings of Industrial Drive.
2. Trip Generation/Future Traffic – Traffic generated by the proposed development was estimated using the 9th edition of the Institute of Transportation Engineers' *Trip Generation Manual*. Trip generation was calculated using the total square footage (510,000 SF & 340,000 SF respectively) as the independent variable, as well as the average rate and the equation (per NCDOT guidelines). Projected future traffic volumes were calculated using a 2% ambient growth rate and site trips from the adjacent residential development
 3. Trip Distribution and Projections – The distribution of site-generated trips was based on the distribution of existing area traffic. It was assumed, for purposes of analysis, that projected trips would follow the same patterns as existing traffic.
 4. Traffic Capacity Analysis – Level of service analyses were performed using SYNCHRO Version 9.1 (Build 912, Rev 4) for the following intersections:
 - Industrial Drive / Pineville Road / Polk Street;
 - Industrial Drive / Rodney Street; and
 - Site Driveway #1 / Industrial Drive.

Additionally, queue lengths along industrial drive were observed / recorded to determine if there were any impacts to the two railroad crossings with Industrial Drive.

5. Queuing Analysis – The 95th percentile queue lengths from the capacity analyses were analyzed at the intersections listed above.
6. Review of Proposed Improvements – Roadway / railroad crossing improvements proposed to accommodate projected site-generated traffic were evaluated (if applicable).



NOT TO SCALE



Legend

- = Study Area Intersection
- = Driveway Intersection
- = Railroad Crossing

2 EXISTING INFORMATION

The proposed development will be located off Industrial Drive west of Polk Street / Pineville Road, in Pineville, NC, as shown on **Figure 1-1**.

2.1 STUDY LIMITS

Access to the proposed site will be provided through one site driveway connection to the outside roadway network made via Industrial Drive (Site Driveway #1). Site Driveway #1 will be located approximately 2,500' (C/L to C/L) south of Rodney Street, approximately 1,650' (C/L to C/L) south of the northern railroad crossing, and approximately 2,715' (C/L to C/L) northwest of the southern railroad crossing. The northern railroad crossing is located approximately 875' (C/L to C/L) south of Rodney Street. Finally, the southern railroad crossing is located approximately 600' (C/L to C/L) west of Pineville Road / Polk Street.

The proposed entrance is shown graphically on **Figure 2-1** (all figures are located at the end of their respective chapter). **Figure 2-2** includes the preliminary site layout for the industrial development.

The study limits include the following five (5) intersections / crossings:

1. Industrial Drive / Pineville Road / Polk Street
2. Industrial Drive / Rodney Street
3. Industrial Drive / Southern Railroad Crossing*
4. Industrial Drive / Northern Railroad Crossing*
5. Site Driveway #1 / Industrial Drive

*Existing railroad crossing of Industrial Drive.

2.2 EXISTING ROADWAYS

SR 4982 (Polk Street / Pineville Road) is a four-lane facility that runs north-south, east of the project study area. The facility has a posted 45-mph speed limit and serves residential and commercial developments as well as commuter traffic. Polk Street / Pineville Road stretches from downtown Charlotte (beginning as Caldwell Street) southward to US-521 (changing names to Lancaster Highway).

Industrial Drive is a two-lane facility that runs approximately north-south in front of the proposed site before turning east-west to intersect Pineville Road / Polk Street. The facility has a posted 35-mph speed limit and primarily services the existing industrial park. Industrial Drive runs from Rodney Street to the northwest to Polk Street / Pineville Road to the east.

Rodney Street is a two-lane facility that runs approximated east-west, north of the project study area. The facility has a posted 35-mph speed limit and primarily services the existing industrial park. Rodney Street runs from Industrial Drive in the south to E Westinghouse Boulevard in the northwest.

2.3 EXISTING INTERSECTIONS / RAILROAD CROSSINGS

Using available aerial imagery and site visits, Timmons Group compiled the existing geometry for each of the study area intersections. The existing intersection geometry is shown on **Figure 2-3** and used throughout all analyses.

Polk Street / Pineville Road / Industrial Drive is an eight-phase signalized intersection with protected / permitted left-turn phasing for all four approaches. The north and southbound intersection approaches each include an exclusive left-turn lane, a through lane, and a shared through / right-turn lane. The east

and westbound approaches each include an exclusive left-turn lane and a shared through / right-turn lane.

Industrial Drive / Rodney Street is an unsignalized T-intersection with the northbound Industrial Drive approach encountering the stopped condition. The northbound approach consists of a shared left / right-turn lane. The eastbound approach consists of a shared through / right-turn lane. The westbound approach consists of a shared left-turn / through lane.

Industrial Drive / Northern Railroad Crossing is an unsignalized crossing including cross-buck signage denoting the crossing. At the crossing, Industrial Drive consists of a two-lane roadway section.

Industrial Drive / Southern Railroad Crossing is a signalized crossing including overhead flashers, gates, and cross-buck signage. At the crossing, Industrial Drive consists of a two-lane roadway section.

2.4 TRAFFIC VOLUMES

Timmons Group calculated peak hour volumes for the study area intersections using the AM (7:00 – 9:00) and PM (4:00 – 6:00) peak period turning movement counts undertaken in May and October 2017. Traffic count data is summarized in **Figure 2-4**. The complete traffic count data can be found in **Appendix A**.

2.5 AREA SAFETY REVIEW

Crash data for the past five-year period (2012 –2017) was provided by the NCDOT. Per **Table 2-1** below, the intersection of Industrial Drive / Pineville Road / Polk Street had 18 reported accidents. Crash data for the intersection of Industrial Drive / Rodney Street, was provided in December and showed only one accident occurring in 2005. No fatal crashes were reported at the intersection of Polk Street / Pineville Road / Industrial Drive or Industrial / Rodney Street. A crash summary (provided in **Appendix B**) has been included in **Table 2-1** below summarizing the number of crashes, type of crash (injury / property damage), and year of occurrence.

Table 2-1: Crash Information

Location	2012	2013	2014	2015	2016	2017	Injury	Property Damage
Polk Street / Pineville Road / Industrial Drive	2	4	7	8	4	3	10	18
Industrial Drive / Rodney Street	0	0	0	1	0	0	0	1

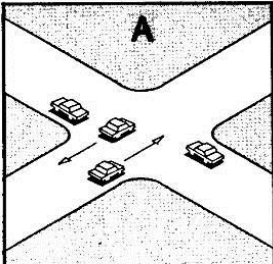
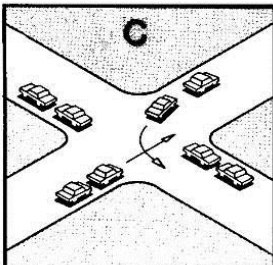
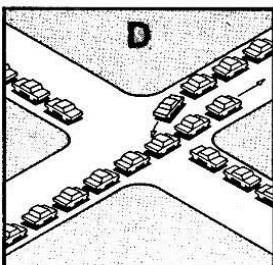
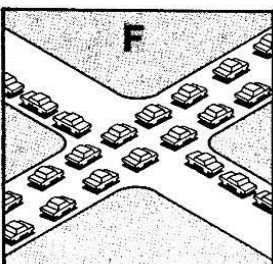
2.6 CAPACITY ANALYSIS

Using field observations, aerial photography, and traffic count data, traffic operations were analyzed during 2017 (existing) and 2019 / 2024 (without and with the proposed development site trips for Phases I & II).

Capacity analysis allows traffic engineers to determine the impacts of traffic on the surrounding roadway network. The Transportation Research Board's (TRB) *Highway Capacity Manual* (HCM) methodologies govern how the capacity analyses are conducted and how the results are interpreted. There are six letter grades of Levels of Service (LOS) from A to F, with LOS A representing the best operating conditions and LOS F the worst operating conditions. At signalized intersections, an overall intersection LOS E is generally considered unacceptable. At unsignalized intersections, a LOS E is generally considered acceptable only

if the side street encounters delay. Nevertheless, side streets typically function at a LOS F during peak traffic periods, because the traffic volumes often do not warrant a traffic signal to assist side street traffic. **Table 2-2** shows in detail how each of these levels of service are interpreted.

Table 2-2: Level of Service Definitions

Level of Service	Roadway Segments or Controlled Access Highways	Intersections	
A	Free flow, low traffic density.	No vehicle waits longer than one signal indication.	
B	Delay is not unreasonable, stable traffic flow.	On a rare occasion motorists wait through more than one signal indication.	
C	Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.	Intermittently drivers wait through more than one signal indication, and occasionally backups may develop behind left turning vehicles, traffic flow still stable and acceptable.	
D	Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, thus preventing excessive backups.	Delays at intersections may become extensive with some, especially left-turning vehicles waiting two or more signal indications, but enough cycles with lower demand occur to permit periodic clearance, thus preventing excessive backups.	
E	Actual capacity of the roadway involves delay to all motorists due to congestion.	Very long queues may create lengthy delays, especially for left-turning vehicles.	
F	Forced flow with demand volumes greater than capacity resulting in complete congestion. Volumes drop to zero in extreme cases.	Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a storage area during part or all of an hour.	

SOURCE: "A Policy on Design of Design of Urban Highways and Arterial Streets" - AASHTO, 1973 based upon material published in "Highway Capacity Manual", National Academy of Sciences, 1965.

For signalized and unsignalized intersections, level of service is defined in terms of **delay**, a measure of driver discomfort, frustration, fuel consumption and lost travel time. **Table 2-3** summarizes the delay associated with each LOS category:

Table 2-3: Signalized and Unsignalized Intersection Level of Service Criteria

Signalized Intersections		Unsignalized Intersections	
Level of Service	Control Delay per Vehicle (sec/veh)	Level of Service	Average Control Delay (sec/veh)
A	≤ 10	A	0 to 10
B	> 10 to ≤ 20	B	> 10 to ≤ 15
C	> 20 to ≤ 35	C	> 15 to ≤ 25
D	> 35 to ≤ 55	D	> 25 to ≤ 35
E	> 55 to ≤ 80	E	> 35 to ≤ 50
F	> 80	F	> 50

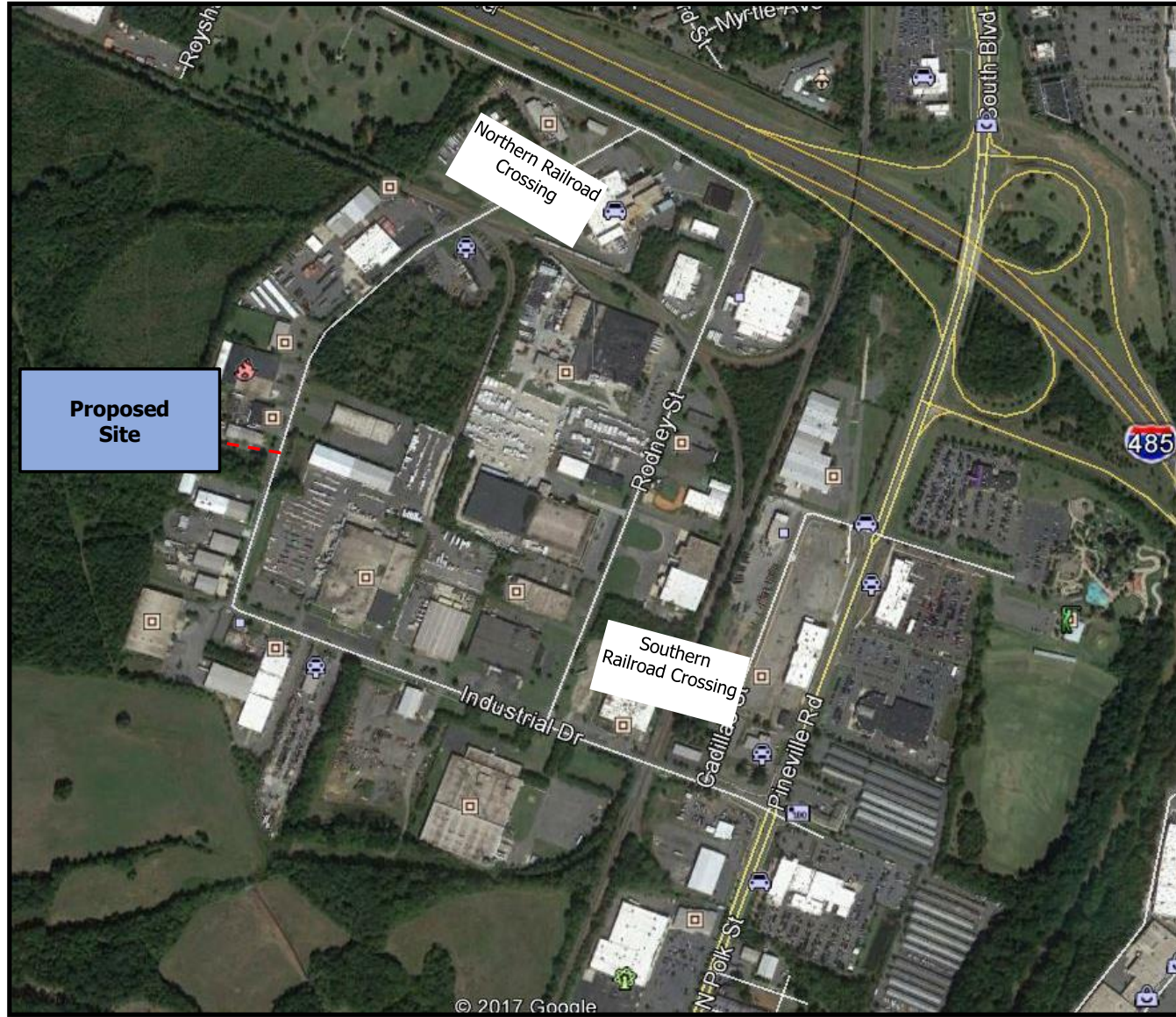
Source: Exhibit 16-2 and Exhibit 17-2 from TRB's "Highway Capacity Manual 2000"

Capacity analyses were performed to assess operational conditions. Study area intersections were analyzed using SYNCHRO Version 9.1 (Build 912, Rev 4) based on Highway Capacity Manual (HCM) methodologies with the following assumptions:

- Existing grades;
- 12-foot lane widths;
- No parking activity, bus stops, or pedestrians;
- Peak hour factor (PHF) of 0.90;
- Heavy vehicle percentages 2%; and
- Existing green splits with timing values found in the provided traffic signal plans (see **Appendix C**).



NOT TO SCALE



LEGEND:

- Existing Road
- - - Proposed Road
- Proposed Site
- Adjacent Site



SITE PLAN




Industrial Drive - June 23, 2017



0 400 800 Feet

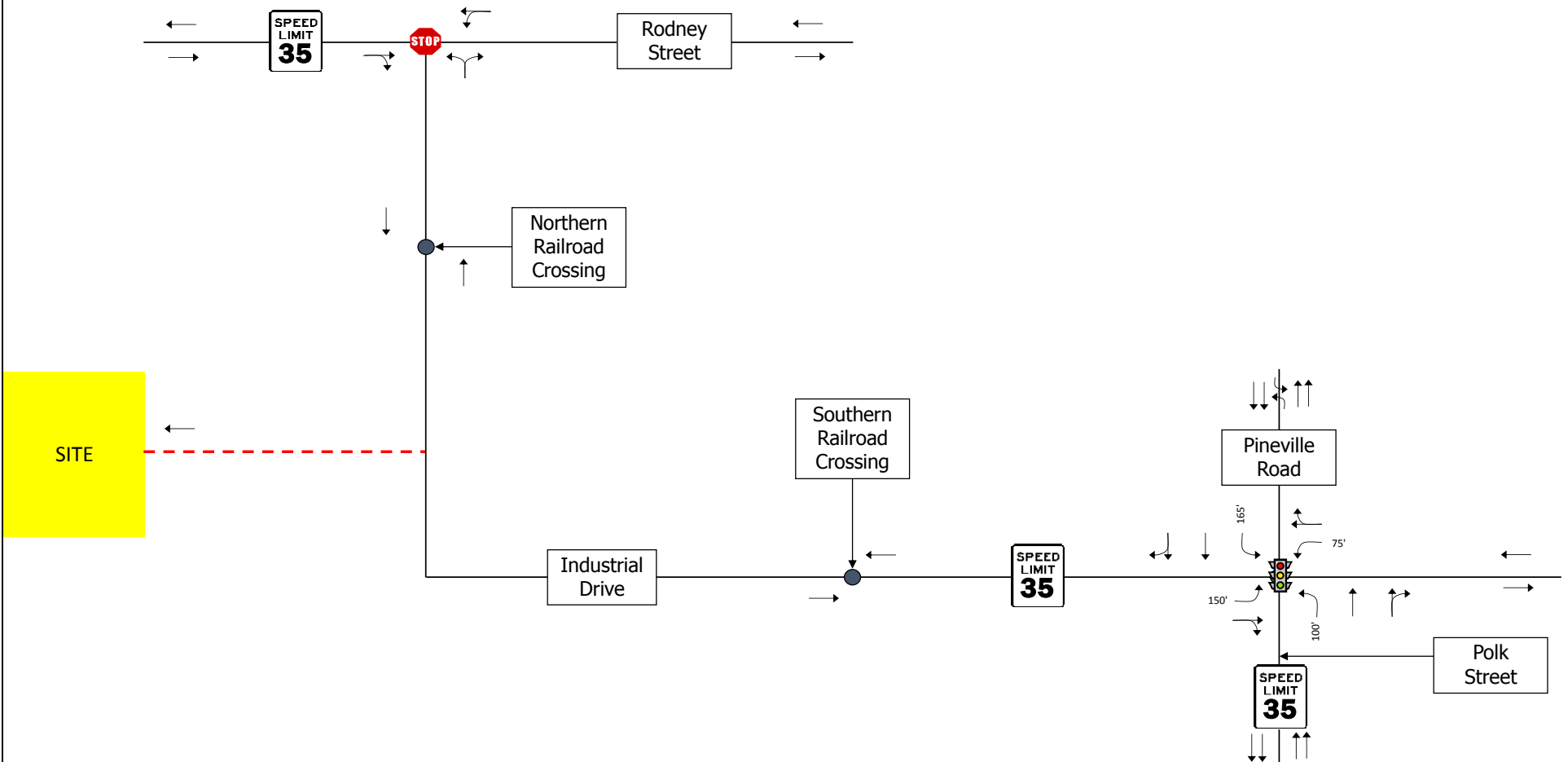


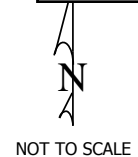
LEGEND:

- Existing Road
- - - Proposed Road
-  Signalized Intersection
-  Unsignalized Intersection
-  Lane Configuration

Item 9.

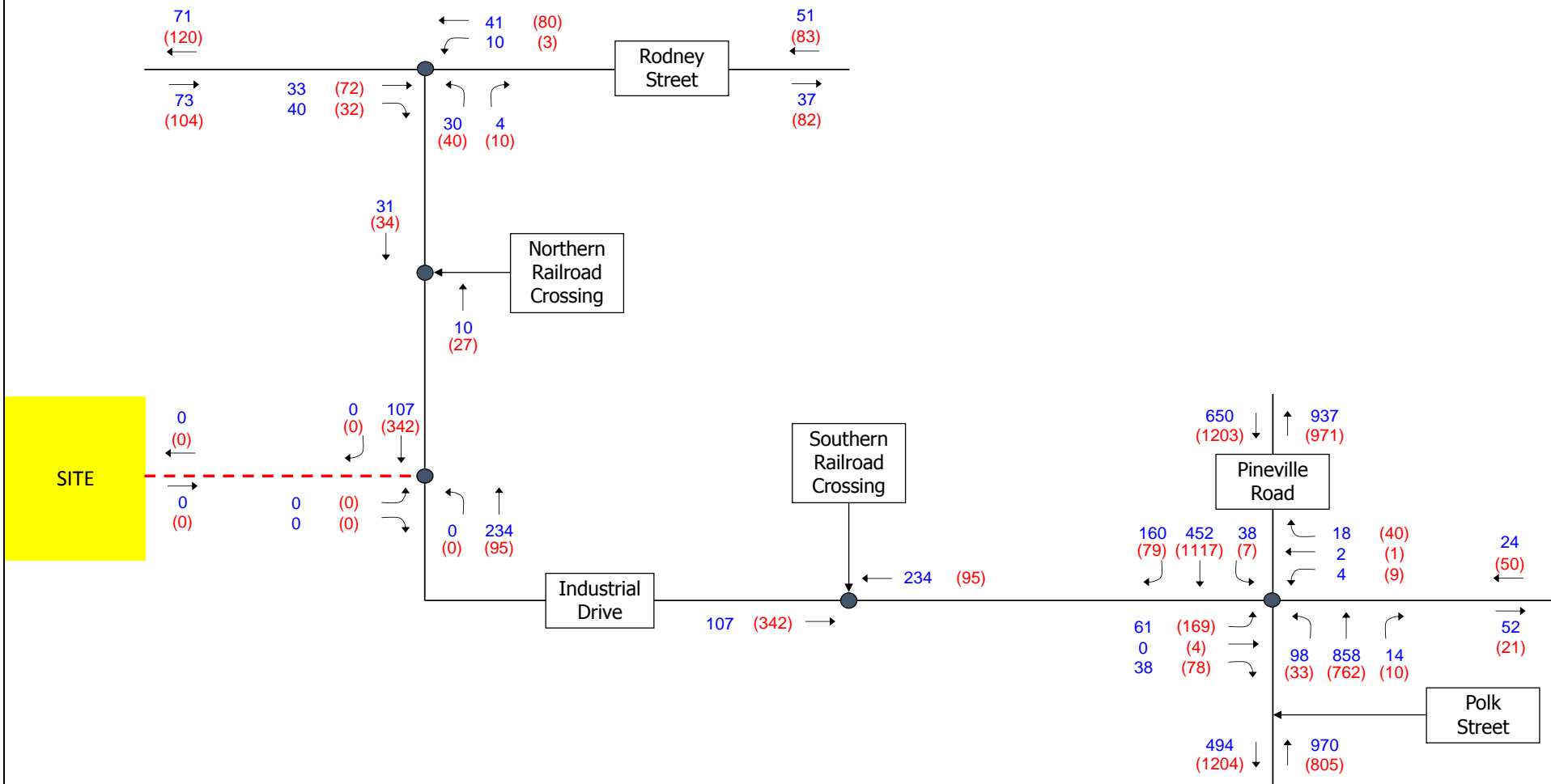
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LEGEND:

- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



3 EXISTING AND BACKGROUND CONDITIONS AND ANALYSIS

3.1 2017 EXISTING ANALYSES

Table 3-1 summarizes the 2017 Existing intersection LOS, delay, and 95th percentile queue lengths based on the geometry shown on **Figure 2-3** and the 2017 Existing traffic volumes shown on **Figure 2-4**. The corresponding SYNCHRO output is included in **Appendix D**.

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is currently operating at a LOS B during both the AM and PM peak hours. During the PM peak hour, Synchro projects that the 95th percentile queue length for the eastbound left-turn lane (170-feet) exceeds available storage (150-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are currently operating at a LOS A during the AM and PM peak hours.

**Table 3-1: Intersection Level of Service, Delay and 95th Percentile Queue Summary
2017 Existing Traffic Volumes**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Polk Street / Pineville Road (N-S) at Industrial Drive (E-W) Signalized	EB Left	150	19.4	B	55	33.2	C	170
	EB Thru/Right		24.1	C	48	32.1	C	106
	<i>EB Approach</i>		21.2	C	--	32.9	C	--
	WB Left	75	19.2	B	8	27.1	C	18
	WB Thru/Right		29.4	C	32	41.3	D	63
	<i>WB Approach</i>		27.9	C	--	38.7	D	--
	NB Left	100	6.9	A	43	7.9	A	20
	NB Thru/Right		11.7	B	263	11.0	B	242
	<i>NB Approach</i>		11.3	B	--	10.9	B	--
	SB Left	165	6.8	A	21	7.1	A	7
	SB Thru/Right		14.2	B	179	19.7	B	444
	<i>SB Approach</i>		13.7	B	--	19.6	B	--
	Overall		13.0	B	--	18.4	B	--
2. Industrial Drive (N-S) at Rodney Street (E-W) Unsignalized	EB Thru/Right		0.0	A	0	0.0	A	0
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left/Thru		1.5	A	1	0.3	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left/Right		9.3	A	3	9.7	A	5
	<i>NB Approach</i>		†	†	--	†	†	--

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal.

3.2 2021 BACKGROUND TRAFFIC VOLUMES

Currently there is one approved development in the project study area that will be partially or fully built-out by 2019 and 2024, respectively: Cranford Drive Residential Development (see **Appendix E**). Listed below is the approved development, site trip distribution assumptions, and proposed offsite improvements.

- Cranford Drive Residential Development
 - TIA completed by Timmons Group (sealed 8/25/17)
 - Located off Main Street in Pineville, NC
 - Assumed to be fully constructed prior to the Pineville Industrial Development*
 - 170 detached single-family residential units and 155 townhomes – Land Use Codes (LUC) 210 and 230
 - One site driveway connection to Industrial Drive
 - Trip distribution found in existing TIA
 - No assumed offsite improvements

*The build analysis year for the Cranford Drive Residential TIA was 2021; however, to provide a more conservative analysis, it was assumed the development would be fully constructed prior to 2019.

Projected and distributed trips from the approved development (see **Appendix E**) were totaled and are shown in **Figure 3-1**. These trips were added to the 2019 ambient volumes (existing traffic volumes multiplied by a 2% growth factor – found in TIAs for adjacent studies) to determine the 2019 Phase I Background traffic volumes (see **Figure 3-2**). Similarly, approved development trips were added to the 2024 ambient volumes and 2019 Phase I Trip Distribution traffic volumes (see **Figure 4-1**) to determine the 2024 Phase II Background traffic volumes (see **Figure 3-3**).

3.3 2021 BACKGROUND ANALYSIS

Table 3-2a summarizes the 2019 Phase I Background intersection LOS, delay, and 95th percentile queue lengths based on the geometry shown in **Figure 2-3** and the 2019 Phase I Background traffic volumes shown in **Figure 3-2**. The corresponding SYNCHRO output is included in **Appendix D**.

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS B during the 2019 Phase I Background AM peak hour and LOS C during the PM peak hour. During the PM peak hour, Synchro projects that the 95th percentile queue length for the eastbound left-turn lane (238-feet) will exceed available storage (150-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are projected to operate at a LOS A during the 2019 Phase I Background AM and PM peak hours.

**Table 3-2a: Intersection Level of Service, Delay and 95th Percentile Queue Summary
2019 Phase I Background Traffic Volumes**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Polk Street / Pineville Road (N-S) at Industrial Drive (E-W) Signalized	EB Left	150	23.1	C	89	43.3	D	#238
	EB Thru/Right		26.0	C	67	37.2	D	133
	<i>EB Approach</i>		24.1	C	--	41.3	D	--
	WB Left	75	20.5	C	9	29.9	C	20
	WB Thru/Right		32.0	C	34	45.1	D	71
	<i>WB Approach</i>		30.3	C	--	42.5	D	--
	NB Left	100	7.8	A	48	8.2	A	26
	NB Thru/Right		15.1	B	282	10.6	B	261
	<i>NB Approach</i>		14.3	B	--	10.4	B	--
	SB Left	165	7.3	A	22	7.1	A	8
	SB Thru/Right		15.6	B	196	22.7	C	527
	<i>SB Approach</i>		15.1	B	--	22.6	C	--
	Overall		15.7	B	--	21.1	C	--
2. Industrial Drive (N-S) at Rodney Street (E-W) Unsignalized	EB Thru/Right		0.0	A	0	0.0	A	0
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left/Thru		1.4	A	1	0.3	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left/Right		9.4	A	5	9.8	A	6
	<i>NB Approach</i>		†	†	--	†	†	--

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal.

Table 3-2b summarizes the 2024 Phase II Background intersection LOS, delay, and 95th percentile queue lengths based on the geometry shown in **Figure 2-3** and the 2024 Phase II Background traffic volumes shown in **Figure 3-3**. The corresponding SYNCHRO output is included in **Appendix D**.

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS B during the 2024 Phase II Background AM peak hour and LOS C during the PM peak hour. During the PM peak hour, Synchro projects that the 95th percentile queue length for the eastbound left-turn lane (279-feet) will exceed available storage (150-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths.

All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are projected to operate at a LOS B or better during the 2019 Phase II Background AM and PM peak hours.

All unsignalized intersection movements at the intersection of Industrial Drive / Site Driveway #1 are projected to operate at a LOS B or better during the 2024 Phase II Background AM and PM peak hours.

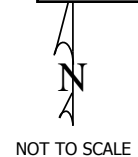
**Table 3-2b: Intersection Level of Service, Delay and 95th Percentile Queue Summary
2024 Phase II Background Traffic Volumes**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Polk Street / Pineville Road (N-S) at Industrial Drive (E-W) Signalized	EB Left	150	28.0	C	117	64.5	E	#279
	EB Thru/Right		29.2	C	84	44.3	D	248
	<i>EB Approach</i>		28.4	C	--	56.5	E	--
	WB Left	75	23.0	C	12	32.9	C	21
	WB Thru/Right		34.6	C	37	50.6	D	76
	<i>WB Approach</i>		32.4	C	--	47.5	D	--
	NB Left	100	10.8	B	81	10.3	B	38
	NB Thru/Right		16.3	B	331	11.4	B	300
	<i>NB Approach</i>		15.4	B	--	11.3	B	--
	SB Left	165	7.7	A	24	7.0	A	8
	SB Thru/Right		20.3	C	248	27.5	C	674
	<i>SB Approach</i>		19.6	B	--	27.4	C	--
	Overall		18.3	B	--	26.9	C	--
2. Industrial Drive (N-S) at Rodney Street (E-W) Unsignalized	EB Thru/Right		0.0	A	0	0.0	A	0
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left/Thru		1.9	A	1	0.4	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left/Right		9.6	A	6	10.1	B	8
	<i>NB Approach</i>		†	†	--	†	†	--
3. Industrial Drive (N-S) at Site Driveway #1 (E-W) Unsignalized	EB Thru/Right		9.5	A	3	13.0	B	22
	<i>EB Approach</i>		†	†	--	†	†	--
	NB Left/Thru		2.8	A	7	2.3	A	3
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru/Right		0.0	A	0	0.0	A	0
	<i>SB Approach</i>		†	†	--	†	†	--

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

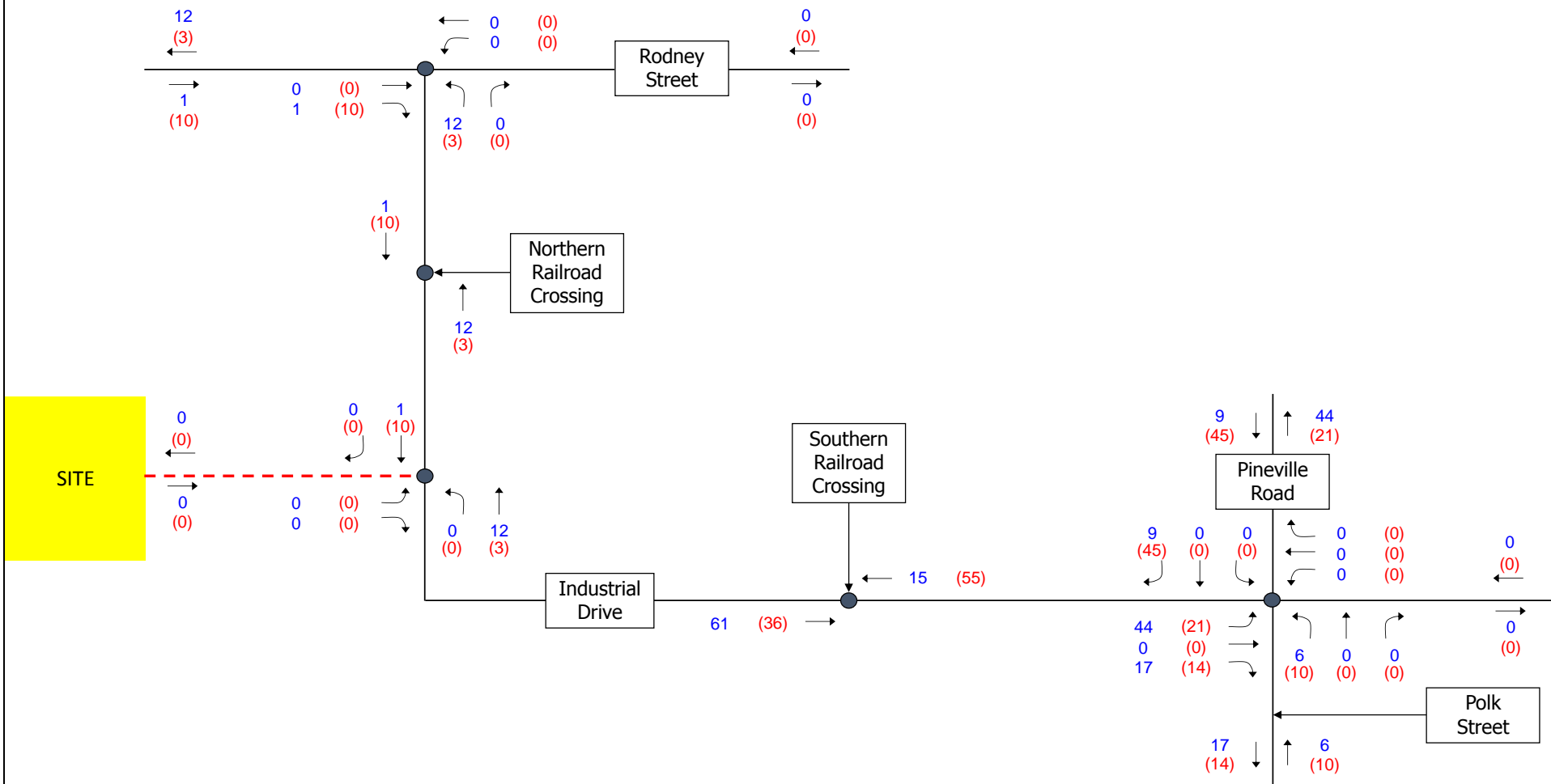
- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

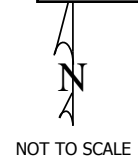
m - Volume for 95th percentile queue is metered by upstream signal.



LEGEND:

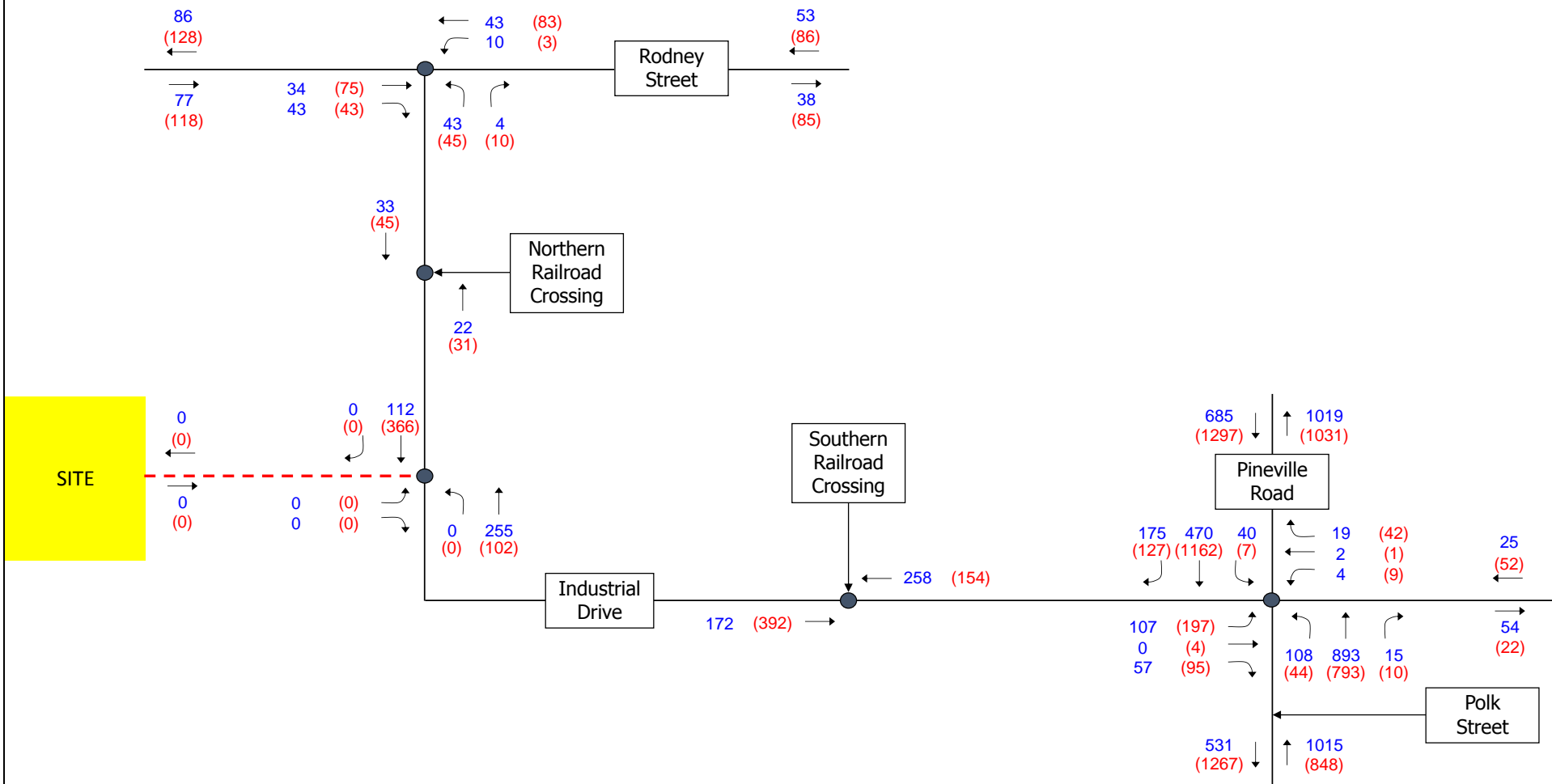
- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)

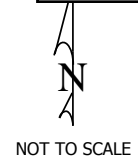




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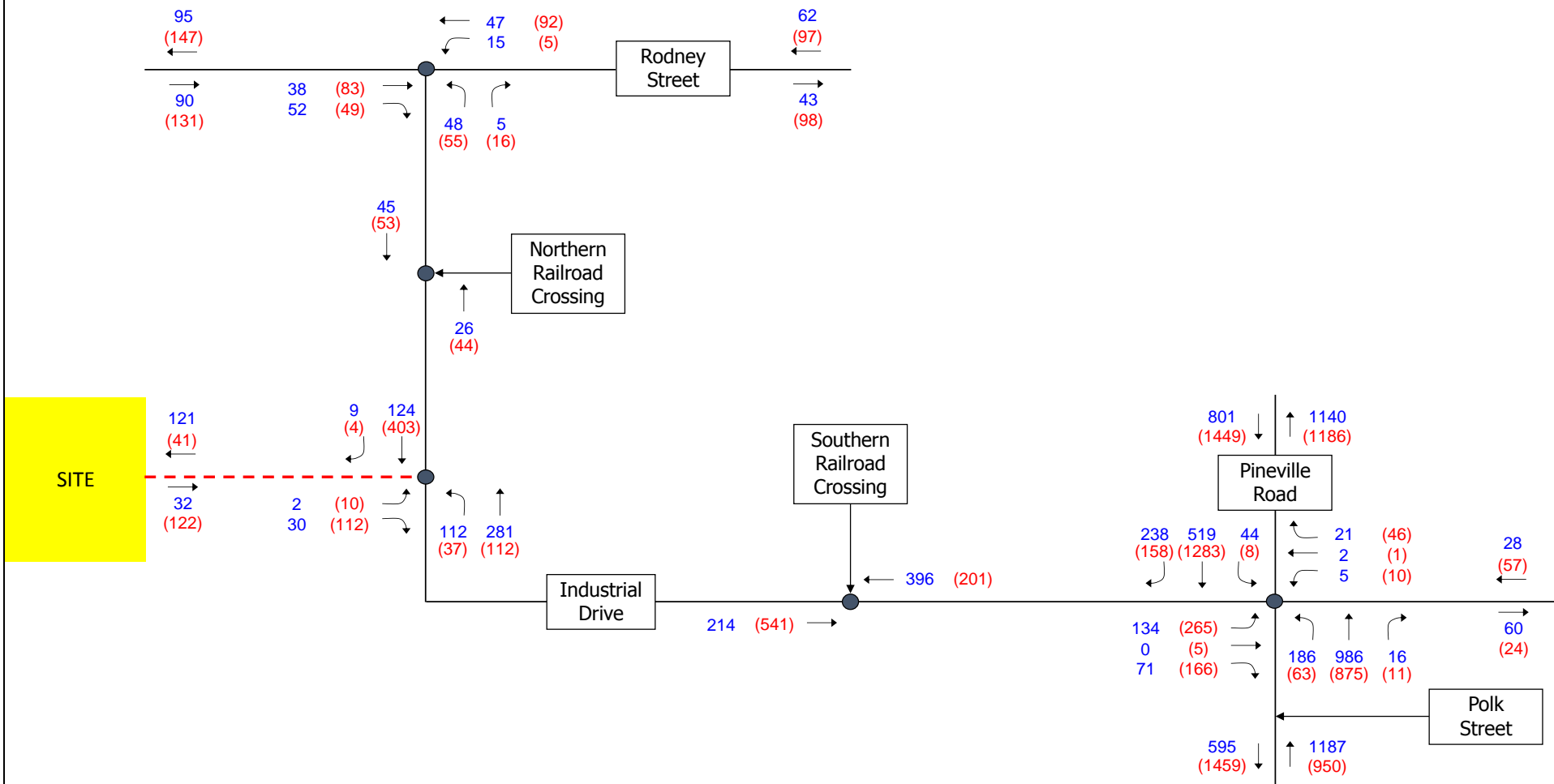
- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)





LEGEND:

- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



4 SITE TRIP GENERATION AND DISTRIBUTION

Site trips for the Pineville Industrial Development were estimated based on the proposed land use supplied by the developer and subsequently distributed onto the surrounding roadway network for each phase of construction.

4.1 TRIP GENERATION

The traffic generation potential of the proposed development was determined using the *ITE Trip Generation Manual* (Institute of Transportation Engineers, 9th Edition, 2012). **Tables 4-1a** and **4-1b** below list the ITE Land Use Code (LUC) and independent variable used for the development during Phase I and Phase II. Trip generation values were calculated using the total square footage (510,000 SF & 340,000 SF respectively) as the independent variable as well as the average rate and the equation (per NCDOT guidelines).

Table 4-1a: Phase I Trip Generation Summary

ITE Land Use Code	Independent Variable	Daily			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
510 – Warehousing	510,000 SF	908	908	1,816	121	32	153	41	122	163

SOURCE: Institute of Transportation Engineers' *Trip Generation Manual* 9th Edition (2012)

Phase I AM peak hour trips generated totaled 121 incoming and 32 outgoing where PM peak hour trips totaled 41 incoming and 122 outgoing. Average daily traffic (ADT) volumes generated by the development totaled 1,816 vehicles per day. No reduction in trips was included due to internal capture and/or pass-by trips.

Table 4-2b: Phase II Trip Generation Summary

ITE Land Use Code	Independent Variable	Daily			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
510 – Warehousing	510,000 SF	908	908	1,816	121	32	153	41	122	163
110 – General Light Industrial	340,000 SF	1219	1219	2,438	274	37	311	39	289	328
Total:		2,127	2,127	4,254	395	69	464	80	411	491

SOURCE: Institute of Transportation Engineers' *Trip Generation Manual* 9th Edition (2012)

Phase II AM peak hour trips generated totaled 395 incoming and 69 outgoing where PM peak hour trips totaled 80 incoming and 411 outgoing. Average daily traffic (ADT) volumes generated by the development totaled 4,254 vehicles per day. No reduction in trips was included due to internal capture and/or pass-by trips.

4.2 TRIP DISTRIBUTION

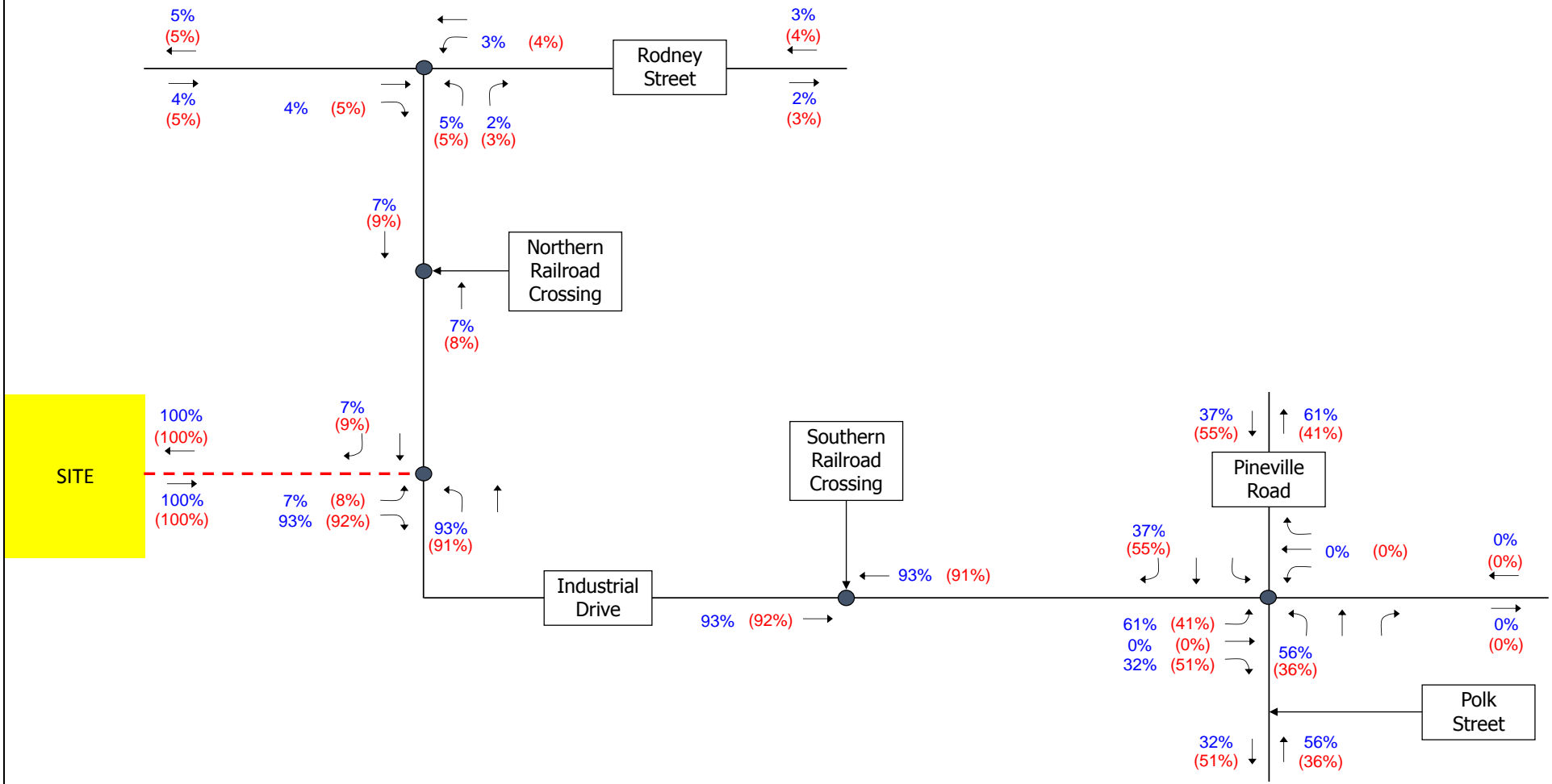
The directional traffic patterns, or trip distribution, of the site-generated traffic was determined using the existing AM and PM peak hour traffic characteristics. It was assumed, for purposes of this study, that all site traffic would enter and exit the study area in the same manner as the existing traffic. Area trip distribution is based on traffic counts performed by Timmons Group. Total trips into and out of the study area using Rodney Street, Industrial Drive, Polk Street, and Pineville Road form the basis for the percentage distribution. Distribution percentages into and out of the study area were calculated using existing traffic volumes entering and exiting the study area. The percentages were routed, via shortest path, to and from the proposed development. The distribution percentages were then applied to the generated trips to predict routes and project traffic volumes for the 2019 Phase I and 2024 Phase II build-

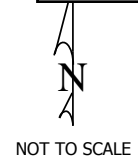
out scenarios. **Figure 4-1** shows the trip distribution percentages and **Figures 4-2** and **4-3** show the 2019 and 2024 Phases I and II site trip distribution volumes, respectively. 2019 Phase I Build traffic volumes were determined by applying the Phase I site trip distribution volumes to the 2019 Phase I Background traffic volumes (see **Figure 3-2**). Similarly, 2024 Phase II Build traffic volumes were determined by applying the Phase II site trip distribution volumes to the 2024 Phase II Background traffic volumes (see **Figure 3-3**).



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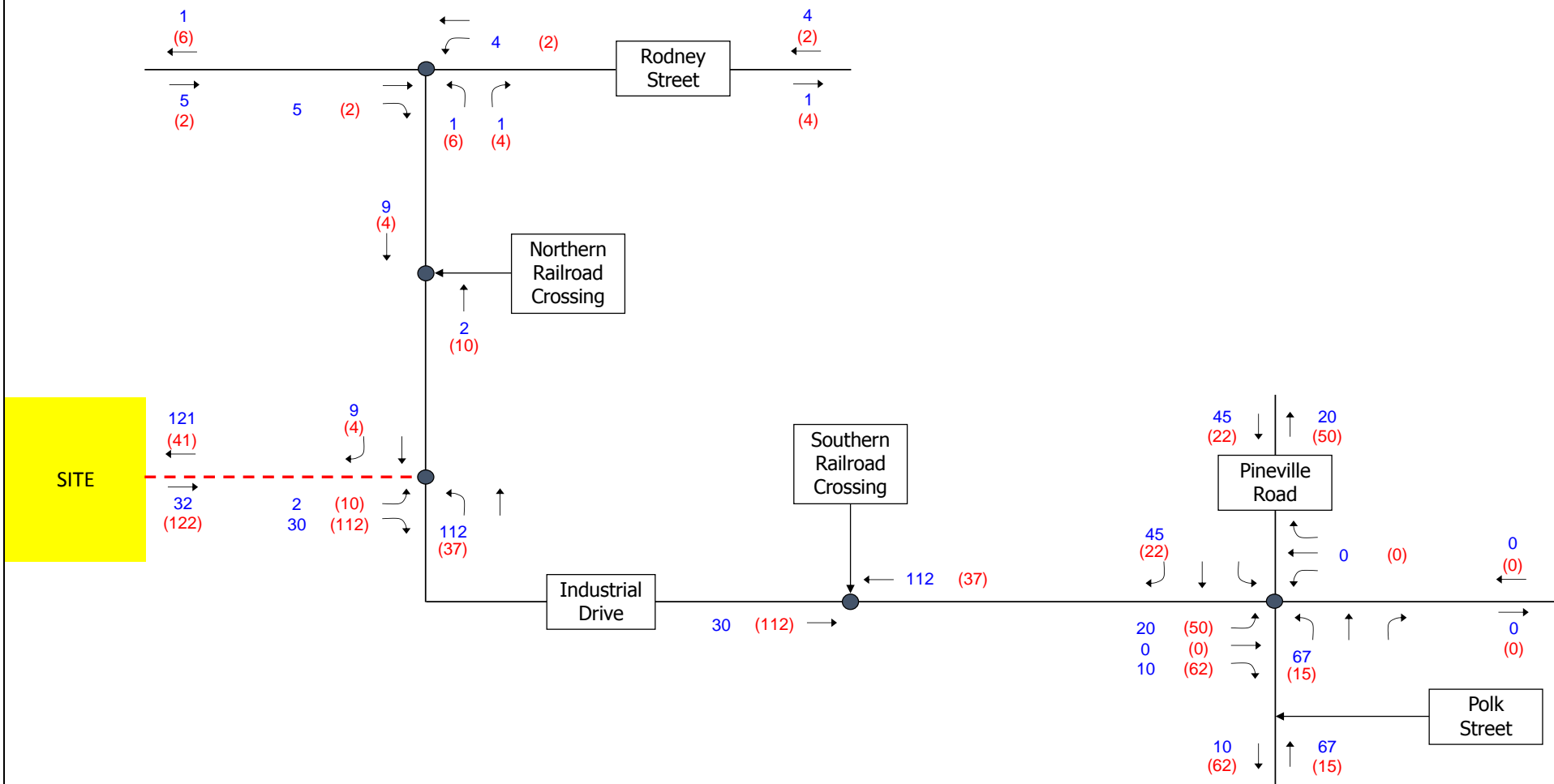
- Existing Road
- Proposed Road
- XX AM Peak Hour Percents
- (XX) PM Peak Hour Percents

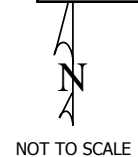




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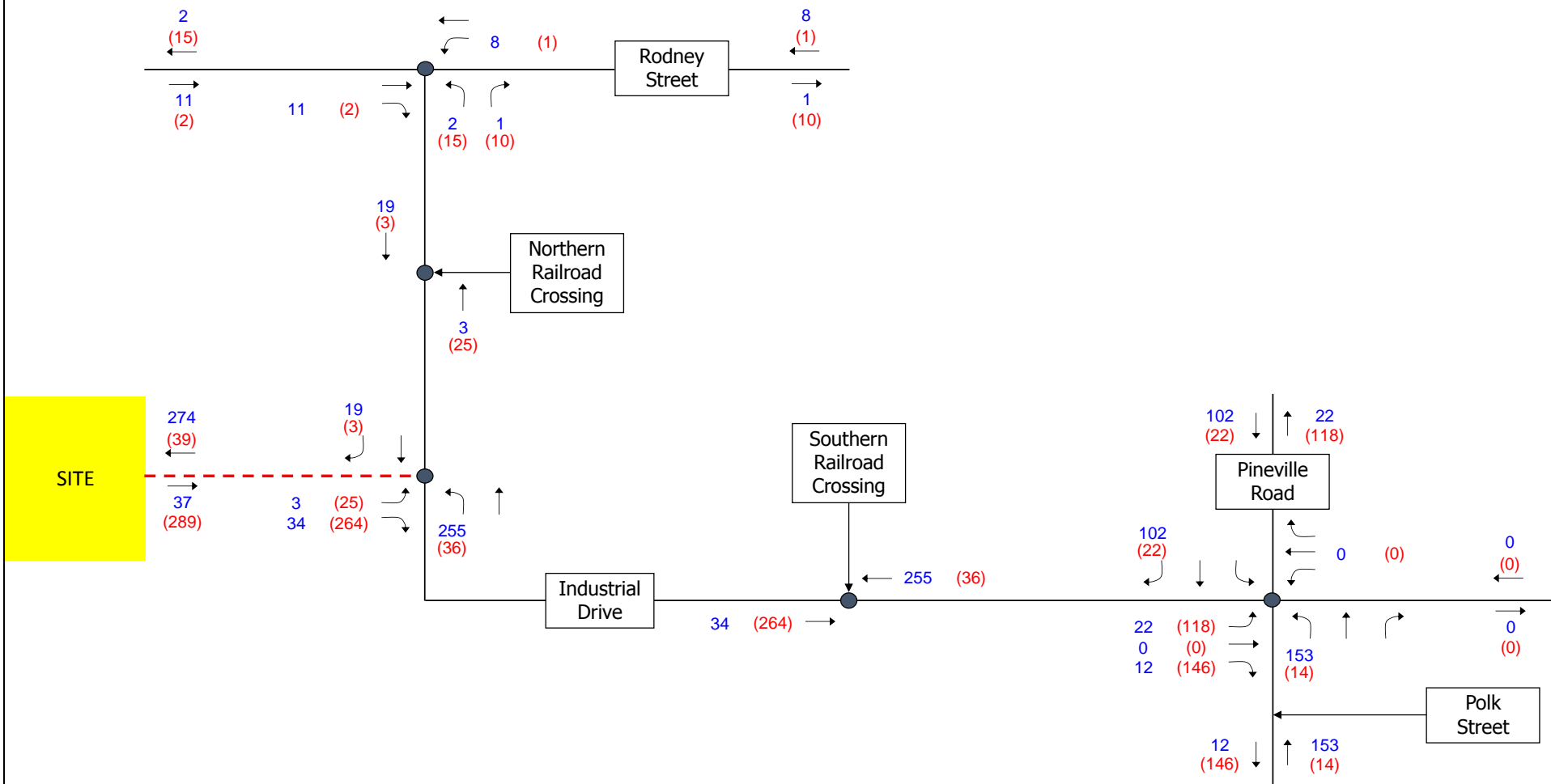
- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)





LEGEND:

- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



5 PHASE I & II BUILD CONDITION AND ANALYSIS

To complete the 2019 Phase I and 2024 Phase II Build analyses (including the proposed development), the estimated site trips were added to the 2019 Phase I and 2024 Phase II Background traffic volumes, respectively. The projected total volumes, along with the existing intersection geometry, were used to complete the capacity and turn lane warrant analyses.

5.1 PHASE I & II BUILD TRAFFIC VOLUMES

The 2019 Phase I Background traffic volumes from **Figure 3-2** were added to the Phase I projected site trips from the Pineville Industrial Development (**Figure 4-2**) to generate the 2019 Phase I Build traffic volumes (background + site) shown on **Figure 5-1**. Similarly, the 2024 Phase II Background traffic volumes from **Figure 3-3** were added to the Phase II projected site trips (**Figure 4-3**) to generate the 2024 Phase II Build traffic volumes shown on **Figure 5-2**.

5.2 PHASE I & II BUILD ANALYSIS

Table 5-1a summarizes the 2019 Phase I Build intersection LOS, delay, and 95th percentile queue lengths based on 2019 Phase I Build traffic volumes (shown on **Figure 5-1**).

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS B during the 2019 Phase I Build AM peak hour and LOS C during the PM peak hour. During the PM peak hour, Synchro projects that the 95th percentile queue length for the eastbound left-turn lane (267-feet) will exceed available storage (150-feet). Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths. Because this intersection is projected to operate at acceptable levels of service during both peak hours, no improvement recommendations are necessary to help mitigate intersection congestion due to the construction of Phase I of the proposed development.

All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are projected to operate at a LOS A during the 2019 Phase I Build AM and PM peak hours. Because all intersection movements are projected to operate at acceptable levels of service during both peak hours, no improvement recommendations are necessary to help mitigate intersection congestion due to the construction of Phase I of the proposed development.

All unsignalized intersection movements at the intersection of Industrial Drive / Site Driveway #1 are projected to operate at a LOS A during the 2019 Phase I Build AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway due to the construction of Phase I of the proposed development. Although Industrial Drive is not an NCDOT owned facility, Timmons Group followed standard NCDOT practices to determine the need for an exclusive turn-lane into the proposed site. Per standard NCDOT Policy on Street and Driveway Access to North Carolina Highways Manual:

"Generally left and right turn lanes and tapers shall be considered when:

- In accordance with G.S. 136-18(29), the average daily traffic meets or exceeds 4,000 vehicles per day on any secondary route (the average daily traffic should include both the existing traffic plus traffic generated by the proposed development)"*

With the projected AADT volumes along Industrial Drive not expecting to exceed 4,000 VPD, the construction of turn lanes is not warranted.

**Table 5-1a: Intersection Level of Service, Delay and 95th Percentile Queue Summary
2019 Phase I Build Traffic Volumes**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Polk Street / Pineville Road (N-S) at Industrial Drive (E-W) Signalized	EB Left	150	24.1	C	104	53.3	D	#267
	EB Thru/Right		26.3	C	76	41.5	D	#224
	<i>EB Approach</i>		24.8	C	--	48.6	D	--
	WB Left	75	20.8	C	9	30.7	C	20
	WB Thru/Right		32.0	C	34	46.2	D	72
	<i>WB Approach</i>		30.3	C	--	43.5	D	--
	NB Left	100	9.4	A	76	8.9	A	33
	NB Thru/Right		15.2	B	286	10.7	B	265
	<i>NB Approach</i>		14.3	B	--	10.5	B	--
	SB Left	165	7.5	A	22	7.1	A	8
	SB Thru/Right		19.2	B	220	24.3	C	571
	<i>SB Approach</i>		18.5	B	--	24.3	C	--
	Overall		17.0	B	--	23.9	C	--
2. Industrial Drive (N-S) at Rodney Street (E-W) Unsignalized	EB Thru/Right		0.0	A	0	0.0	A	0
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left/Thru		1.9	A	1	0.5	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left/Right		9.5	A	5	9.9	A	8
	<i>NB Approach</i>		†	†	--	†	†	--
3. Industrial Drive (N-S) at Site Driveway #1 (E-W) Unsignalized	EB Thru/Right		9.4	A	3	12.4	B	21
	<i>EB Approach</i>		†	†	--	†	†	--
	NB Left/Thru		2.9	A	7	2.4	A	3
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru/Right		0.0	A	0	0.0	A	0
	<i>SB Approach</i>		†	†	--	†	†	--

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal.

Table 5-1b summarizes the 2024 Phase II Build intersection LOS, delay, and 95th percentile queue lengths based on 2024 Phase II Build traffic volumes (shown on **Figure 5-2**).

The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS C during the 2024 Phase II Build AM peak hour and LOS D during the PM peak hour. During the PM peak hour, Synchro projects that the 95th percentile queue length for the eastbound left-turn lane (508-feet) will exceed available storage (150-feet). Additionally, Synchro projects that the 95th percentile queue length for the northbound left-turn lane (363-feet) will exceed available storage (100-feet) during the AM peak hour. Existing turn-lane storage is adequate to handle all remaining 95th percentile queue lengths. Because this intersection is projected to operate at acceptable levels of service during both peak hours, no improvement recommendations are necessary to help mitigate intersection congestion due to the construction of Phase II of the proposed development.

All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are projected to operate at a LOS B or better during the 2024 Phase II Build AM and PM peak hours. Because all intersection movements are projected to operate at acceptable levels of service during both peak hours, no improvement recommendations are necessary to help mitigate intersection congestion due to the construction of Phase II of the proposed development.

All unsignalized intersection movements at the intersection of Industrial Drive / Site Driveway #1 are projected to operate at a LOS D or better during the 2024 Phase II Build AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway due to the construction of Phase II of the proposed development. Although Industrial Drive is not an NCDOT owned facility, Timmons Group followed standard NCDOT practices to determine the need for an exclusive turn-lane into the proposed site. Per standard NCDOT Policy on Street and Driveway Access to North Carolina Highways Manual:

"Generally left and right turn lanes and tapers shall be considered when:

- In accordance with G.S. 136-18(29), the average daily traffic meets or exceeds 4,000 vehicles per day on any secondary route (the average daily traffic should include both the existing traffic plus traffic generated by the proposed development)"*

With the projected AADT volumes along Industrial Drive not expecting to exceed 4,000 VPD, the construction of turn lanes is not warranted.

**Table 5-2b: Intersection Level of Service, Delay and 95th Percentile Queue Summary
2024 Phase II Build Traffic Volumes**

Intersection and Type of Control	Movement and Approach	Turn Lane Storage (ft)	AM PEAK HOUR			PM PEAK HOUR		
			Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)	Delay ¹ (sec/veh)	LOS ¹	95th Percentile Queue Length (ft)
1. Polk Street / Pineville Road (N-S) at Industrial Drive (E-W) Signalized	EB Left	150	30.9	C	136	142.8	F	#508
	EB Thru/Right		30.3	C	96	73.9	E	#546
	<i>EB Approach</i>		30.7	C	--	111.6	F	--
	WB Left	75	23.2	C	12	33.6	C	21
	WB Thru/Right		34.9	C	37	52.2	D	76
	<i>WB Approach</i>		32.6	C	--	49.0	D	--
	NB Left	100	46.7	D	#363	14.5	B	57
	NB Thru/Right		16.0	B	338	11.6	B	300
	<i>NB Approach</i>		23.8	C	--	11.9	B	--
	SB Left	165	7.8	A	25	7.0	A	8
	SB Thru/Right		22.8	C	301	29.7	C	#697
	<i>SB Approach</i>		22.1	C	--	29.6	C	--
	Overall		23.9	C	--	42.6	D	--
2. Industrial Drive (N-S) at Rodney Street (E-W) Unsignalized	EB Thru/Right		0.0	A	0	0.0	A	0
	<i>EB Approach</i>		†	†	--	†	†	--
	WB Left/Thru		2.6	A	1	0.5	A	0
	<i>WB Approach</i>		†	†	--	†	†	--
	NB Left/Right		9.8	A	6	10.3	B	12
	<i>NB Approach</i>		†	†	--	†	†	--
3. Industrial Drive (N-S) at Site Driveway #1 (E-W) Unsignalized	EB Thru/Right		11.7	B	11	31.5	D	193
	<i>EB Approach</i>		†	†	--	†	†	--
	NB Left/Thru		6.2	A	30	3.8	A	6
	<i>NB Approach</i>		†	†	--	†	†	--
	SB Thru/Right		0.0	A	0	0.0	A	0
	<i>SB Approach</i>		†	†	--	†	†	--

† SYNCHRO does not provide level of service or delay for unsignalized movements with no conflicting volumes.

- 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

m - Volume for 95th percentile queue is metered by upstream signal.

5.3 RAILROAD CROSSING

Due to the proximity of multiple railroad crossings (along Industrial Drive) to the proposed site, Timmons Group evaluated the need for any crossing improvements due to the construction of the proposed site. Currently, there are two railroad crossings within close proximity of the proposed development.

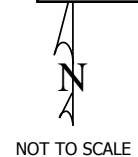
As mentioned earlier in the document, the unsignalized northern railroad crossing includes cross-buck signage for north and southbound drivers to denote the existing crossing. The signalized southern railroad crossing includes overhead flashers, gates, and cross-buck signage for east and westbound drivers to denote the existing crossing. Site Driveway #1 will be located approximately 1,650' (C/L to C/L) south of the northern railroad crossing and approximately 2,715' (C/L to C/L) northwest of the southern railroad crossing. The northern railroad crossing is located approximately 875' (C/L to C/L) south of Rodney Street. Finally, the southern railroad crossing is located approximately 600' (C/L to C/L) west Pineville Road / Polk Street.

Per **Tables 5-1a** and **5-1b**, Synchro projects that the following:

- Site Driveway #1 / Industrial Drive
 - Shared northbound left-turn / through movement 95th percentile queue length projected not to exceed 6-feet during any peak hour for Phases I and II.
 - Shared southbound through / right-turn movement 95th percentile queue length projected to be 0-feet during both peak hours for Phases I and II.
- Industrial Drive / Rodney
 - Shared northbound left/right-turn movement 95th percentile queue length projected not to exceed 12-feet during any peak hour for Phases I and II.
- Industrial Drive / Pineville Road / Polk Street
 - Exclusive eastbound left-turn movement 95th percentile queue length projected not to exceed 508-feet during any peak hour for Phases I and II.
 - Shared eastbound through / right-turn movement 95th percentile queue length projected not to exceed 546-feet during any peak hour for Phases I and II.

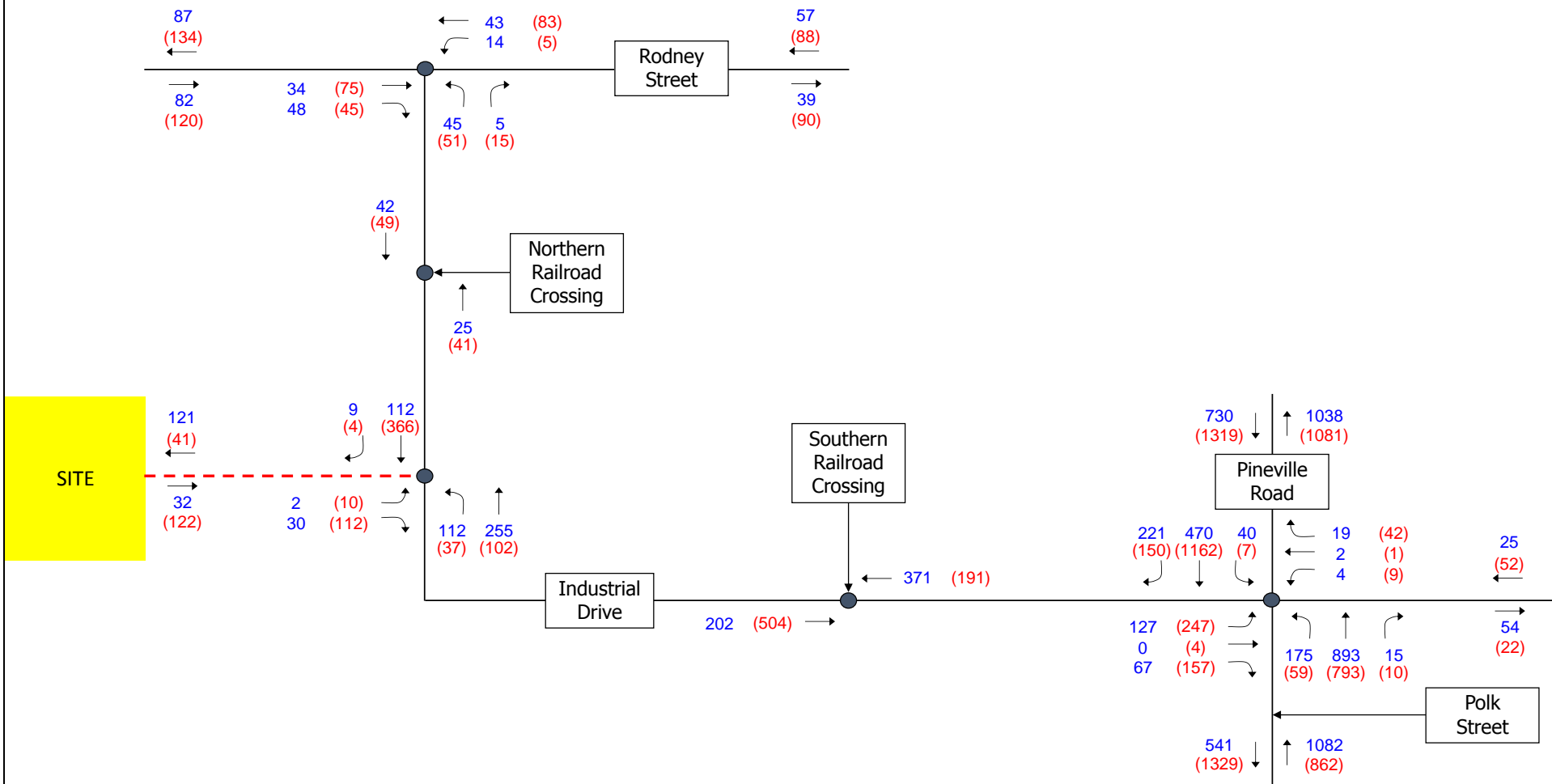
Even though the queuing adjacent to the northern railroad crossing is expected to be minimal (northbound queues at Rodney Street or southbound queues at Site Driveway #1), it is recommended that stop bars be repainted and additional warning signs be placed at the existing crossing to help mitigate any potential safety concerns due to the construction of the proposed development.

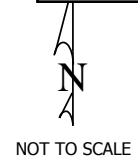
Because Synchro projects that eastbound vehicles could (potentially) spillback (from Pineville Road / Polk Street) to the southern railroad crossing, it is recommended that stop bars be repainted and additional warning signs be placed at the existing crossing to help mitigate any potential safety concerns due to the construction of the proposed development. As mentioned earlier, the southern railroad crossing currently has significant enhancements (overhead flashing, crossing gates, etc.). Following the improvements mentioned above, adequate protection should exist for both vehicles and trains to allow for the crossing to operate safely and efficiently.



LEGEND:

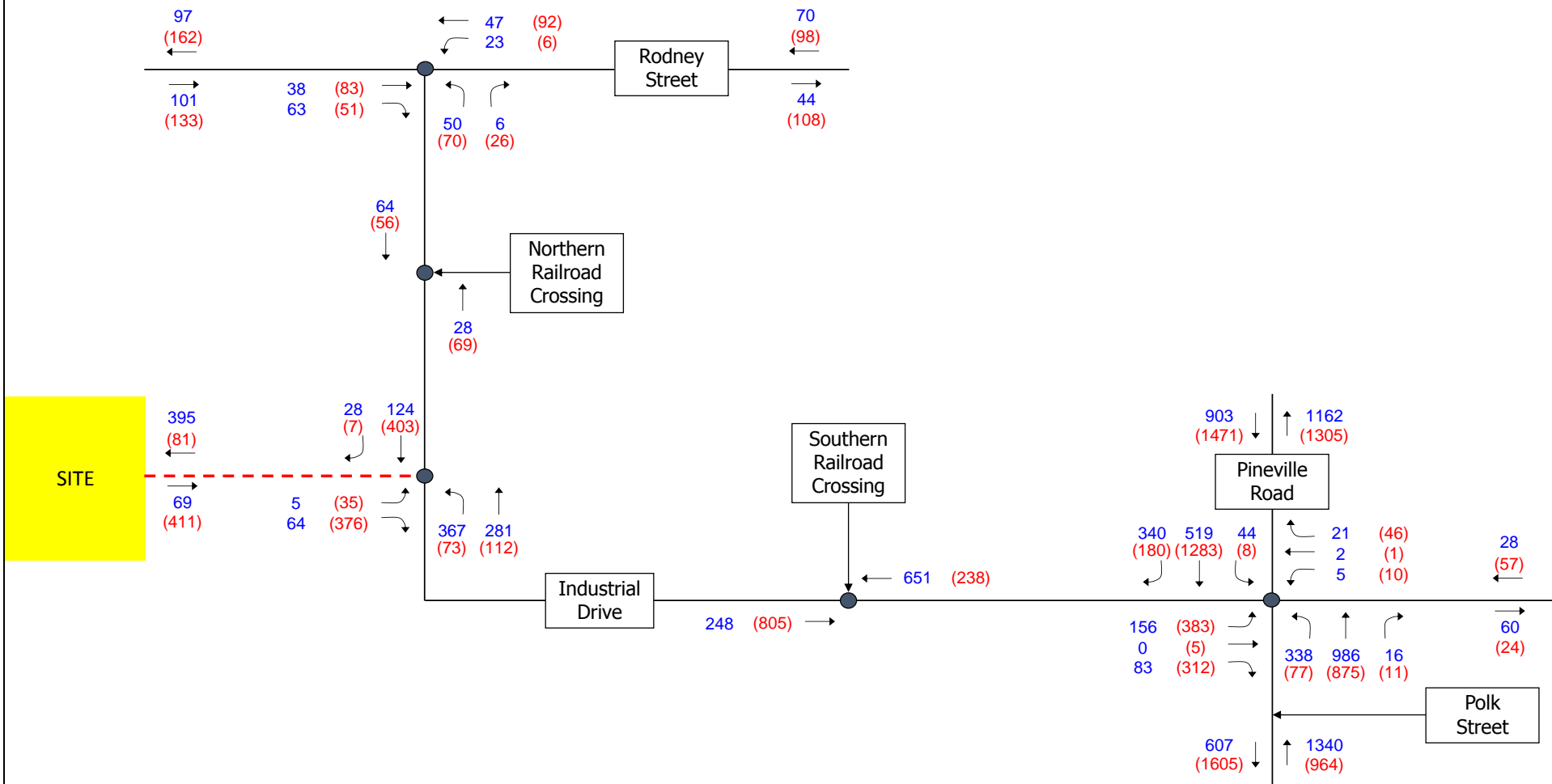
- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)





LEGEND:

- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



**Pineville Industrial Development
Traffic Impact Analysis
2024 Phase II Build Traffic Volumes**

Figure 5-2

6 CONCLUSIONS AND RECOMMENDATIONS

Capacity analyses were performed for 2017 Existing, 2019 Phase I Background (existing + ambient growth + approved development trips), 2024 Phase II Background (existing + ambient growth + Phase I site trips + approved development trips), 2019 Phase I Build (Phase I Background + site trips), and 2024 Phase II Build (Phase II Background + site trips) traffic volumes.

Based on the operational analyses the following is offered:

- The signalized intersection of Polk Street / Pineville Road / Industrial Drive is projected to operate at a LOS D or better during the 2019 Phase I and 2024 Phase II Build AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway.
- All unsignalized intersection movements at the intersection of Industrial Drive / Rodney Street are projected to operate at a LOS B or better during the 2019 Phase I and 2024 Phase II Build AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway.
- All unsignalized intersection movements at Industrial Drive / Site Driveway #1 are projected to operate at a LOS D or better during the 2019 Phase I and 2024 Phase II AM and PM peak hours. No improvements are recommended to help mitigate future capacity concern at the proposed site driveway.
- Queuing is not projected to affect operations at the Industrial Drive / Northern Railroad crossing.
- Queueing is projected to affect operations at Industrial Drive / Southern Railroad crossing.

In closing, the following improvements are recommended in conjunction with the construction of the proposed development:

- Industrial Drive / Northern Railroad Crossing:
 - Installation of stop bars (Phase I); and
 - Installation of additional warning signage (Phase I).
- Industrial Drive / Southern Railroad Crossing:
 - Installation of stop bars (Phase I); and
 - Installation of additional warning signage (Phase I).

Appendix A – Traffic Counts

Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

Item 9.

File Name : Pineville(Industrial and Polk) AM Peak

Site Code :

Start Date : 5/25/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Pineville Road Southbound				Industrial Drive Westbound				Polk Street Northbound				Industrial Drive Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00	40	66	3	109	2	0	1	3	5	160	19	184	15	1	26	42	338
07:15	38	129	11	178	10	0	1	11	4	222	36	262	10	0	12	22	473
07:30	24	93	7	124	1	1	0	2	5	219	13	237	9	0	19	28	391
07:45	51	129	16	196	3	0	2	5	4	235	34	273	6	0	14	20	494
Total	153	417	37	607	16	1	4	21	18	836	102	956	40	1	71	112	1696
08:00	47	101	4	152	4	1	1	6	1	182	15	198	13	0	16	29	385
08:15	29	150	3	182	6	1	1	8	2	210	11	223	12	1	26	39	452
08:30	13	109	8	130	2	0	0	2	2	180	15	197	4	1	15	20	349
08:45	26	132	9	167	6	1	0	7	3	138	12	153	9	6	20	35	362
Total	115	492	24	631	18	3	2	23	8	710	53	771	38	8	77	123	1548
Grand Total	268	909	61	1238	34	4	6	44	26	1546	155	1727	78	9	148	235	3244
Apprch %	21.6	73.4	4.9		77.3	9.1	13.6		1.5	89.5	9		33.2	3.8	63		
Total %	8.3	28	1.9	38.2	1	0.1	0.2	1.4	0.8	47.7	4.8	53.2	2.4	0.3	4.6	7.2	
Cars +	248	905	61	1214	33	4	6	43	26	1543	153	1722	77	9	128	214	3193
% Cars +	92.5	99.6	100	98.1	97.1	100	100	97.7	100	99.8	98.7	99.7	98.7	100	86.5	91.1	98.4
Trucks	20	4	0	24	1	0	0	1	0	3	2	5	1	0	20	21	51
% Trucks	7.5	0.4	0	1.9	2.9	0	0	2.3	0	0.2	1.3	0.3	1.3	0	13.5	8.9	1.6

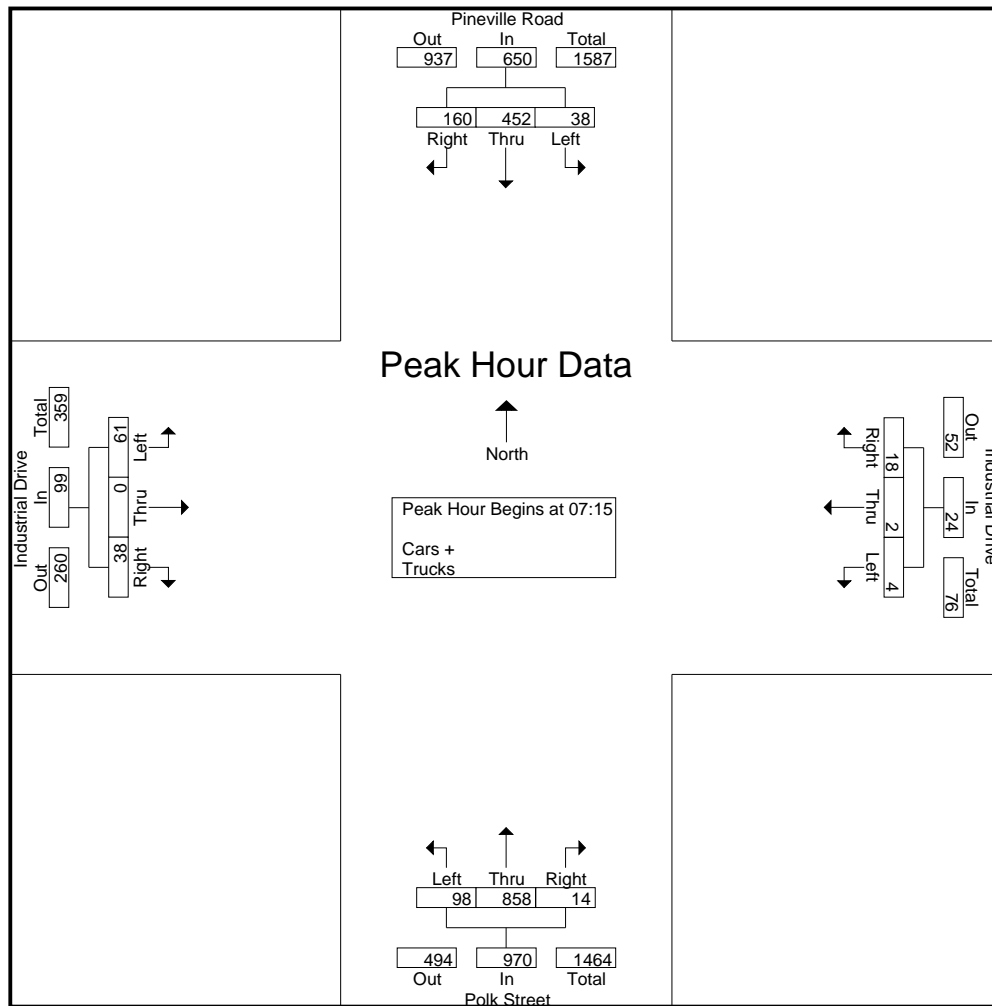
Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

Item 9.

File Name : Pineville(Industrial and Polk) AM Peak
Site Code :
Start Date : 5/25/2017
Page No : 2

	Pineville Road Southbound				Industrial Drive Westbound				Polk Street Northbound				Industrial Drive Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:15																	
07:15	38	129	11	178	10	0	1	11	4	222	36	262	10	0	12	22	473
07:30	24	93	7	124	1	1	0	2	5	219	13	237	9	0	19	28	391
07:45	51	129	16	196	3	0	2	5	4	235	34	273	6	0	14	20	494
08:00	47	101	4	152	4	1	1	6	1	182	15	198	13	0	16	29	385
Total Volume	160	452	38	650	18	2	4	24	14	858	98	970	38	0	61	99	1743
% App. Total	24.6	69.5	5.8		75	8.3	16.7		1.4	88.5	10.1		38.4	0	61.6		
PHF	.784	.876	.594	.829	.450	.500	.500	.545	.700	.913	.681	.888	.731	.000	.803	.853	.882



Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

Item 9.

File Name : Pineville(Industrial and Polk) PM Peak

Site Code :

Start Date : 5/25/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Pineville Road Southbound				Industrial Drive Westbound				Polk Street Northbound				Industrial Drive Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
16:00	21	193	2	216	13	2	1	16	3	158	9	170	21	3	43	67	469
16:15	18	251	2	271	6	0	3	9	3	137	3	143	27	4	35	66	489
16:30	11	241	6	258	11	0	0	11	1	158	11	170	43	1	76	120	559
16:45	7	261	3	271	7	0	1	8	1	155	4	160	28	0	50	78	517
Total	57	946	13	1016	37	2	5	44	8	608	27	643	119	8	204	331	2034
17:00	20	255	2	277	13	1	4	18	2	220	8	230	31	0	59	90	615
17:15	16	277	1	294	12	0	3	15	3	213	10	226	15	3	45	63	598
17:30	24	282	3	309	11	0	0	11	2	152	9	163	19	1	49	69	552
17:45	19	303	1	323	4	0	2	6	3	177	6	186	13	0	16	29	544
Total	79	1117	7	1203	40	1	9	50	10	762	33	805	78	4	169	251	2309
Grand Total	136	2063	20	2219	77	3	14	94	18	1370	60	1448	197	12	373	582	4343
Apprch %	6.1	93	0.9		81.9	3.2	14.9		1.2	94.6	4.1		33.8	2.1	64.1		
Total %	3.1	47.5	0.5	51.1	1.8	0.1	0.3	2.2	0.4	31.5	1.4	33.3	4.5	0.3	8.6	13.4	
Cars +	125	2060	20	2205	76	3	14	93	18	1366	59	1443	196	12	363	571	4312
% Cars +	91.9	99.9	100	99.4	98.7	100	100	98.9	100	99.7	98.3	99.7	99.5	100	97.3	98.1	99.3
Trucks	11	3	0	14	1	0	0	1	0	4	1	5	1	0	10	11	31
% Trucks	8.1	0.1	0	0.6	1.3	0	0	1.1	0	0.3	1.7	0.3	0.5	0	2.7	1.9	0.7

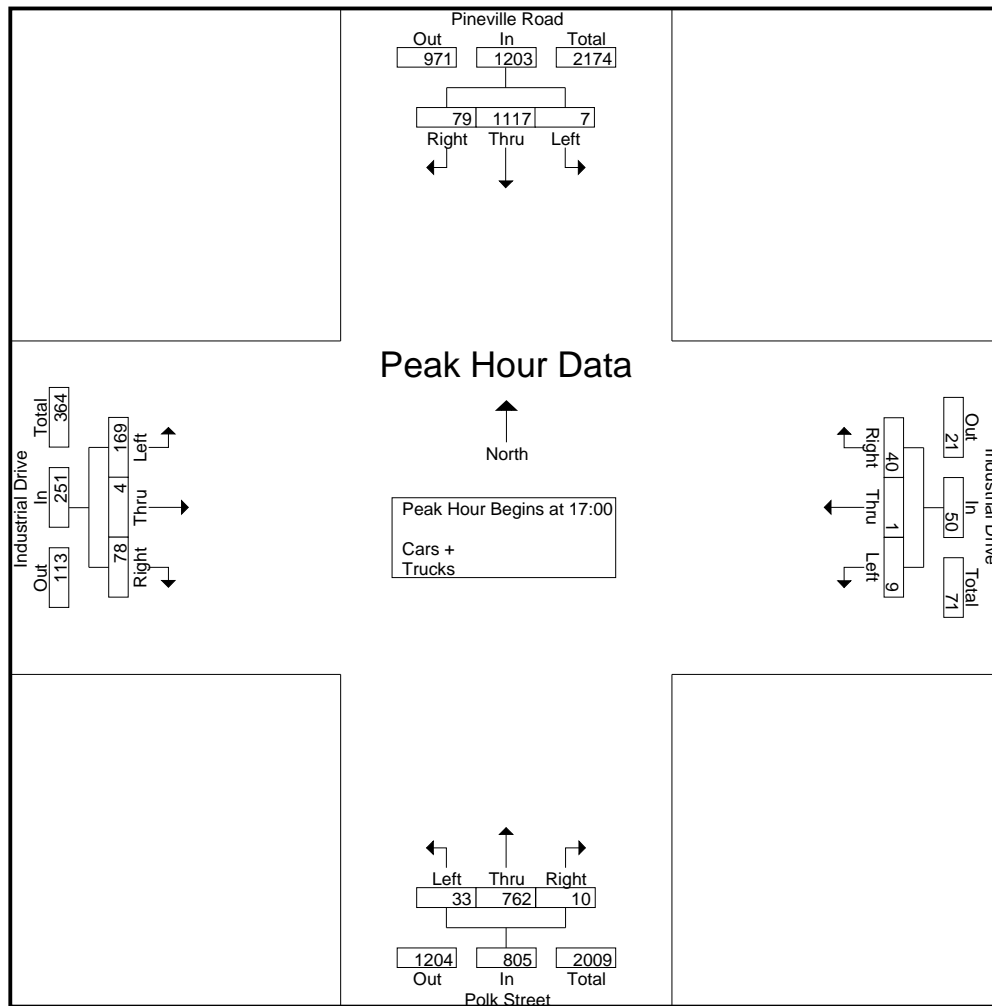
Burns Service Inc.

1202 Langdon Terrace Drive
Raleigh, NC, 27615

Item 9.

File Name : Pineville(Industrial and Polk) PM Peak
Site Code :
Start Date : 5/25/2017
Page No : 2

	Pineville Road Southbound				Industrial Drive Westbound				Polk Street Northbound				Industrial Drive Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 17:00																	
17:00	20	255	2	277	13	1	4	18	2	220	8	230	31	0	59	90	615
17:15	16	277	1	294	12	0	3	15	3	213	10	226	15	3	45	63	598
17:30	24	282	3	309	11	0	0	11	2	152	9	163	19	1	49	69	552
17:45	19	303	1	323	4	0	2	6	3	177	6	186	13	0	16	29	544
Total Volume	79	1117	7	1203	40	1	9	50	10	762	33	805	78	4	169	251	2309
% App. Total	6.6	92.9	0.6		80	2	18		1.2	94.7	4.1		31.1	1.6	67.3		
PHF	.823	.922	.583	.931	.769	.250	.563	.694	.833	.866	.825	.875	.629	.333	.716	.697	.939



Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

File Name : Pineville(Industrial N and Rodney)AM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Rodney Street Westbound			Industrial Drive North Northbound			Rodney Street Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00	8	4	12	2	2	4	15	4	19	35
07:15	11	2	13	1	0	1	5	10	15	29
07:30	11	0	11	0	25	25	14	8	22	58
07:45	11	4	15	1	3	4	6	11	17	36
Total	41	10	51	4	30	34	40	33	73	158
08:00	5	6	11	0	2	2	11	3	14	27
08:15	5	3	8	0	5	5	8	10	18	31
08:30	8	2	10	1	0	1	12	5	17	28
08:45	4	4	8	1	5	6	3	9	12	26
Total	22	15	37	2	12	14	34	27	61	112
Grand Total	63	25	88	6	42	48	74	60	134	270
Apprch %	71.6	28.4		12.5	87.5		55.2	44.8		
Total %	23.3	9.3	32.6	2.2	15.6	17.8	27.4	22.2	49.6	
Cars +	61	24	85	5	40	45	71	57	128	258
% Cars +	96.8	96	96.6	83.3	95.2	93.8	95.9	95	95.5	95.6
Trucks	2	1	3	1	2	3	3	3	6	12
% Trucks	3.2	4	3.4	16.7	4.8	6.2	4.1	5	4.5	4.4

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

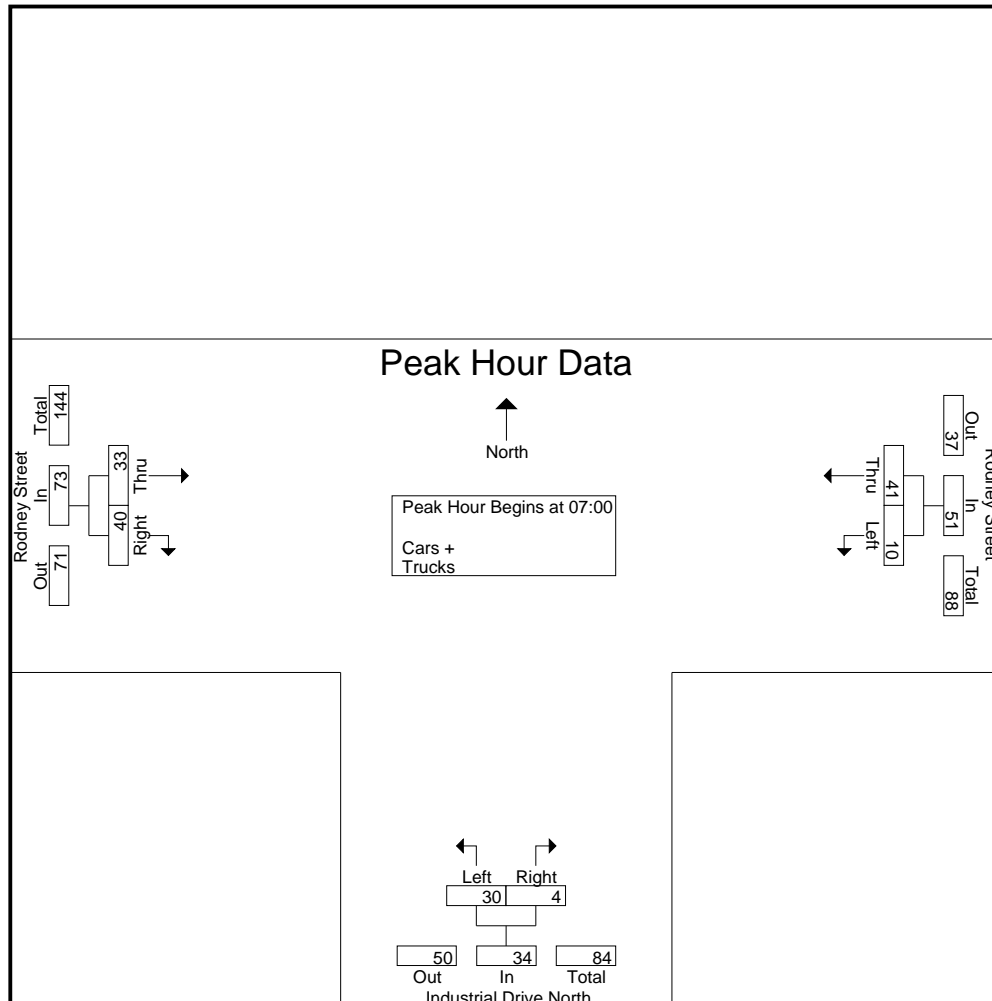
File Name : Pineville(Industrial N and Rodney)AM Peak

Site Code :

Start Date : 10/24/2017

Page No : 2

	Rodney Street Westbound			Industrial Drive North Northbound			Rodney Street Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	8	4	12	2	2	4	15	4	19	35
07:15	11	2	13	1	0	1	5	10	15	29
07:30	11	0	11	0	25	25	14	8	22	58
07:45	11	4	15	1	3	4	6	11	17	36
Total Volume	41	10	51	4	30	34	40	33	73	158
% App. Total	80.4	19.6		11.8	88.2		54.8	45.2		
PHF	.932	.625	.850	.500	.300	.340	.667	.750	.830	.681



Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

File Name : Pineville(Industrial N and Rodney)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Rodney Street Westbound			Industrial Drive North Northbound			Rodney Street Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
16:00	23	4	27	7	5	12	3	10	13	52
16:15	8	3	11	5	7	12	6	12	18	41
16:30	37	1	38	3	8	11	5	15	20	69
16:45	12	1	13	4	15	19	5	15	20	52
Total	80	9	89	19	35	54	19	52	71	214
17:00	18	0	18	1	6	7	13	23	36	61
17:15	13	1	14	2	11	13	9	19	28	55
17:30	6	1	7	0	9	9	5	13	18	34
17:45	8	1	9	0	3	3	4	12	16	28
Total	45	3	48	3	29	32	31	67	98	178
Grand Total	125	12	137	22	64	86	50	119	169	392
Apprch %	91.2	8.8		25.6	74.4		29.6	70.4		
Total %	31.9	3.1	34.9	5.6	16.3	21.9	12.8	30.4	43.1	
Cars +	124	11	135	22	61	83	41	115	156	374
% Cars +	99.2	91.7	98.5	100	95.3	96.5	82	96.6	92.3	95.4
Trucks	1	1	2	0	3	3	9	4	13	18
% Trucks	0.8	8.3	1.5	0	4.7	3.5	18	3.4	7.7	4.6

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

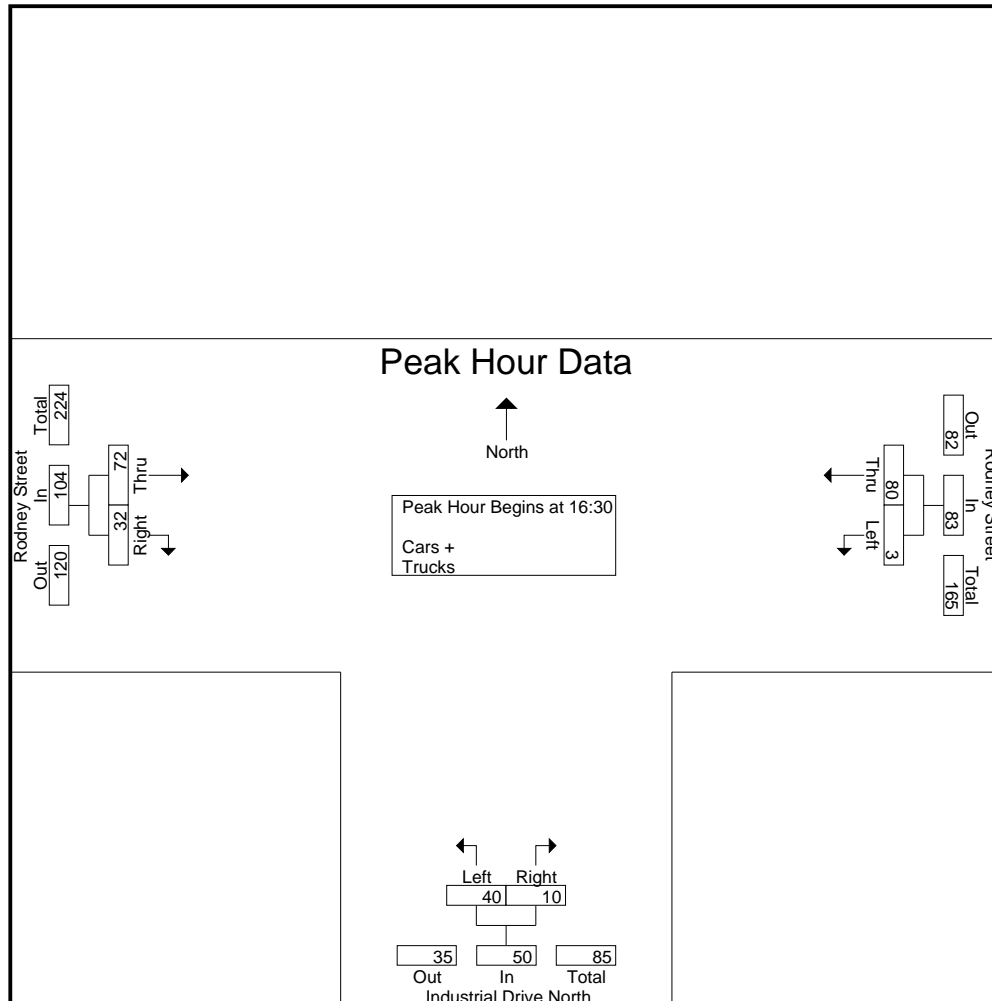
File Name : Pineville(Industrial N and Rodney)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 2

	Rodney Street Westbound			Industrial Drive North Northbound			Rodney Street Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:30										
16:30	37	1	38	3	8	11	5	15	20	69
16:45	12	1	13	4	15	19	5	15	20	52
17:00	18	0	18	1	6	7	13	23	36	61
17:15	13	1	14	2	11	13	9	19	28	55
Total Volume	80	3	83	10	40	50	32	72	104	237
% App. Total	96.4	3.6		20	80		30.8	69.2		
PHF	.541	.750	.546	.625	.667	.658	.615	.783	.722	.859



Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

File Name : Pineville(Industrial Northern RR Crossing)AM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Industrial Drive South Southbound		Industrial Drive North Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
07:00	9	9	5	5	14
07:15	8	8	0	0	8
07:30	11	11	2	2	13
07:45	3	3	3	3	6
Total	31	31	10	10	41
08:00	11	11	1	1	12
08:15	5	5	5	5	10
08:30	8	8	1	1	9
08:45	7	7	3	3	10
Total	31	31	10	10	41
Grand Total	62	62	20	20	82
Apprch %	100		100		
Total %	75.6	75.6	24.4	24.4	
Cars +	60	60	18	18	78
% Cars +	96.8	96.8	90	90	95.1
Trucks	2	2	2	2	4
% Trucks	3.2	3.2	10	10	4.9

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

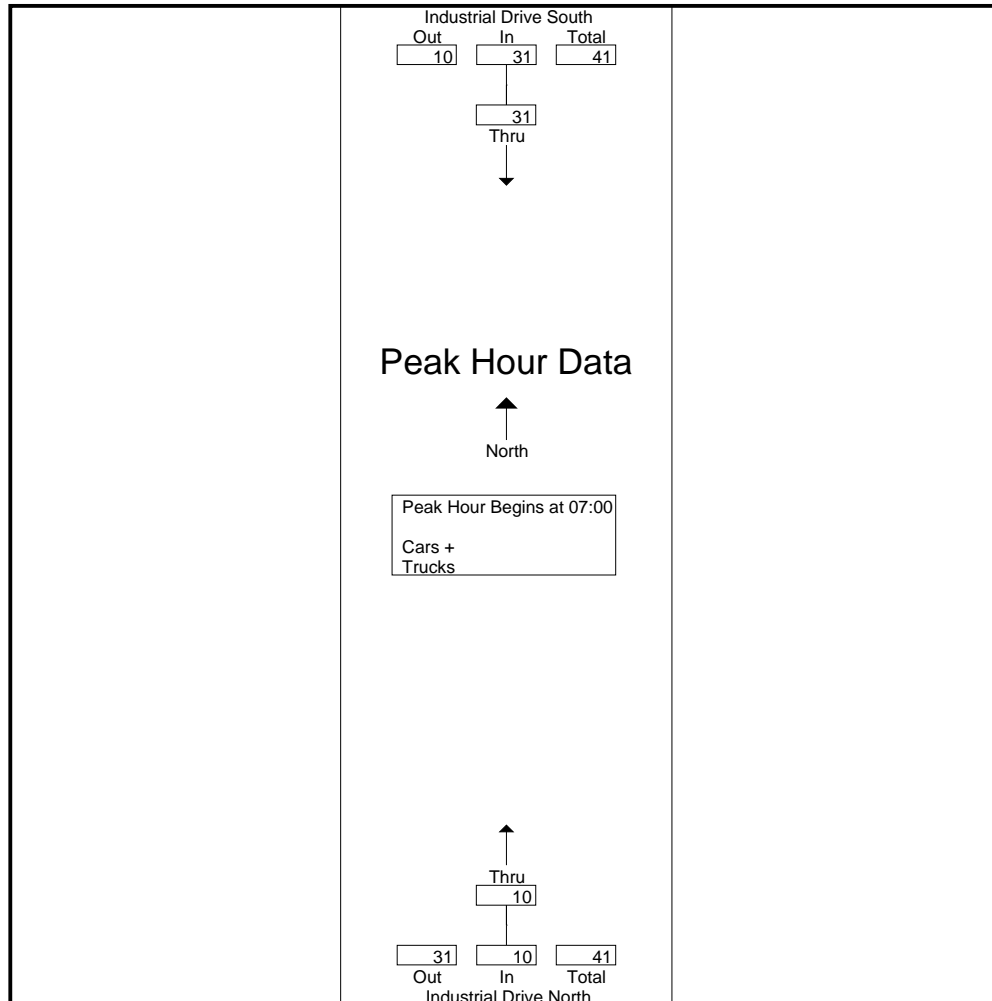
File Name : Pineville(Industrial Northern RR Crossing)AM Peak

Site Code :

Start Date : 10/24/2017

Page No : 2

	Industrial Drive South Southbound		Industrial Drive North Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00					
07:00	9	9	5	5	14
07:15	8	8	0	0	8
07:30	11	11	2	2	13
07:45	3	3	3	3	6
Total Volume	31	31	10	10	41
% App. Total	100		100		
PHF	.705	.705	.500	.500	.732



Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

File Name : Pineville(Industrial Northern RR Crossing)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Industrial Drive South Southbound		Industrial Drive North Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
16:00	0	0	0	0	0
16:15	3	3	4	4	7
16:30	2	2	2	2	4
16:45	6	6	10	10	16
Total	11	11	16	16	27
17:00	14	14	2	2	16
17:15	9	9	5	5	14
17:30	5	5	10	10	15
17:45	2	2	2	2	4
Total	30	30	19	19	49
Grand Total	41	41	35	35	76
Apprch %	100		100		
Total %	53.9	53.9	46.1	46.1	
Cars +	34	34	35	35	69
% Cars +	82.9	82.9	100	100	90.8
Trucks	7	7	0	0	7
% Trucks	17.1	17.1	0	0	9.2

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

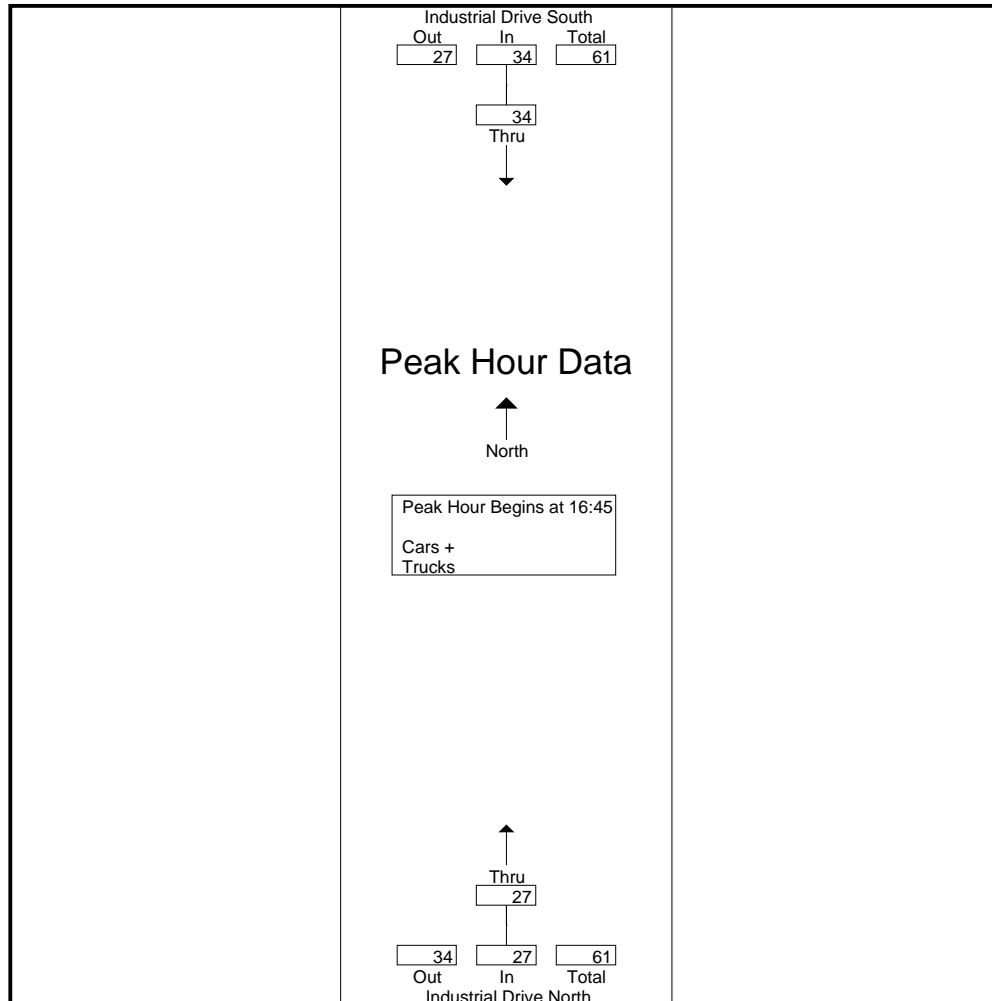
File Name : Pineville(Industrial Northern RR Crossing)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 2

	Industrial Drive South Southbound		Industrial Drive North Northbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 16:45					
16:45	6	6	10	10	16
17:00	14	14	2	2	16
17:15	9	9	5	5	14
17:30	5	5	10	10	15
Total Volume	34	34	27	27	61
% App. Total	100		100		
PHF	.607	.607	.675	.675	.953



Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

File Name : Pineville(Industrial Southern RR Crossing)AM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Industrial Southern railroad Westbound		Industrial Southern railroad Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
07:00	63	63	38	38	101
07:15	54	54	28	28	82
07:30	48	48	17	17	65
07:45	69	69	24	24	93
Total	234	234	107	107	341
08:00	66	66	19	19	85
08:15	54	54	20	20	74
08:30	36	36	30	30	66
08:45	34	34	25	25	59
Total	190	190	94	94	284
Grand Total	424	424	201	201	625
Apprch %	100		100		
Total %	67.8	67.8	32.2	32.2	
Cars +	402	402	184	184	586
% Cars +	94.8	94.8	91.5	91.5	93.8
Trucks	22	22	17	17	39
% Trucks	5.2	5.2	8.5	8.5	6.2

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

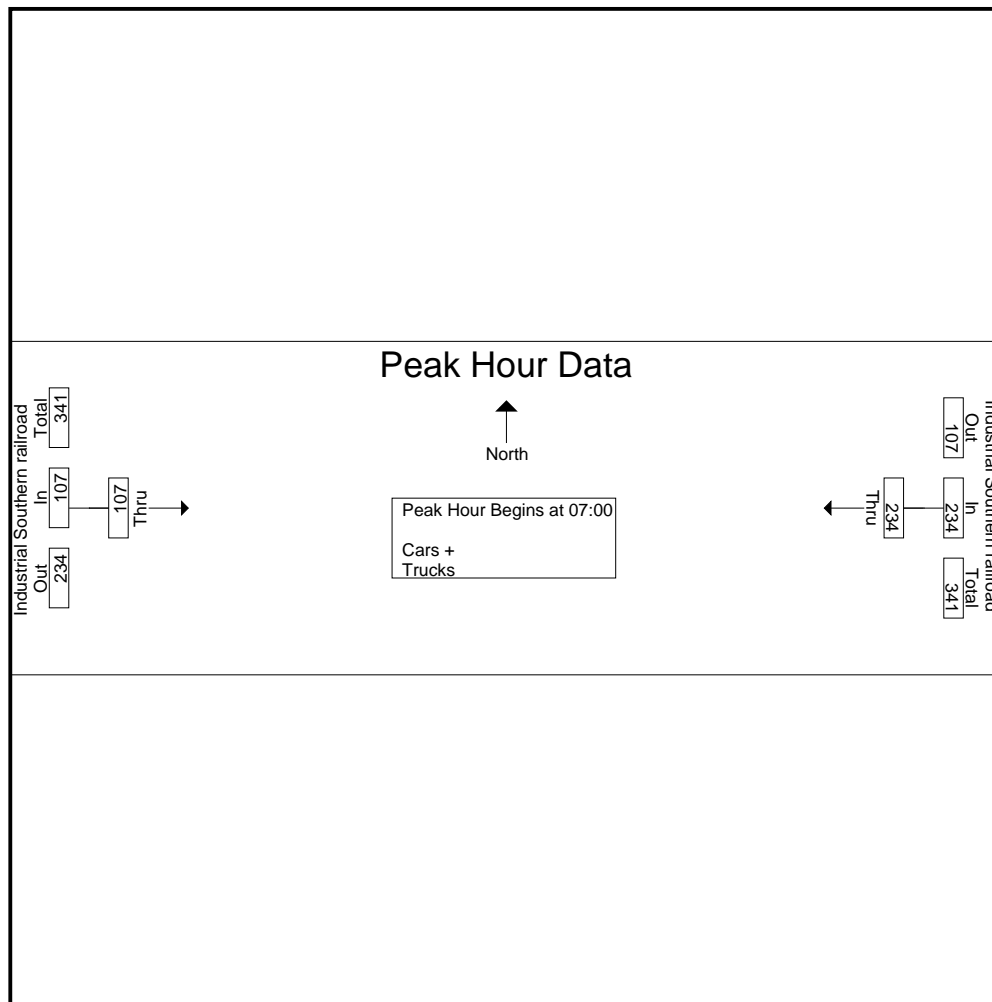
File Name : Pineville(Industrial Southern RR Crossing)AM Peak

Site Code :

Start Date : 10/24/2017

Page No : 2

	Industrial Southern railroad Westbound		Industrial Southern railroad Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 07:00					
07:00	63	63	38	38	101
07:15	54	54	28	28	82
07:30	48	48	17	17	65
07:45	69	69	24	24	93
Total Volume	234	234	107	107	341
% App. Total	100		100		
PHF	.848	.848	.704	.704	.844



Burns Service Inc.

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Indian Trail, NC, 28079

Item 9.

File Name : Pineville(Industrial Southern RR Crossing)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 1

Groups Printed- Cars + - Trucks

	Industrial Southern railroad Westbound		Industrial Southern railroad Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
16:00	28	28	96	96	124
16:15	24	24	66	66	90
16:30	23	23	114	114	137
16:45	20	20	66	66	86
Total	95	95	342	342	437
17:00	23	23	96	96	119
17:15	22	22	66	66	88
17:30	19	19	38	38	57
17:45	21	21	44	44	65
Total	85	85	244	244	329
Grand Total	180	180	586	586	766
Apprch %	100		100		
Total %	23.5	23.5	76.5	76.5	
Cars +	158	158	564	564	722
% Cars +	87.8	87.8	96.2	96.2	94.3
Trucks	22	22	22	22	44
% Trucks	12.2	12.2	3.8	3.8	5.7

Burns Service Inc.

1202Langdon Terrace Drive
Indian Trail, NC, 28079

Item 9.

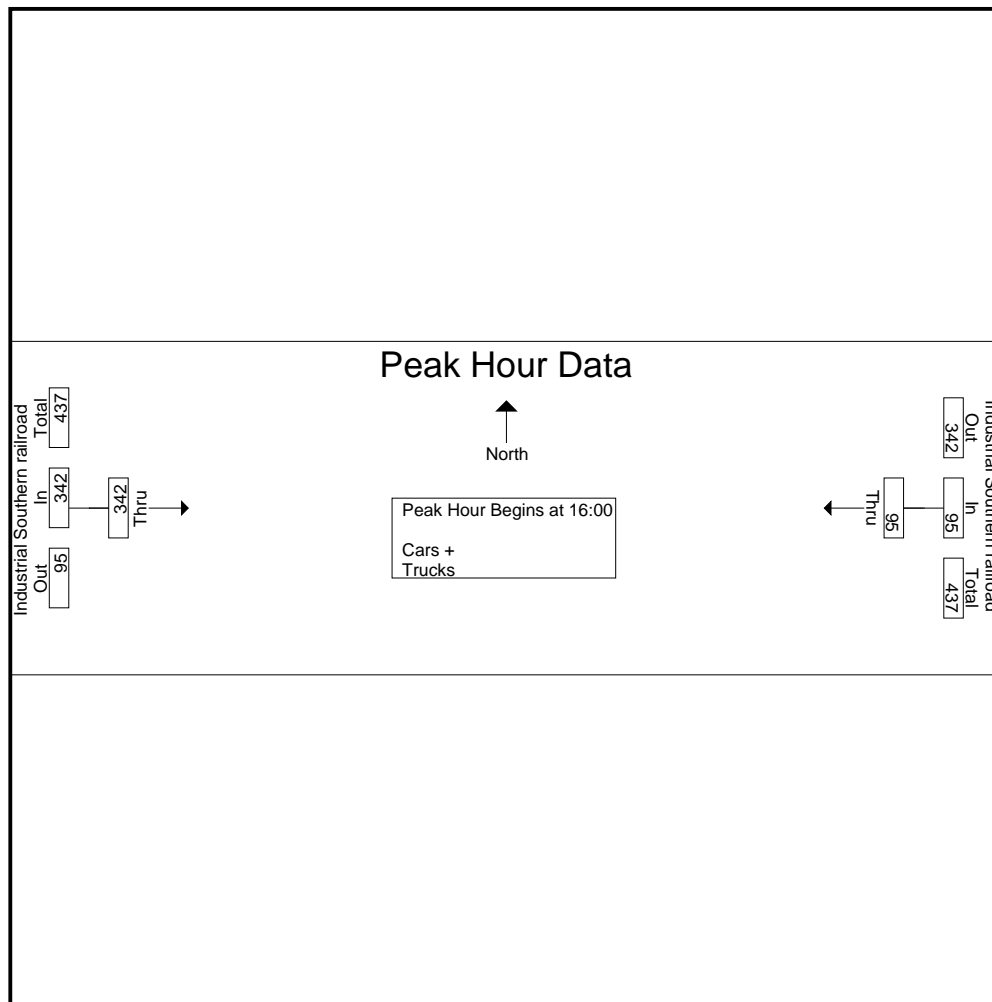
File Name : Pineville(Industrial Southern RR Crossing)PM Peak

Site Code :

Start Date : 10/24/2017

Page No : 2

	Industrial Southern railroad Westbound		Industrial Southern railroad Eastbound		
Start Time	Thru	App. Total	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1					
Peak Hour for Entire Intersection Begins at 16:00					
16:00	28	28	96	96	124
16:15	24	24	66	66	90
16:30	23	23	114	114	137
16:45	20	20	66	66	86
Total Volume	95	95	342	342	437
% App. Total	100		100		
PHF	.848	.848	.750	.750	.797



Appendix B – Accident Data

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Fiche, Intersection, and Strip Reports Code Index

Item 9.

T - Type of Accident Codes

0 = UNKNOWN
1 = RAN OFF ROAD - RIGHT
2 = RAN OFF ROAD - LEFT
3 = RAN OFF ROAD - STRAIGHT
4 = JACKKNIFE
5 = OVERTURN/ROLLOVER
13 = OTHER NON-COLLISION
14 = PEDESTRIAN
15 = PEDALCYCLIST
16 = RR TRAIN, ENGINE
17 = ANIMAL
18 = MOVABLE OBJECT
19 = FIXED OBJECT
20 = PARKED MOTOR VEHICLE
21 = REAR END, SLOW OR STOP
22 = REAR END, TURN
23 = LEFT TURN, SAME ROADWAY
24 = LEFT TURN, DIFFERENT ROADWAYS
25 = RIGHT TURN, SAME ROADWAY
26 = RIGHT TURN, DIFFERENT ROADWAYS
27 = HEAD ON
28 = SIDESWIPE, SAME DIRECTION
29 = SIDESWIPE, OPPOSITE DIRECTION
30 = ANGLE
31 = BACKING UP
32 = OTHER COLLISION WITH VEHICLE

F - Road Feature Codes

0 = NO SPECIAL FEATURE
1 = BRIDGE
2 = BRIDGE APPROACH
3 = UNDERPASS
4 = DRIVEWAY, PUBLIC
5 = DRIVEWAY, PRIVATE
6 = ALLEY INTERSECTION
7 = FOUR-WAY INTERSECTION
8 = T-INTERSECTION
9 = Y-INTERSECTION
10 = TRAFFIC CIRCLE/ROUNDBOUT
11 = FIVE-POINT, OR MORE
12 = RELATED TO INTERSECTION
13 = NON-INTERSECTION MEDIAN CROSSING
14 = END OR BEGINNING - DIVIDED HIGHWAY
15 = OFF RAMP ENTRY
16 = OFF RAMP PROPER
17 = OFF RAMP TERMINAL ON CROSSROAD
18 = MERGE LANE BETWEEN ON AND OFF RAMP
19 = ON RAMP ENTRY
20 = ON RAMP PROPER
21 = ON RAMP TERMINAL ON CROSSROAD
22 = RAILROAD CROSSING
23 = TUNNEL
24 = SHARED-USE PATHS OR TRAILS
25 = OTHER

R - Road Condition Codes

1 = DRY
2 = WET
3 = WATER (STANDING, MOVING)
4 = ICE
5 = SNOW
6 = SLUSH
7 = SAND, MUD, DIRT, GRAVEL
8 = FUEL, OIL
9 = OTHER
10 = UNKNOWN

L - Light Condition Codes

1 = DAYLIGHT
2 = DUSK
3 = DAWN
4 = DARK - LIGHTED ROADWAY
5 = DARK - ROADWAY NOT LIGHTED
6 = DARK - UNKNOWN LIGHTING
7 = OTHER
8 = UNKNOWN

W - Weather Condition Codes

1 = CLEAR
2 = CLOUDY
3 = RAIN
4 = SNOW
5 = FOG, SMOG, SMOKE
6 = SLEET, HAIL, FREEZING RAIN/DRIZZLE
7 = SEVERE CROSSWINDS
8 = BLOWING SAND, DIRT, SNOW
9 = OTHER

S - Accident Severity Codes

K = FATAL
A = A-LEVEL INJURY
B = B-LEVEL INJURY
C = C-LEVEL INJURY
O = PROPERTY DAMAGE ONLY

Ch - Road Character

1 = STRAIGHT, LEVEL
2 = STRAIGHT, HILLCREST
3 = STRAIGHT, GRADE
4 = STRAIGHT, BOTTOM (SAG)
5 = CURVE, LEVEL
6 = CURVE, HILLCREST
7 = CURVE, GRADE
8 = CURVE, BOTTOM (SAG)
9 = OTHER

Op - Traffic Control Operating

1 = YES
2 = NO
3 = UNKNOWN

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
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Veh Mnvr - Vehicle Maneuver Codes

1 = STOPPED IN TRAVEL LANE
2 = PARKED OUT OF TRAVEL LANES
3 = PARKED IN TRAVEL LANES
4 = GOING STRAIGHT AHEAD
5 = CHANGING LANES OR MERGING
6 = PASSING
7 = MAKING RIGHT TURN
8 = MAKING LEFT TURN
9 = MAKING U-TURN
10 = BACKING
11 = SLOWING OR STOPPING
12 = STARTING IN ROADWAY
13 = PARKING
14 = LEAVING PARKED POSITION
15 = AVOIDING OBJECT IN ROAD

Dv - Traffic Control Device

0 = NO CONTROL PRESENT
1 = STOP SIGN
2 = YIELD SIGN
3 = STOP AND GO SIGNAL
4 = FLASHING SIGNAL WITH STOP SIGN
5 = FLASHING SIGNAL WITHOUT STOP SIGN
6 = RR GATE AND FLASHER
7 = RR FLASHER
8 = RR CROSSBUCKS ONLY
9 = HUMAN CONTROL
10 = WARNING SIGN
11 = SCHOOL ZONE SIGNS
12 = FLASHING STOP AND GO SIGNAL
13 = DOUBLE YELLOW LINE, NO PASSING ZONE
14 = OTHER

Alchl/Drugs - Driver Alcohol/Drugs Suspected Status Codes

0 = NO
1 = YES - ALCOHOL, IMPAIRMENT SUSPECTED
2 = YES - ALCOHOL, NO IMPAIRMENT DETECTED
3 = YES - OTHER DRUGS, IMPAIRMENT SUSPECTED
4 = YES - OTHER DRUGS, NO IMPAIRMENT DETECTED
5 = YES - ALCOHOL AND OTHER DRUGS, IMPAIRMENT SUSPECTED
6 = YES - ALCOHOL AND OTHER DRUGS, NO IMPAIRMENT DETECTED
7 = UNKNOWN

Ped Actn - Pedestrian Action Codes

1 = ENTERING OR CROSSING SPECIFIED LOCATION
2 = WALKING, RIDING, RUNNING/JOGGING WITH TRAFFIC
3 = WALKING, RIDING, RUNNING/JOGGING AGAINST TRAFFIC
4 = WORKING
5 = PUSHING VEHICLE
6 = APPROACHING OR LEAVING VEHICLE
7 = PLAYING
8 = STANDING
9 = OTHER

Ci - Roadway Contributing Circumstances

0 = NONE (NO UNUSUAL CONDITIONS)
1 = ROAD SURFACE CONDITION
2 = DEBRIS
3 = RUT, HOLES, BUMPS
4 = WORK ZONE (CONSTRUCTION, MAINTENANCE, UTILITY)
5 = WORN TRAVEL-POLISHED SURFACE
6 = OBSTRUCTION IN ROADWAY
7 = TRAFFIC CONTROL DEVICE INOPERATIVE, NOT VISIBLE OR MISSING
8 = SHOULDERS LOW, SOFT OR HIGH
9 = NO SHOULDERS
10 = NON-HIGHWAY WORK
11 = OTHER
12 = UNKNOWN

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Fiche, Intersection, and Strip Reports Code Index

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Obj Strk - Object Struck Codes

14 = PEDESTRIAN
15 = PEDALCYCLIST
17 = ANIMAL
18 = MOVABLE OBJECT
20 = PARKED MOTOR VEHICLE
33 = TREE
34 = UTILITY POLE
35 = LUMINAIRE POLE NON-BREAKAWAY
36 = LUMINAIRE POLE BREAKAWAY
37 = OFFICIAL HIGHWAY SIGN NON-BREAKAWAY
38 = OFFICIAL HIGHWAY SIGN BREAKAWAY
39 = OVERHEAD SIGN SUPPORT
40 = COMMERCIAL SIGN
41 = GUARDRAIL END ON SHOULDER
42 = GUARDRAIL FACE ON SHOULDER
43 = GUARDRAIL END IN MEDIAN
44 = GUARDRAIL FACE IN MEDIAN
45 = SHOULDER BARRIER END
46 = SHOULDER BARRIER FACE
47 = MEDIAN BARRIER END
48 = MEDIAN BARRIER FACE
49 = BRIDGE RAIL END
50 = BRIDGE RAIL FACE
51 = OVERHEAD PART UNDERPASS
52 = PIER ON SHOULDER OF UNDERPASS
53 = PIER IN MEDIAN OF UNDERPASS
54 = ABUTMENT OF UNDERPASS
55 = TRAFFIC ISLAND CURB OR MEDIAN
56 = CATCH BASIN OR CULVERT ON SHOULDER
57 = CATCH BASIN OR CULVERT ON MEDIAN
58 = DITCH
59 = EMBANKMENT
60 = MAILBOX
61 = FENCE OR FENCE POST
62 = CONTRUCTION BARRIER
63 = CRASH CUSHION
64 = OTHER FIXED OBJECT

Unit # - Vehicle Style Codes

1 = PASSENGER CAR
2 = PICKUP
3 = LIGHT TRUCK (MINI-VAN, PANEL)
4 = SPORT UTILITY
5 = VAN
6 = COMMERCIAL BUS
7 = SCHOOL BUS
8 = ACTIVITY BUS
9 = OTHER BUS
10 = SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)
11 = SINGLE UNIT TRUCK (3 OR MORE AXLES)
12 = TRUCK/TRAILER
13 = TRUCK/TRACTOR
14 = TRACTOR/SEMI-TRAILER
15 = TRACTOR/DOULBES
16 = UNKNOWN HEAVY TRUCK
17 = TAXICAB
18 = FARM EQUIPMENT
19 = FARM TRACTOR
20 = MOTORCYCLE
21 = MOPED
22 = MOTOR SCOOTER OR MOTOR BIKE
23 = PEDALCYCLE
24 = PEDESTRIAN
25 = MOTOR HOME/RECREATIONAL VEHICLE
26 = OTHER
27 = ALL TERRAIN VEHICLE (ATV)
28 = FIRETRUCK
29 = EMS VEHICLE, AMBULANCE, RESCUE SQUAD
30 = MILITARY
31 = POLICE
32 = UNKNOWN

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 05/01/2012 to 04/30/2017 Study: 41000047242
Location: US 521 (Peik St-Pineville Rd) at SR 3542 (Industrial Dr). **Crash rates contained in this analysis should not be used**

Report Details

Acc No	Crash ID	Date	Accident Type			Total Damage	Injuries				Condition			Road		Trfc Ctl	
							F	A	B	C	R	L	W	Ch	Cl	Dv	Op
1	103473281	05/23/2012 15:13	REAR END, SLOW OR STOP			\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs: 0	Speed: 10 MPH	Dir: S		Veh Mnvr / Ped Actn: 11				11	Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: S		Veh Mnvr / Ped Actn: 11				11	Obj Strk:						
2	103600255	10/27/2012 10:30	REAR END, SLOW OR STOP			\$ 11200	0	0	0	2	1	1	2	1	0	3	
Unit	1 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: S		Veh Mnvr / Ped Actn: 4				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 25 MPH	Dir: S		Veh Mnvr / Ped Actn: 11				11	Obj Strk: 20						
Unit	3 : 1	Alchl/Drgs: 7	Speed: 0 MPH	Dir: W		Veh Mnvr / Ped Actn: 2				2	Obj Strk: 20						
3	103720686	02/15/2013 22:34	ANGLE			\$ 3400	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs: 0	Speed: 20 MPH	Dir: S		Veh Mnvr / Ped Actn: 4				4	Obj Strk:						
Unit	2 : 10	Alchl/Drgs: 0	Speed: 15 MPH	Dir: E		Veh Mnvr / Ped Actn: 7				7	Obj Strk:						
4	103751319	04/29/2013 13:01	LEFT TURN, SAME ROADWAY			\$ 7500	0	0	0	0	1	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drgs: 0	Speed: 5 MPH	Dir: W		Veh Mnvr / Ped Actn: 8				8	Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: SW		Veh Mnvr / Ped Actn: 4				4	Obj Strk:						
5	103918119	10/17/2013 17:53	REAR END, SLOW OR STOP			\$ 7000	0	0	0	2	2	1	3	1	0		
Unit	1 : 1	Alchl/Drgs: 0	Speed: 25 MPH	Dir: N		Veh Mnvr / Ped Actn: 4				4	Obj Strk:						
Unit	2 : 5	Alchl/Drgs: 0	Speed: 0 MPH	Dir: N		Veh Mnvr / Ped Actn: 1				1	Obj Strk:						
6	103963348	12/27/2013 17:37	REAR END, SLOW OR STOP			\$ 1200	0	0	0	0	1	4	1	1	0	0	
Unit	1 : 4	Alchl/Drgs: 0	Speed: 5 MPH	Dir: N		Veh Mnvr / Ped Actn: 12				12	Obj Strk:						
Unit	2 : 4	Alchl/Drgs: 0	Speed: 5 MPH	Dir: N		Veh Mnvr / Ped Actn: 1				1	Obj Strk:						
7	104009922	02/08/2014 16:24	REAR END, SLOW OR STOP			\$ 2500	0	0	0	0	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs: 0	Speed: 25 MPH	Dir: S		Veh Mnvr / Ped Actn: 4				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 5 MPH	Dir: S		Veh Mnvr / Ped Actn: 11				11	Obj Strk:						
8	104028058	03/08/2014 10:22	REAR END, SLOW OR STOP			\$ 3250	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs: 0	Speed: 40 MPH	Dir: S		Veh Mnvr / Ped Actn: 4				4	Obj Strk:						

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Acc No	Crash ID	Date	Accident Type			Total Damage	Injuries				Condition			Road	Trfc Ctl		
							F	A	B	C	R	L	W	Ch	Cl	Dv	Op
18	104448464	07/30/2015 12:05	RAN OFF ROAD - RIGHT			\$ 1805	0	0	0	1	1	1	1	1	0	5	1
Unit	1 : 2	Alchl/Drgs: 0	Speed: 35 MPH	Dir: NE		Veh Mnvr / Ped Actn:	8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: SW		Veh Mnvr / Ped Actn:	4				Obj Strk:			18			
19	104508930	10/05/2015 11:48	REAR END, SLOW OR STOP			\$ 9500	0	0	0	1	1	1	2	1	0	3	
Unit	1 : 5	Alchl/Drgs: 0	Speed: 30 MPH	Dir: S		Veh Mnvr / Ped Actn:	4				Obj Strk:						
Unit	2 : 2	Alchl/Drgs: 7	Speed: 0 MPH	Dir: S		Veh Mnvr / Ped Actn:	1				Obj Strk:						
20	104554191	11/12/2015 20:10	LEFT TURN, DIFFERENT ROADWAYS			\$ 2000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs: 0	Speed: 35 MPH	Dir: N		Veh Mnvr / Ped Actn:	4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 15 MPH	Dir: E		Veh Mnvr / Ped Actn:	8				Obj Strk:						
21	104606113	12/04/2015 23:27	ANGLE			\$ 4000	0	0	0	2	1	4	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs: 0	Speed: 35 MPH	Dir: S		Veh Mnvr / Ped Actn:	4				Obj Strk:						
Unit	2 : 5	Alchl/Drgs: 0	Speed: 4 MPH	Dir: E		Veh Mnvr / Ped Actn:	4				Obj Strk:						
22	104630745	02/01/2016 14:20	ANGLE			\$ 9000	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs: 0	Speed: 35 MPH	Dir: N		Veh Mnvr / Ped Actn:	4				Obj Strk:						
Unit	2 : 2	Alchl/Drgs: 0	Speed: 5 MPH	Dir: W		Veh Mnvr / Ped Actn:	4				Obj Strk:						
23	104889056	10/25/2016 15:06	LEFT TURN, SAME ROADWAY			\$ 9000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs: 0	Speed: 8 MPH	Dir: N		Veh Mnvr / Ped Actn:	8				Obj Strk:						
Unit	2 : 2	Alchl/Drgs: 0	Speed: 30 MPH	Dir: S		Veh Mnvr / Ped Actn:	4				Obj Strk:						
24	104912808	11/10/2016 08:31	REAR END, SLOW OR STOP			\$ 3000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs: 0	Speed: 15 MPH	Dir: E		Veh Mnvr / Ped Actn:	4				Obj Strk:						
Unit	2 : 3	Alchl/Drgs: 7	Speed: 0 MPH	Dir: E		Veh Mnvr / Ped Actn:	1				Obj Strk:						
25	104932924	11/29/2016 11:53	BACKING UP			\$ 1500	0	0	0	0	2	1	2	1	0	3	1
Unit	1 : 2	Alchl/Drgs: 7	Speed: 2 MPH	Dir: N		Veh Mnvr / Ped Actn:	10				Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 1 MPH	Dir: S		Veh Mnvr / Ped Actn:	1				Obj Strk:						
26	104964447	01/03/2017 13:19	ANGLE			\$ 1500	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 14	Alchl/Drgs: 0	Speed: 20 MPH	Dir: E		Veh Mnvr / Ped Actn:	8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs: 7	Speed: 0 MPH	Dir: W		Veh Mnvr / Ped Actn:	1				Obj Strk:						

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

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Acc No	Crash ID	Date	Accident Type			Total Damage	Injuries				Condi			W	Ch	Cl	Dv	Op
							F	A	B	C	R	L						
Unit	2 : 1	Alchl/Drgs: 0	Speed: 40 MPH	Dir: S		Veh Mnvr / Ped Actn:	11											
9	104144964	07/18/2014 08:37	RIGHT TURN, SAME ROADWAY			\$ 7200	0	0	0	0	1	1	1	1	0	3	1	
Unit	1 : 14	Alchl/Drgs: 0	Speed: 8 MPH	Dir: N		Veh Mnvr / Ped Actn:	7											
Unit	2 : 1	Alchl/Drgs: 0	Speed: 5 MPH	Dir: N		Veh Mnvr / Ped Actn:	7											
10	104156148	08/12/2014 17:27	REAR END, SLOW OR STOP			\$ 3200	0	0	0	1	1	1	1	1	0	3	1	
Unit	1 : 1	Alchl/Drgs: 0	Speed: 20 MPH	Dir: N		Veh Mnvr / Ped Actn:	11											
Unit	2 : 1	Alchl/Drgs: 0	Speed: 20 MPH	Dir: N		Veh Mnvr / Ped Actn:	11											
Unit	3 : 2	Alchl/Drgs: 0	Speed: 20 MPH	Dir: N		Veh Mnvr / Ped Actn:	1											
11	104244597	11/09/2014 22:36	REAR END, SLOW OR STOP			\$ 1000	0	0	0	0	1	4	1	1	0			
Unit	1 : 4	Alchl/Drgs: 1	Speed: 35 MPH	Dir: N		Veh Mnvr / Ped Actn:	11											
Unit	2 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: N		Veh Mnvr / Ped Actn:	1											
12	104246853	12/17/2014 17:50	ANGLE			\$ 600	0	0	0	0	1	4	1	1	0	3	1	
Unit	1 : 1	Alchl/Drgs: 0	Speed: 0 MPH	Dir: S		Veh Mnvr / Ped Actn:	8											
Unit	2 : 1	Alchl/Drgs: 0	Speed: 10 MPH	Dir: NW		Veh Mnvr / Ped Actn:	4											
13	104281833	12/19/2014 16:03	REAR END, SLOW OR STOP			\$ 1050	0	0	0	0	1	1	1	1	0			
Unit	1 : 4	Alchl/Drgs: 0	Speed: 20 MPH	Dir: N		Veh Mnvr / Ped Actn:	11											
Unit	2 : 1	Alchl/Drgs: 0	Speed: 15 MPH	Dir: N		Veh Mnvr / Ped Actn:	1											
14	104271217	01/17/2015 19:17	RAN OFF ROAD - LEFT			\$ 15100	0	0	0	1	1	4	1	1	0	0		
Unit	1 : 2	Alchl/Drgs: 0	Speed: 47 MPH	Dir: N		Veh Mnvr / Ped Actn:	5											
15	104298852	02/19/2015 18:42	REAR END, SLOW OR STOP			\$ 1500	0	0	0	0	1	4	1	1	0	0		
Unit	1 : 1	Alchl/Drgs: 0	Speed: 15 MPH	Dir: N		Veh Mnvr / Ped Actn:	11											
Unit	2 : 1	Alchl/Drgs: 0	Speed: 10 MPH	Dir: N		Veh Mnvr / Ped Actn:	1											
16	104438671	07/18/2015 13:19	REAR END, SLOW OR STOP			\$ 2000	0	0	0	0	1	1	1	1	0	0		
Unit	1 : 4	Alchl/Drgs: 7	Speed: 25 MPH	Dir: N		Veh Mnvr / Ped Actn:	4											
Unit	2 : 1	Alchl/Drgs: 7	Speed: 0 MPH	Dir: N		Veh Mnvr / Ped Actn:	1											
17	104441323	07/24/2015 14:37	REAR END, SLOW OR STOP			\$ 2200	0	0	0	1	1	1	1	1	0	3	1	
Unit	1 : 5	Alchl/Drgs: 0	Speed: 20 MPH	Dir: NW		Veh Mnvr / Ped Actn:	4											
Unit	2 : 4	Alchl/Drgs: 0	Speed: 0 MPH	Dir: NW		Veh Mnvr / Ped Actn:	1											

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	28	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	10	35.71
Total Injury Crashes	10	35.71
Property Damage Only Crashes	18	64.29
Night Crashes	8	28.57
Wet Crashes	2	7.14
Alcohol/Drugs Involvement Crashes	1	3.57

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	28	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	1	3.57
Class C Crashes	9	32.14
Property Damage Only Crashes	18	64.29

Vehicle Exposure Statistics

Annual ADT = 999999

Total Vehicle Exposure = 1826 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	1.53
Fatal Crash Rate	0.00
Non Fatal Crash Rate	0.55
Night Crash Rate	0.44
Wet Crash Rate	0.11
EPDO Rate	5.59

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Miscellaneous Statistics

Severity Index =	3.64
EPDO Crash Index =	102.00
Estimated Property Damage Total = \$	134205.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	6	21.43
BACKING UP	1	3.57
LEFT TURN, DIFFERENT ROADWAYS	1	3.57
LEFT TURN, SAME ROADWAY	2	7.14
RAN OFF ROAD - LEFT	1	3.57
RAN OFF ROAD - RIGHT	1	3.57
REAR END, SLOW OR STOP	15	53.57
RIGHT TURN, SAME ROADWAY	1	3.57

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	1	7.69
Class C Injuries	12	92.31
Total Non-Fatal Injuries	13	100.00
Total Injuries	13	100.00

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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	2	7.14
Feb	4	14.29
Mar	2	7.14
Apr	2	7.14
May	1	3.57
Jun	0	0.00
Jul	4	14.29
Aug	1	3.57
Sep	0	0.00
Oct	4	14.29
Nov	4	14.29
Dec	4	14.29

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	3	10.71
Tue	5	17.86
Wed	2	7.14
Thu	5	17.86
Fri	6	21.43
Sat	7	25.00
Sun	0	0.00

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	0	0.00
0800-0859	3	10.71
0900-0959	0	0.00
1000-1059	2	7.14
1100-1159	2	7.14
1200-1259	1	3.57
1300-1359	3	10.71
1400-1459	2	7.14
1500-1559	3	10.71
1600-1659	2	7.14
1700-1759	4	14.29
1800-1859	1	3.57
1900-1959	1	3.57
2000-2059	1	3.57
2100-2159	0	0.00
2200-2259	2	7.14
2300-2359	1	3.57

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	18	2	0	20
Dark	8	0	0	8
Other	0	0	0	0
Total	26	2	0	28

Object Struck Summary

Object Type	Times Struck	Percent of Total
MOVABLE OBJECT	1	14.29
PARKED MOTOR VEHICLE	5	71.43
TRAFFIC ISLAND CURB OR MEDIAN	1	14.29

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
LIGHT TRUCK (MINI-VAN, PANEL)	2	3.39
PASSENGER CAR	31	52.54
PICKUP	9	15.25
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	1	1.69
SPORT UTILITY	10	16.95
TRACTOR/SEMI-TRAILER	2	3.39
VAN	4	6.78

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2012	2	0	1	1
2013	4	0	1	3
2014	7	0	1	6
2015	8	0	5	3
2016	4	0	1	3
2017	3	0	1	2
Total	28	0	10	18

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2012	0	2
2013	0	2
2014	0	1
2015	0	6
2016	0	1
2017	0	1
Total	0	13

Miscellaneous Totals

Year	Property Damage	EPDO Index
2012	\$ 13200	9.40
2013	\$ 19100	11.40
2014	\$ 18800	14.40
2015	\$ 38105	45.00
2016	\$ 22500	11.40
2017	\$ 22500	10.40
Total	\$ 134205	102.00

Type of Accident Totals

Run Off Road &							
Year	Left Turn	Right Turn	Rear End	Fixed Object	Angle	Side Swipe	Other
2012	0	0	2	0	0	0	0
2013	1	0	2	0	1	0	0
2014	0	1	5	0	1	0	0

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Run Off Road &

Year	Left Turn	Right Turn	Rear End	Fixed Object	Angle	Side Swipe	Other
2015	1	0	4	2	1	0	0
2016	1	0	1	0	1	0	1
2017	0	0	1	0	2	0	0
Total	3	1	15	2	6	0	1

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route	
41000047242	41000047242			75.8	8.4	999999		
Request Date	Courier Service	Phone No.	Ext.	Fax No.				
County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
MECKLENBURG	60	10	All and Rural		150	05/01/2012	04/30/2017	5.00
Location Text				Requestor				
US 521 (Polk St-Pineville Rd) at SR 3542 (Industrial Dr). **Crash rates contained in this analysis should not be used**				Cliff Lawson, PE Timmons Group				

Included Accidents

103473281
105064867
104156148

Excluded Accidents

103719919
103983408
104009927
104055797
104154613
104185058
104215370
104216414
104242062
104271374
104299565
104372680
104421037

Fiche Roads

Name	Code
US 521	20000521
POLK	50024505
PINEVILLE	50024239
SOUTH	50028612
SR 3542	40003542

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
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North Carolina Department of Transportation
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Intersection Analysis Report

Item 9.

Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 11/1/2012 to 10/31/2017 Study: 41000050292
Location: Industrial Dr at Rodney St

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	1	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	0	0.00
Total Injury Crashes	0	0.00
Property Damage Only Crashes	1	100.00
Night Crashes	0	0.00
Wet Crashes	1	100.00
Alcohol/Drugs Involvement Crashes	0	0.00

Report Details

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
					F	A	B	C	R	L	W	Ch	Ci	Dv	Op
1	104283821	02/02/2015 08:26	RAN OFF ROAD - RIGHT	\$ 100	0	0	0	0	2	1	2	3	0	0	
Unit	1 : 14	Alchl/Drgs: 0	Speed: 1 MPH	Dir: NE	Veh Mnvr / Ped Actn: 7			Obj Strk: 40							

Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drugs - Alcohol/Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	1	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	0	0.00
Class C Crashes	0	0.00
Property Damage Only Crashes	1	100.00

Vehicle Exposure Statistics

Annual ADT = 3300

Total Vehicle Exposure = 6.03 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	16.60
Fatal Crash Rate	0.00
Non Fatal Crash Rate	0.00
Night Crash Rate	0.00
Wet Crash Rate	16.60
EPDO Rate	16.60

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Miscellaneous Statistics

Severity Index = 1.00
EPDO Crash Index = 1.00
Estimated Property Damage Total = \$ 100.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
RAN OFF ROAD - RIGHT	1	100.00

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	0	0.00
Class C Injuries	0	0.00
Total Non-Fatal Injuries	0	0.00
Total Injuries	0	0.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	0	0.00
Feb	1	100.00
Mar	0	0.00
Apr	0	0.00
May	0	0.00
Jun	0	0.00
Jul	0	0.00
Aug	0	0.00
Sep	0	0.00
Oct	0	0.00
Nov	0	0.00
Dec	0	0.00

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	1	100.00
Tue	0	0.00
Wed	0	0.00
Thu	0	0.00
Fri	0	0.00
Sat	0	0.00
Sun	0	0.00

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	0	0.00
0800-0859	1	100.00
0900-0959	0	0.00
1000-1059	0	0.00
1100-1159	0	0.00
1200-1259	0	0.00
1300-1359	0	0.00
1400-1459	0	0.00
1500-1559	0	0.00
1600-1659	0	0.00
1700-1759	0	0.00
1800-1859	0	0.00
1900-1959	0	0.00
2000-2059	0	0.00
2100-2159	0	0.00
2200-2259	0	0.00
2300-2359	0	0.00

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	0	1	0	1
Dark	0	0	0	0
Other	0	0	0	0
Total	0	1	0	1

Object Struck Summary

Object Type	Times Struck	Percent of Total
COMMERCIAL SIGN	1	100.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
TRACTOR/SEMI-TRAILER	1	100.00

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2012	0	0	0	0
2013	0	0	0	0
2014	0	0	0	0
2015	1	0	0	1
2016	0	0	0	0
2017	0	0	0	0
Total	1	0	0	1

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2012	0	0
2013	0	0
2014	0	0
2015	0	0
2016	0	0
2017	0	0
Total	0	0

Miscellaneous Totals

Year	Property Damage	EPDO Index
2012	\$ 0	0.00
2013	\$ 0	0.00
2014	\$ 0	0.00
2015	\$ 100	1.00
2016	\$ 0	0.00
2017	\$ 0	0.00
Total	\$ 100	1.00

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2012	0	0	0	0	0	0	0
2013	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0

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North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Item 9.

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
41000050292	41000050292			76.8	8.4	3300	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
MECKLENBURG	60	10	All and Rural		150	11/1/2012	10/31/2017	5.00

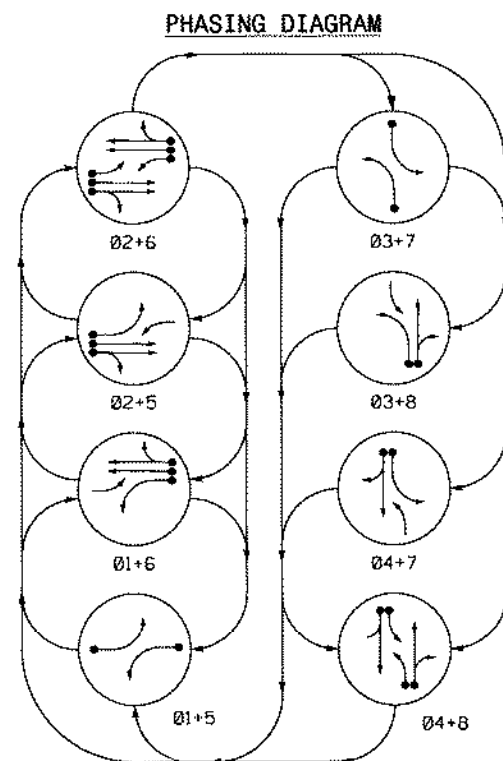
Location Text	Requestor
Industrial Dr at Rodney St	

Excluded Accidents
105035691
104501387
104185059
104155626
104009919
103926165

Fiche Roads	
Name	Code
RODNEY	50026333
INDUSTRIAL	50014936
SR 5436	40005436

Intersection Road Combinations			
Name	Code	Code	Name
RODNEY	50026333	50014936	INDUSTRIAL

Appendix C – Traffic Signal Plans



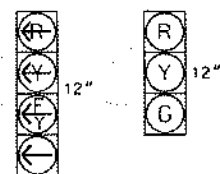
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE							
	01+5	02+5	03+7	04+8	01+6	02+6	03+8	04+7
11	—	—	—	—	—	—	—	—
21, 22	R	R	G	G	R	R	R	Y
31	—	—	—	—	—	—	—	—
41, 42	R	R	R	R	R	R	R	G
51	—	—	—	—	—	—	—	—
61, 62	R	G	R	G	R	R	R	Y
71	—	—	—	—	—	—	—	—
81, 82	R	R	R	R	R	R	R	C

SIGNAL FACE I.D.

All Heads L.E.D.



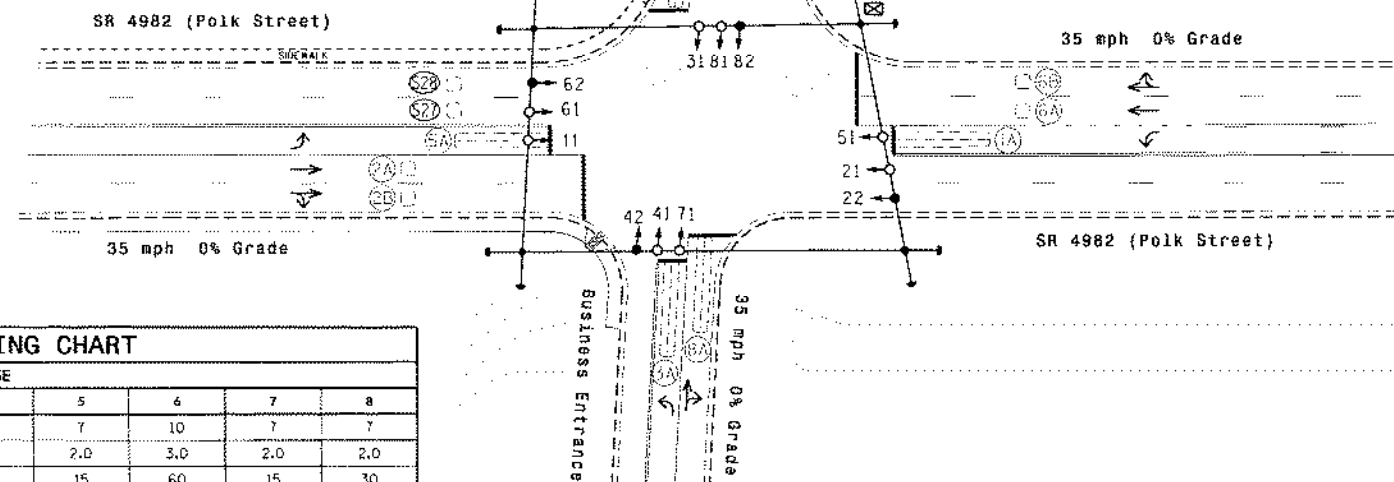
11 21, 22
31 41, 42
51 61, 62
71 81, 82

OASIS 2070 LOOP & DETECTOR INSTALLATION CHART									
INDUCTIVE LOOPS					DETECTOR PROGRAMMING				
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	STRETCH TIME	DELAY TIME
1A	6X40	0	2-4-2	—	1	Y	Y	—	15
2A	6X6	70	3	—	6	Y	Y	—	—
2B	6X6	70	3	—	2	Y	Y	—	—
3A	6X40	0	2-4-2	—	3	Y	Y	—	15
4A	6X40	0	2-4-2	—	4	Y	Y	—	10
5A	6X40	0	2-4-2	—	5	Y	Y	—	15
6A	6X6	70	3	—	6	Y	Y	—	—
6B	6X6	70	3	—	6	Y	Y	—	—
7A	6X40	0	2-4-2	—	7	Y	Y	—	15
8A	6X40	0	2-4-2	—	8	Y	Y	—	10
S27	6X6	+160	4	—	—	—	—	—	—
S28	6X6	+160	4	—	—	—	—	—	—

8 Phase
Fully Actuated
NC 51 (Pineville-Matthews Rd./
SR 4982 (Polk Street) CLS

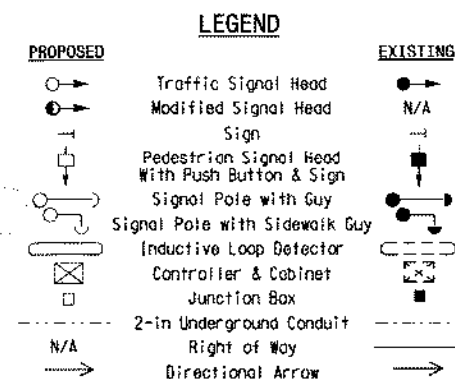
NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 3 and/or phase 7 may be lagged.
- Phase 3 and/or phase 7 may be lagged.
- Reposition existing signal heads numbered # 22, 42, 62, & 82.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset # 0966.



OASIS 2070L TIMING CHART								
FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Min Green 1 *	7	10	7	7	7	10	7	7
Extension 1 *	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Max Green 1 *	15	60	15	30	15	60	15	30
Yellow Clearance	3.0	3.8	3.0	3.8	3.0	3.8	3.0	3.8
Red Clearance	3.3	2.5	2.4	2.0	2.6	2.5	2.8	2.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Walk 1 *	—	—	—	—	—	—	—	—
Don't Walk 1	—	—	—	—	—	—	—	—
Seconds Per Actuation *	—	—	—	—	—	—	—	—
Max Variable Initial *	—	—	—	—	—	—	—	—
Time Before Reduction *	—	—	—	—	—	—	—	—
Time To Reduce *	—	—	—	—	—	—	—	—
Minimum Gap	—	—	—	—	—	—	—	—
Recall Mode	—	MIN RECALL	—	—	—	WTK RECALL	—	—
Vehicle Call Memory	—	YELLOW	—	—	—	YELLOW	—	—
Dual Entry	—	—	—	ON	—	—	—	ON
Simultaneous Gap	ON	ON	ON	ON	ON	ON	ON	ON

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



Signal Upgrade

		<p>SR 4982 (Polk Street) at Industrial Drive / Business Entrance</p>		<p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER 24393 TIMOTHY L. LIMS</p>
<p>Division 10 Wecklenburg County Pineville</p>		<p>PLANNED BY: September 2013 REVIEWED BY: P.L.A.</p>		<p>218</p>
<p>PREPARED BY: C. Pierce</p>		<p>REVIEWED BY:</p>		<p>218</p>
<p>SCALE 0 40 1"=40'</p>		<p>REVISIONS</p>		<p>DATE</p>
<p>150 N. Greenfield Hwy, Cary, NC 27513</p>		<p>SIG. INVENTORY NO. 10-0966</p>		<p>218</p>






















Appendix D – Synchro Analysis Outputs

2017 Existing Traffic Volumes

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	0	38	4	2	18	98	858	14	38	452	160
Future Volume (vph)	61	0	38	4	2	18	98	858	14	38	452	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.864			0.998			0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1609	0	1770	3532	0	1770	3401	0
Flt Permitted	0.597						0.299			0.257		
Satd. Flow (perm)	1112	1583	0	1863	1609	0	557	3532	0	479	3401	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	68	0	42	4	2	20	109	953	16	42	502	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	42	0	4	22	0	109	969	0	42	680	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	12.9	11.6		10.9	9.2		34.1	35.1		31.3	26.0	

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.25	0.22		0.21	0.18		0.66	0.68		0.61	0.50	
v/c Ratio	0.17	0.12		0.01	0.08		0.19	0.40		0.08	0.40	
Control Delay	19.4	24.1		19.2	29.4		6.9	11.7		6.8	14.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.4	24.1		19.2	29.4		6.9	11.7		6.8	14.2	
LOS	B	C		B	C		A	B		A	B	
Approach Delay		21.2			27.9			11.3			13.7	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	15	9		1	5		10	57		4	76	
Queue Length 95th (ft)	55	48		8	32		43	263		21	179	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	506	696		440	621		677	3256		634	3135	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.06		0.01	0.04		0.16	0.30		0.07	0.22	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 51.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 13.0









Intersection LOS: B

Intersection Capacity Utilization 52.5%

ICU Level of Service A










Analysis Period (min) 15

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street





















11/03/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	33	40	10	41	30	4
Future Volume (Veh/h)	33	40	10	41	30	4
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	37	44	11	46	33	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			81		127	59
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			81		127	59
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	100
cM capacity (veh/h)			1517		861	1007
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	81	57	37			
Volume Left	0	11	33			
Volume Right	44	0	4			
cSH	1700	1517	875			
Volume to Capacity	0.05	0.01	0.04			
Queue Length 95th (ft)	0	1	3			
Control Delay (s)	0.0	1.5	9.3			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.5	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			19.4%	ICU Level of Service		A
Analysis Period (min)			15			

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	4	78	9	1	40	33	762	10	7	1117	79
Future Volume (vph)	169	4	78	9	1	40	33	762	10	7	1117	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.857			0.853			0.998			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1770	1589	0	1770	3532	0	1770	3504	0
Flt Permitted	0.414			0.698			0.098			0.273		
Satd. Flow (perm)	771	1596	0	1300	1589	0	183	3532	0	509	3504	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	188	4	87	10	1	44	37	847	11	8	1241	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	91	0	10	45	0	37	858	0	8	1329	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	18.5	16.9		13.2	10.0		42.9	41.8		41.5	37.5	













2017 Existing PM Peak Hour
Timmons Group

Synchro 9 Report
Page 1

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.25	0.23		0.18	0.14		0.58	0.57		0.56	0.51	
v/c Ratio	0.54	0.25		0.03	0.21		0.12	0.43		0.02	0.75	
Control Delay	33.2	32.1		27.1	41.3		7.9	11.0		7.1	19.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.2	32.1		27.1	41.3		7.9	11.0		7.1	19.7	
LOS	C	C		C	D		A	B		A	B	
Approach Delay		32.9			38.7			10.9			19.6	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	80	37		4	23		7	115		2	316	
Queue Length 95th (ft)	170	106		18	63		20	242		7	444	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	376	517		331	425		382	2795		513	2773	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.18		0.03	0.11		0.10	0.31		0.02	0.48	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 73.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 18.4









Intersection LOS: B

Intersection Capacity Utilization 57.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street

11/03/2017






















	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↶	↶	
Traffic Volume (veh/h)	72	32	3	80	40	10
Future Volume (Veh/h)	72	32	3	80	40	10
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	80	36	3	89	44	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			116		193	98
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			116		193	98
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		94	99
cM capacity (veh/h)			1473		794	958
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	116	92	55			
Volume Left	0	3	44			
Volume Right	36	0	11			
cSH	1700	1473	822			
Volume to Capacity	0.07	0.00	0.07			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.0	0.3	9.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.3	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay		2.1				
Intersection Capacity Utilization		16.6%	ICU Level of Service	A		
Analysis Period (min)		15				

2019 Phase I Background Traffic Volumes

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	0	57	4	2	19	108	893	15	40	470	175
Future Volume (vph)	107	0	57	4	2	19	108	893	15	40	470	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.863			0.997			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1608	0	1770	3529	0	1770	3394	0
Flt Permitted	0.471						0.294			0.202		
Satd. Flow (perm)	877	1583	0	1863	1608	0	548	3529	0	376	3394	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	119	0	63	4	2	21	120	992	17	44	522	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	63	0	4	23	0	120	1009	0	44	716	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	13.8	12.2		10.7	8.9		34.8	32.3		33.4	28.8	

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.24	0.21		0.19	0.15		0.60	0.56		0.58	0.50	
v/c Ratio	0.33	0.19		0.01	0.09		0.23	0.51		0.10	0.42	
Control Delay	23.1	26.0		20.5	32.0		7.8	15.1		7.3	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.1	26.0		20.5	32.0		7.8	15.1		7.3	15.6	
LOS	C	C		C	C		A	B		A	B	
Approach Delay		24.1			30.3			14.3			15.1	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	34	18		1	6		12	137		4	85	
Queue Length 95th (ft)	89	67		9	34		48	282		22	196	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	436	609		387	536		604	3197		531	3075	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.10		0.01	0.04		0.20	0.32		0.08	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 57.8

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 15.7









Intersection LOS: B

Intersection Capacity Utilization 56.1%

ICU Level of Service B










Analysis Period (min) 15

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street






















11/03/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	34	43	10	43	43	4
Future Volume (Veh/h)	34	43	10	43	43	4
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	38	48	11	48	48	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			86		132	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			86		132	62
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	100
cM capacity (veh/h)			1510		855	1003
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	86	59	52			
Volume Left	0	11	48			
Volume Right	48	0	4			
cSH	1700	1510	865			
Volume to Capacity	0.05	0.01	0.06			
Queue Length 95th (ft)	0	1	5			
Control Delay (s)	0.0	1.4	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.4	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			19.5%	ICU Level of Service		A
Analysis Period (min)			15			

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	4	95	9	1	42	44	793	10	7	1162	127
Future Volume (vph)	197	4	95	9	1	42	44	793	10	7	1162	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.855			0.853			0.998			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1593	0	1770	1589	0	1770	3532	0	1770	3486	0
Flt Permitted	0.431			0.686			0.082			0.278		
Satd. Flow (perm)	803	1593	0	1278	1589	0	153	3532	0	518	3486	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	219	4	106	10	1	47	49	881	11	8	1291	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	110	0	10	48	0	49	892	0	8	1432	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	19.4	17.8		13.8	10.5		51.0	49.7		48.2	42.1	

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.23	0.21		0.17	0.13		0.62	0.60		0.58	0.51	
v/c Ratio	0.67	0.32		0.04	0.24		0.18	0.42		0.02	0.81	
Control Delay	43.3	37.2		29.9	45.1		8.2	10.6		7.1	22.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.3	37.2		29.9	45.1		8.2	10.6		7.1	22.7	
LOS	D	D		C	D		A	B		A	C	
Approach Delay		41.3			42.5			10.4			22.6	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	105	50		4	26		10	123		2	363	
Queue Length 95th (ft)	#238	133		20	71		26	261		8	527	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	346	466		304	380		345	2611		507	2555	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.63	0.24		0.03	0.13		0.14	0.34		0.02	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 82.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 21.1

Intersection LOS: C

Intersection Capacity Utilization 62.5%









ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.










Queue shown is maximum after two cycles.

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street

11/03/2017






















						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	75	43	3	83	45	10
Future Volume (Veh/h)	75	43	3	83	45	10
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	83	48	3	92	50	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			131		205	107
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			131		205	107
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		94	99
cM capacity (veh/h)			1454		781	947
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	131	95	61			
Volume Left	0	3	50			
Volume Right	48	0	11			
cSH	1700	1454	807			
Volume to Capacity	0.08	0.00	0.08			
Queue Length 95th (ft)	0	0	6			
Control Delay (s)	0.0	0.3	9.8			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.3	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			16.8%	ICU Level of Service		A
Analysis Period (min)			15			

2024 Phase II Background Traffic Volumes

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	0	71	5	2	21	186	986	16	44	519	238
Future Volume (vph)	134	0	71	5	2	21	186	986	16	44	519	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.862			0.998			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1606	0	1770	3532	0	1770	3373	0
Flt Permitted	0.449						0.186			0.178		
Satd. Flow (perm)	836	1583	0	1863	1606	0	346	3532	0	332	3373	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	149	0	79	6	2	23	207	1096	18	49	577	264
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	79	0	6	25	0	207	1114	0	49	841	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	14.5	12.9		10.7	8.7		39.0	33.5		33.6	24.7	

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.22	0.20		0.16	0.13		0.59	0.51		0.51	0.38	
v/c Ratio	0.45	0.26		0.02	0.12		0.48	0.62		0.13	0.66	
Control Delay	28.0	29.2		23.0	34.6		10.8	16.3		7.7	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.0	29.2		23.0	34.6		10.8	16.3		7.7	20.3	
LOS	C	C		C	C		B	B		A	C	
Approach Delay		28.4			32.4			15.4			19.6	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	53	27		2	9		24	168		5	123	
Queue Length 95th (ft)	117	84		12	37		81	331		24	248	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	370	511		338	447		462	3095		443	2956	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.15		0.02	0.06		0.45	0.36		0.11	0.28	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 65.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 18.3









Intersection LOS: B

Intersection Capacity Utilization 60.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↶	↶	
Traffic Volume (veh/h)	38	52	15	47	48	5
Future Volume (Veh/h)	38	52	15	47	48	5
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	42	58	17	52	53	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			100		157	71
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			100		157	71
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			1493		824	991
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	100	69	59			
Volume Left	0	17	53			
Volume Right	58	0	6			
cSH	1700	1493	839			
Volume to Capacity	0.06	0.01	0.07			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	1.9	9.6			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.9	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay		3.1				
Intersection Capacity Utilization		20.0%	ICU Level of Service	A		
Analysis Period (min)		15				

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1






















11/03/2017

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	30	112	281	124	9
Future Volume (Veh/h)	2	30	112	281	124	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	33	124	312	138	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	703	143	148			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	703	143	148			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	91			
cM capacity (veh/h)	369	905	1434			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	35	436	148			
Volume Left	2	124	0			
Volume Right	33	0	10			
cSH	835	1434	1700			
Volume to Capacity	0.04	0.09	0.09			
Queue Length 95th (ft)	3	7	0			
Control Delay (s)	9.5	2.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	2.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.5				
Intersection Capacity Utilization		41.4%		ICU Level of Service		A
Analysis Period (min)		15				

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	5	166	10	1	46	63	875	11	8	1283	158
Future Volume (vph)	265	5	166	10	1	46	63	875	11	8	1283	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.855			0.853			0.998			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1593	0	1770	1589	0	1770	3532	0	1770	3483	0
Flt Permitted	0.488			0.638			0.070			0.242		
Satd. Flow (perm)	909	1593	0	1188	1589	0	130	3532	0	451	3483	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	294	6	184	11	1	51	70	972	12	9	1426	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	294	190	0	11	52	0	70	984	0	9	1602	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	23.1	21.3		15.7	10.6		59.5	57.7		55.7	49.7	

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.24	0.23		0.17	0.11		0.63	0.61		0.59	0.53	
v/c Ratio	0.88	0.53		0.04	0.29		0.28	0.46		0.02	0.87	
Control Delay	64.5	44.3		32.9	50.6		10.3	11.4		7.0	27.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	64.5	44.3		32.9	50.6		10.3	11.4		7.0	27.5	
LOS	E	D		C	D		B	B		A	C	
Approach Delay		56.5			47.5			11.3			27.4	
Approach LOS		E			D			B			C	
Queue Length 50th (ft)	175	107		6	33		15	143		2	458	
Queue Length 95th (ft)	#279	#248		21	76		38	300		8	674	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	335	415		282	321		296	2490		448	2304	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.88	0.46		0.04	0.16		0.24	0.40		0.02	0.70	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 94.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 26.9

Intersection LOS: C

Intersection Capacity Utilization 80.2%









ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↶	↶	
Traffic Volume (veh/h)	83	49	5	92	55	16
Future Volume (Veh/h)	83	49	5	92	55	16
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	92	54	6	102	61	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			146		233	119
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			146		233	119
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	98
cM capacity (veh/h)			1436		752	933
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	146	108	79			
Volume Left	0	6	61			
Volume Right	54	0	18			
cSH	1700	1436	786			
Volume to Capacity	0.09	0.00	0.10			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.4	10.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.4	10.1			
Approach LOS			B			
Intersection Summary						
Average Delay		2.5				
Intersection Capacity Utilization		19.6%	ICU Level of Service	A		
Analysis Period (min)		15				

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1

11/03/2017





















						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	112	37	112	403	4
Future Volume (Veh/h)	10	112	37	112	403	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	124	41	124	448	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	656	450	452			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	656	450	452			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	80	96			
cM capacity (veh/h)	414	609	1109			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	135	165	452			
Volume Left	11	41	0			
Volume Right	124	0	4			
cSH	587	1109	1700			
Volume to Capacity	0.23	0.04	0.27			
Queue Length 95th (ft)	22	3	0			
Control Delay (s)	13.0	2.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.0	2.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		2.8				
Intersection Capacity Utilization		46.9%		ICU Level of Service		A
Analysis Period (min)		15				

2019 Phase I Build Traffic Volumes

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	0	67	4	2	19	175	893	15	40	470	221
Future Volume (vph)	127	0	67	4	2	19	175	893	15	40	470	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.863			0.997			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1608	0	1770	3529	0	1770	3369	0
Flt Permitted	0.465						0.215			0.232		
Satd. Flow (perm)	866	1583	0	1863	1608	0	400	3529	0	432	3369	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	141	0	74	4	2	21	194	992	17	44	522	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	74	0	4	23	0	194	1009	0	44	768	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	14.3	12.8		10.9	9.1		36.1	33.0		31.3	21.7	

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.24	0.22		0.19	0.16		0.61	0.56		0.53	0.37	
v/c Ratio	0.38	0.22		0.01	0.09		0.40	0.51		0.10	0.62	
Control Delay	24.1	26.3		20.8	32.0		9.4	15.2		7.5	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.1	26.3		20.8	32.0		9.4	15.2		7.5	19.2	
LOS	C	C		C	C		A	B		A	B	
Approach Delay		24.8			30.3			14.3			18.5	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	41	21		1	7		22	142		5	102	
Queue Length 95th (ft)	104	76		9	34		76	286		22	220	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	434	606		388	533		543	3188		539	3043	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.12		0.01	0.04		0.36	0.32		0.08	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 58.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 17.0









Intersection LOS: B

Intersection Capacity Utilization 57.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↶	↶	
Traffic Volume (veh/h)	34	48	14	43	45	5
Future Volume (Veh/h)	34	48	14	43	45	5
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	38	53	16	48	50	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			91		144	64
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			91		144	64
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	99
cM capacity (veh/h)			1504		839	1000
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	91	64	56			
Volume Left	0	16	50			
Volume Right	53	0	6			
cSH	1700	1504	853			
Volume to Capacity	0.05	0.01	0.07			
Queue Length 95th (ft)	0	1	5			
Control Delay (s)	0.0	1.9	9.5			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.9	9.5			
Approach LOS			A			
Intersection Summary						
Average Delay		3.1				
Intersection Capacity Utilization		19.7%	ICU Level of Service	A		
Analysis Period (min)		15				

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1






















11/03/2017

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	30	112	255	112	9
Future Volume (Veh/h)	2	30	112	255	112	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	33	124	283	124	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	660	129	134			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	660	129	134			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	96	91			
cM capacity (veh/h)	391	921	1451			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	35	407	134			
Volume Left	2	124	0			
Volume Right	33	0	10			
cSH	855	1451	1700			
Volume to Capacity	0.04	0.09	0.08			
Queue Length 95th (ft)	3	7	0			
Control Delay (s)	9.4	2.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	2.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.6				
Intersection Capacity Utilization		39.4%		ICU Level of Service		A
Analysis Period (min)		15				

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	4	157	9	1	42	59	793	10	7	1162	150
Future Volume (vph)	247	4	157	9	1	42	59	793	10	7	1162	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.853			0.853			0.998			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1589	0	1770	1589	0	1770	3532	0	1770	3479	0
Flt Permitted	0.435			0.645			0.079			0.280		
Satd. Flow (perm)	810	1589	0	1201	1589	0	147	3532	0	522	3479	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	274	4	174	10	1	47	66	881	11	8	1291	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	274	178	0	10	48	0	66	892	0	8	1458	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	20.6	19.1		13.9	10.4		53.1	51.5		49.4	43.3	

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.24	0.22		0.16	0.12		0.62	0.60		0.58	0.51	
v/c Ratio	0.81	0.50		0.04	0.25		0.24	0.42		0.02	0.83	
Control Delay	53.3	41.5		30.7	46.2		8.9	10.7		7.1	24.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.3	41.5		30.7	46.2		8.9	10.7		7.1	24.3	
LOS	D	D		C	D		A	B		A	C	
Approach Delay		48.6			43.5			10.5			24.3	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	140	87		4	27		13	123		2	380	
Queue Length 95th (ft)	#267	#224		20	72		33	265		8	571	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	340	441		288	360		328	2588		495	2501	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.81	0.40		0.03	0.13		0.20	0.34		0.02	0.58	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 85.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 23.9

Intersection LOS: C

Intersection Capacity Utilization 75.6%









ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Traffic Volume (veh/h)	75	45	5	83	51	15
Future Volume (Veh/h)	75	45	5	83	51	15
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	83	50	6	92	57	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			133		212	108
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			133		212	108
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		93	98
cM capacity (veh/h)			1452		773	946
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	133	98	74			
Volume Left	0	6	57			
Volume Right	50	0	17			
cSH	1700	1452	807			
Volume to Capacity	0.08	0.00	0.09			
Queue Length 95th (ft)	0	0	8			
Control Delay (s)	0.0	0.5	9.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.5	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			18.9%	ICU Level of Service		A
Analysis Period (min)			15			

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1

11/03/2017





















						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	112	37	102	366	4
Future Volume (Veh/h)	10	112	37	102	366	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	124	41	113	407	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	604	409	411			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	604	409	411			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	81	96			
cM capacity (veh/h)	445	642	1148			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	135	154	411			
Volume Left	11	41	0			
Volume Right	124	0	4			
cSH	620	1148	1700			
Volume to Capacity	0.22	0.04	0.24			
Queue Length 95th (ft)	21	3	0			
Control Delay (s)	12.4	2.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.4	2.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		2.9				
Intersection Capacity Utilization		44.4%		ICU Level of Service		A
Analysis Period (min)		15				

2024 Phase II Build Traffic Volumes

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	0	83	5	2	21	338	986	16	44	519	340
Future Volume (vph)	156	0	83	5	2	21	338	986	16	44	519	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.862			0.998			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1583	0	1770	1606	0	1770	3532	0	1770	3330	0
Flt Permitted	0.435						0.141			0.191		
Satd. Flow (perm)	810	1583	0	1863	1606	0	263	3532	0	356	3330	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	173	0	92	6	2	23	376	1096	18	49	577	378
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	92	0	6	25	0	376	1114	0	49	955	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	14.8	13.2		10.8	8.7		42.2	36.3		35.3	26.6	

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.21	0.19		0.16	0.13		0.61	0.53		0.51	0.39	
v/c Ratio	0.54	0.30		0.02	0.12		0.91	0.60		0.14	0.75	
Control Delay	30.9	30.3		23.2	34.9		46.7	16.0		7.8	22.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.9	30.3		23.2	34.9		46.7	16.0		7.8	22.8	
LOS	C	C		C	C		D	B		A	C	
Approach Delay		30.7			32.6			23.8			22.1	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	64	33		2	9		88	168		5	151	
Queue Length 95th (ft)	136	96		12	37		#363	338		25	301	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	348	478		324	416		414	3073		434	2897	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.19		0.02	0.06		0.91	0.36		0.11	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 69

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 23.9

Intersection LOS: C

Intersection Capacity Utilization 71.8%









ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA
1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↕	
Traffic Volume (veh/h)	38	63	23	47	50	6
Future Volume (Veh/h)	38	63	23	47	50	6
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	42	70	26	52	56	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			112		181	77
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			112		181	77
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		93	99
cM capacity (veh/h)			1478		794	984
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	112	78	63			
Volume Left	0	26	56			
Volume Right	70	0	7			
cSH	1700	1478	811			
Volume to Capacity	0.07	0.02	0.08			
Queue Length 95th (ft)	0	1	6			
Control Delay (s)	0.0	2.6	9.8			
Lane LOS		A	A			
Approach Delay (s)	0.0	2.6	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			20.4%	ICU Level of Service		A
Analysis Period (min)			15			

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1






















11/03/2017

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	64	367	281	124	28
Future Volume (Veh/h)	5	64	367	281	124	28
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	71	408	312	138	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1282	154	169			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1282	154	169			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	92	71			
cM capacity (veh/h)	130	892	1409			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	77	720	169			
Volume Left	6	408	0			
Volume Right	71	0	31			
cSH	612	1409	1700			
Volume to Capacity	0.13	0.29	0.10			
Queue Length 95th (ft)	11	30	0			
Control Delay (s)	11.7	6.2	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.7	6.2	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		5.5				
Intersection Capacity Utilization		57.6%		ICU Level of Service		B
Analysis Period (min)		15				

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway













11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	383	5	312	10	1	46	77	875	11	8	1283	180
Future Volume (vph)	383	5	312	10	1	46	77	875	11	8	1283	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		75	100		0	165		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.853			0.853			0.998			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1589	0	1770	1589	0	1770	3532	0	1770	3476	0
Flt Permitted	0.494			0.400			0.067			0.242		
Satd. Flow (perm)	920	1589	0	745	1589	0	125	3532	0	451	3476	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1961			266			1652			1043	
Travel Time (s)		38.2			5.2			32.2			20.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	426	6	347	11	1	51	86	972	12	9	1426	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	426	353	0	11	52	0	86	984	0	9	1626	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	14.0	20.0		14.0	20.0		14.0	21.0		14.0	21.0	
Total Split (s)	16.0	24.0		14.0	22.0		16.0	66.0		16.0	66.0	
Total Split (%)	13.3%	20.0%		11.7%	18.3%		13.3%	55.0%		13.3%	55.0%	
Maximum Green (s)	10.2	18.2		8.6	16.2		10.4	59.7		9.7	59.7	
Yellow Time (s)	3.0	3.8		3.0	3.8		3.0	3.8		3.0	3.8	
All-Red Time (s)	2.8	2.0		2.4	2.0		2.6	2.5		3.3	2.5	
Lost Time Adjust (s)	-0.8	-0.8		-0.4	-0.8		-0.6	-1.3		-1.3	-1.3	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.0		2.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effect Green (s)	25.4	23.5		15.4	10.2		62.0	60.1		57.6	51.5	

Pineville Industrial TIA

966: N Polk Street/Pineville Road & Industrial Drive/Driveway

11/03/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.26	0.24		0.16	0.10		0.63	0.61		0.58	0.52	
v/c Ratio	1.18	0.93		0.06	0.32		0.36	0.46		0.02	0.89	
Control Delay	142.8	73.9		33.6	52.2		14.5	11.6		7.0	29.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	142.8	73.9		33.6	52.2		14.5	11.6		7.0	29.7	
LOS	F	E		C	D		B	B		A	C	
Approach Delay		111.6			49.0			11.9			29.6	
Approach LOS		F			D			B			C	
Queue Length 50th (ft)	~390	238		6	34		18	143		2	483	
Queue Length 95th (ft)	#508	#546		21	76		57	300		8	#697	
Internal Link Dist (ft)		1881			186			1572			963	
Turn Bay Length (ft)	150						100			165		
Base Capacity (vph)	360	378		229	291		273	2500		429	2269	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.18	0.93		0.05	0.18		0.32	0.39		0.02	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 98.6

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 42.6

Intersection LOS: D

Intersection Capacity Utilization 87.4%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 966: N Polk Street/Pineville Road & Industrial Drive/Driveway

 Ø1	 Ø2	 Ø3	 Ø4
16 s	66 s	14 s	24 s
 Ø5	 Ø6	 Ø7	 Ø8
16 s	66 s	16 s	22 s

Pineville Industrial TIA

1: Industrial Drive & Rodney Street










11/03/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↶	↶	
Traffic Volume (veh/h)	83	51	6	92	70	26
Future Volume (Veh/h)	83	51	6	92	70	26
Sign Control	Free			Free	Stop	
Grade	2%			-1%	5%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	92	57	7	102	78	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			149		236	120
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			149		236	120
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		90	97
cM capacity (veh/h)			1432		748	931
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	149	109	107			
Volume Left	0	7	78			
Volume Right	57	0	29			
cSH	1700	1432	790			
Volume to Capacity	0.09	0.00	0.14			
Queue Length 95th (ft)	0	0	12			
Control Delay (s)	0.0	0.5	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.5	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			21.9%	ICU Level of Service		A
Analysis Period (min)			15			

Pineville Industrial TIA

3: Industrial Drive & Site Driveway #1

11/03/2017

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	376	73	112	403	7
Future Volume (Veh/h)	35	376	73	112	403	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	39	418	81	124	448	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	738	452	456			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	738	452	456			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	31	93			
cM capacity (veh/h)	357	608	1105			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	457	205	456			
Volume Left	39	81	0			
Volume Right	418	0	8			
cSH	573	1105	1700			
Volume to Capacity	0.80	0.07	0.27			
Queue Length 95th (ft)	193	6	0			
Control Delay (s)	31.5	3.8	0.0			
Lane LOS	D	A				
Approach Delay (s)	31.5	3.8	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay		13.6				
Intersection Capacity Utilization		66.7%		ICU Level of Service		C
Analysis Period (min)		15				

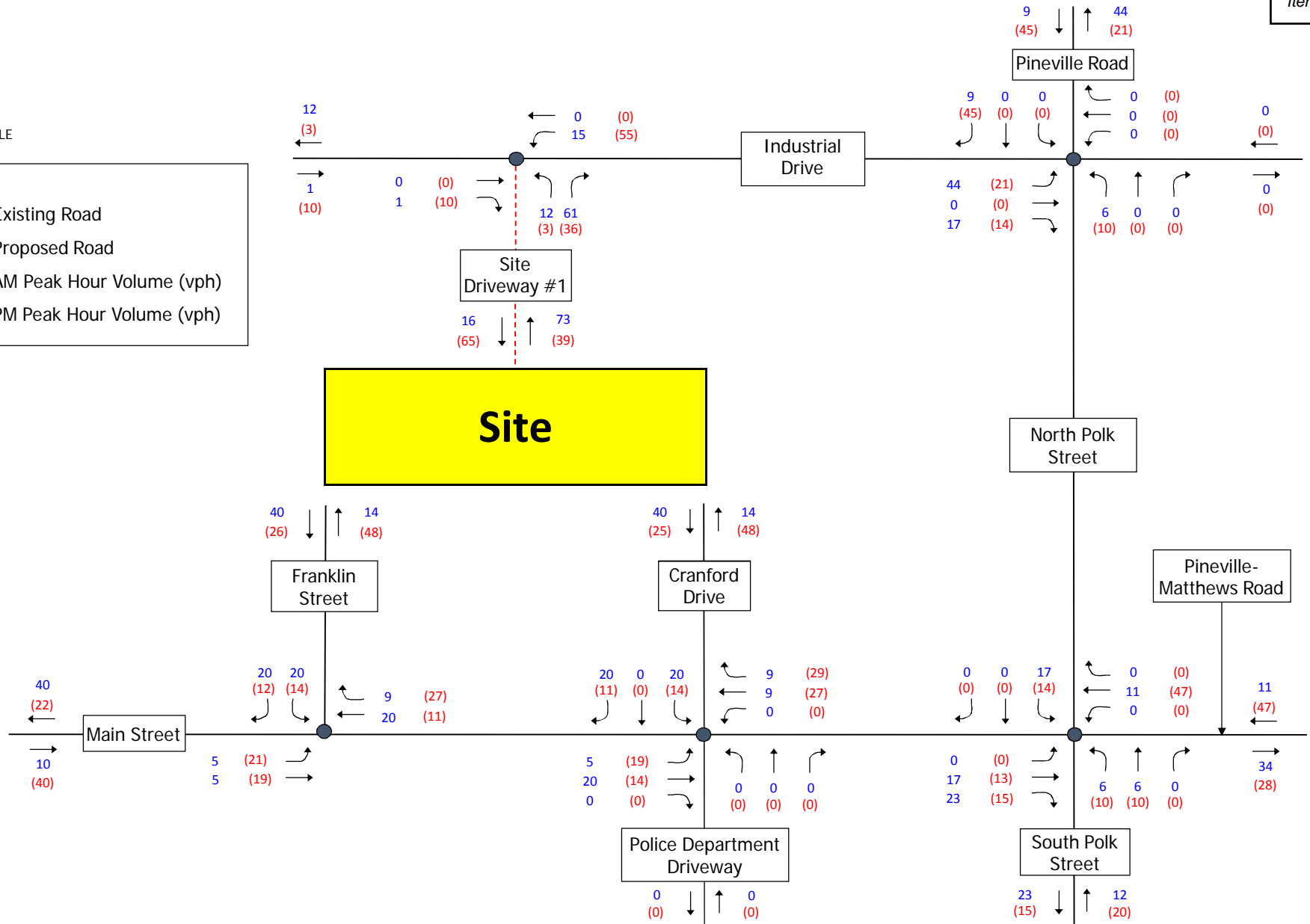
Appendix E – Approved Developments



NOT TO SCALE

LEGEND:

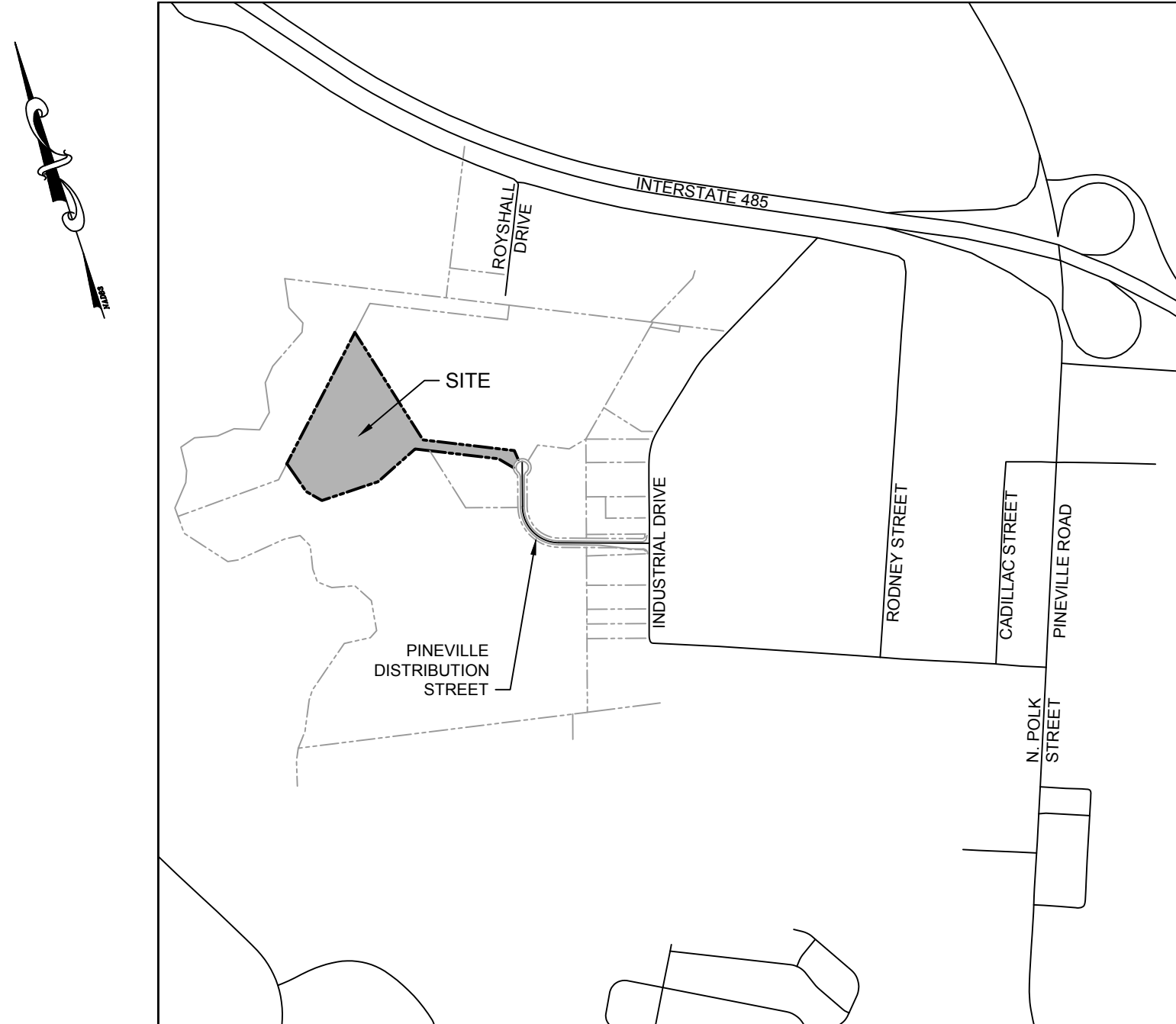
- Existing Road
- Proposed Road
- XX AM Peak Hour Volume (vph)
- (XX) PM Peak Hour Volume (vph)



PINEVILLE DISTRIBUTION LOT 4 CONDITIONAL ZONING PLAN

PINEVILLE, NORTH CAROLINA

ACCELA #



VICINITY MAP

SCALE: 1" = 1,000'

DEVELOPE

ICONIC EQUITIES
 1508 BAY ROAD, UNIT 1105
 MIAMI BEACH, FL 33139
 CONTACT: TURNER FORTIN
 PHONE: 404.863.9931
 EMAIL: TURNER@ICONICEQUITIESGROUP.COM

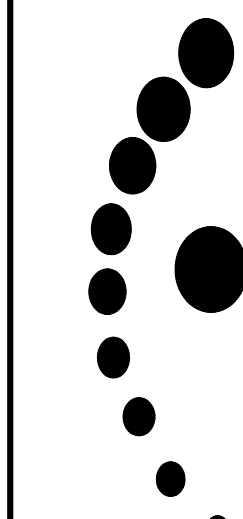
PROPERTY OWNER:

PARCEL ID: 20507120
CONCORD CALIFORNIA ASSOCIATES, LLC
11062 WINNETKA AVE
CHATSWORTH, CA 91311

CIVIL/LANDSCAP

TIMMONS GROUP
610 E. MOREHEAD STREET, SUITE 250
CHARLOTTE, NC 28202
ENGINEER OF RECORD: ANDREW ALLISON, P.E.
PHONE: 704.227.1564
EMAIL: ANDREW.ALLISON@TIMMONS.COM

Sheet Number	Sheet Title
C-000	COVER
V-100	SURVEY
C-100	CONDITIONAL ZONING SITE PLAN
L-100	LANDSCAPE PLAN
LI-100	LIGHTING PLAN



TIMMONS GROUP
NORTH CAROLINA LICENSE NO. C-1652

NORTH CAROLINA LICENSE NO. C-1652

PINEVILLE DISTRIBUTION STREET - LOT 4

COVER

JOB NO.
70628

SHEET NO.
C-000

YOUR VISION ACHIEVED THROUGH OURS.

DESIGNED BY	E. SCANLON
CHECKED BY	A. ALLISON
SCALE	AS SHOWN

JOB NO. 70628	PINEVILLE DISTRIBUTION STREET - LOT 4 PINEVILLE, NORTH CAROLINA
SHEET NO. C-000	
COVER	

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TEL 704.602.8600 FAX 704.376.1076 www.timmons.com
North Carolina License No. C-1652

ICONIC EQUITIES
1508 BAY ROAD, UNIT 1105
MIAMI BEACH, FL 33139

REVISION DESCRIPTION

DATE
12/18/2

DRAWN BY

E. SCANLON

DESIGNED BY
E. SCANLON

CHECKED BY
A. ALLISON

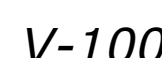
SCALE
AS SHOWN

--	--

JOB NO. 70628	PINEVILLE DISTRIBUTION STREET - LOT 4 PINEVILLE, NORTH CAROLINA
SHEET NO. C-000	
COVER	

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North Carolina License No. C-1552



ACHIEVED THROUGH OURS.

YOUR VISION ACHIEVED THROUGH OURS.

PINEVILLE DISTRIBUTION STREET - LOT 4

PINEVILLE, NORTH CAROLINA

228
NO. 00

JOB NO.
70628

SHEET NO.
C-100

SHEET NO.
C-100

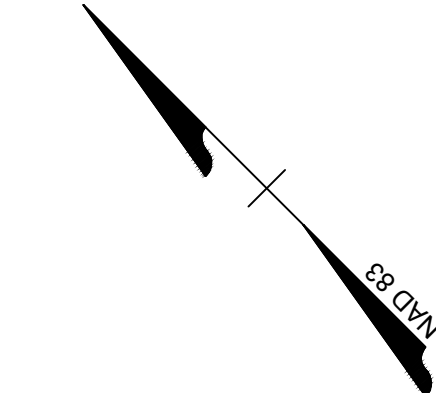
TIMMONS GROUP



OWNER:	CONCORD CALIFORNIA ASSOCIATES, LLC 11062 WINNETKA AVE CHATSWORTH, CA 91311
TAX PARCEL NO:	205-07-120
TOTAL SITE AREA:	±15.00 AC.
ZONING:	G-I
EXISTING USE:	VACANT
PROPOSED USE:	INDUSTRIAL (192,400 SF)
FRONT YARD SETBACK:	15' (MEASURED FROM SIDEWALK)
REAR YARD SETBACK:	10'
SIDE YARD SETBACK:	10'
PARKING CALCULATIONS:	OFFICE: 1 SPACE/350 SF 500 SF/350 SF = 2 SPACES WAREHOUSE: 1 SPACE/4,000 SF 191,900 SF/4,000 SF = 48 SPACES
TOTAL PARKING REQUIRED:	50 SPACES
TOTAL PARKING PROVIDED:	±185 SPACES (6 ACCESSIBLE, 1 VAN INCLUDED)
WATERSHED:	SUGAR

SCALE 1"=50'

A horizontal scale bar with a white left half and a black right half. The total length is 100 feet, with a midpoint at 50 feet. The scale is labeled 0, 50', and 100'.



North Carolina 811
www.nc811.org

1. CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR PLACING BARRICADES USING FLAG MEN, ETC. AS NECESSARY TO INSURE SAFETY TO THE PUBLIC.
3. ALL PAVEMENT CUTS, CONCRETE OR ASPHALT, ARE TO BE REPAID AND ACQUIRING TO STANDARDS OF THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION AND TOWN OF PINEVILLE UTILITY DEPARTMENT SPECIFICATIONS.
4. SHORING WILL BE ACCORDING TO OSHA TRENCHING STANDARDS.

THIS DRAWING IS THE PROPERTY OF JORDAN
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WRITTEN PERMISSION BY JORDAN & SKALA
ENGINEERS.

LOT 4

[PRINT RECORD](#)[illegible]

REVISIONS

[illegible]

SHEET TITLE

SITE PHOTOMETRICS

SHEET NUMBER

E-101P

ISSUED FOR REFERENCE ON _____



SCALE: 1" = 60'-0"

Office Use Only:

Application #:

Payment Method: Cash ☐ Check ☐ Credit Card ☐ Amount \$ _____ Date Paid _____

Zoning Application

~~Application will not be considered until all required submittal components listed have been completed~~

Applicant's Name: Iconic Equities attn: Turner Fortin Phone: 404.863.9931

Applicant's Mailing Address: 1508 Bay Road, Unit 1105, Miami Beach, FL 33139

Property Information:

Property Location: 10203 Pineville Distribution St, Pineville, NC 28134

Property Owner's Mailing Address: 11062 Winnetka Ave, Chatsworth, CA 91311

Property Owner Name: Concord California Associates, LLC (Rishi Kapadia) Phone: 818.230.7609

Tax Map and Parcel Number: 20507120 Existing Zoning: G-1

Which are you applying (Check all that apply):

Rezoning by Right ☐ Conditional Zoning ☒ Conditional Rezoning ☐ Text Amendment ☐

Fill out section(s) that apply:

Rezoning by Right:

Proposed Rezoning Designation _____

Conditional Zoning:

Proposed Conditional Use Industrial

Acreage 15.0 Square Feet 194,382 Approximate Height 44 # of Rooms N/A

Parking Spaces Required 50 Parking Spaces Provided 185 ****Please Attach Site Specific Conditional Plan**

Conditional Rezoning:

Proposed Conditional Rezoning Designation _____

Text Amendment:

Section _____ Reason _____

Proposed Text Change (Attach if needed) _____

I do hereby certify that all information which I have provided for this application is, to the best of my knowledge, correct.

Turner Fortin
Signature of Applicant

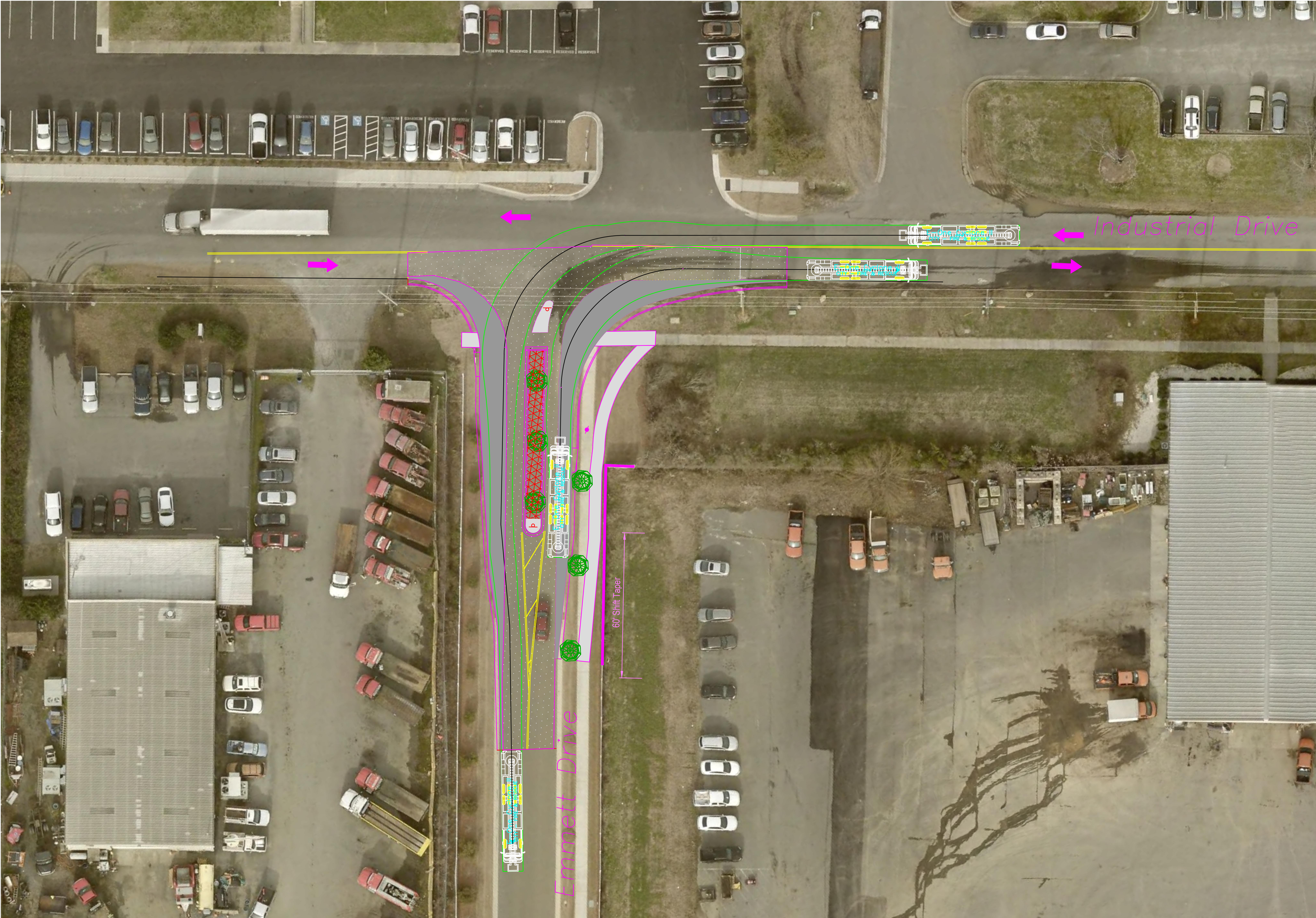
Rishi Kapadia
Signature of Property Owner (If not Applicant)

12/11/2024
Date

12/11/2024
Date

Signature of Town Official

Date



NOT FOR CONSTRUCTION

Concept Plan for
Left Turn Lane Modification at Emmett Drive
March 5, 2025

© 2025 LaBella Associates

NO.	DATE:	DESCRIPTION:
Revisions		

PROJECT NUMBER:

DRAWN BY:

REVIEWED BY:

ISSUED FOR:

DATE: 02-28-2025

DRAWING NAME:

NOTES: Existing trees, fence line, catch basins and Pedestrian light are impacted by proposed widening.

It is assumed geotechnical borings will be performed to ensure adequ pavement depth is in place to construct landscaped median.



TOWN COUNCIL AGENDA ITEM

MEETING DATE: March 11, 2025

Agenda Title/Category:	Public Hearing			
Staff Contact/Presenter:	Travis Morgan			
Meets Strategic Initiative or Approved Plan:	Yes	No	If yes, list:	Housing goals in the comp plan
	X			
Background:				
Discussion:	Removal of ownership clause from applicants request or Planning Board recommendation			
Fiscal impact:	Legal implications based on future cases			
Attachments:	Cover Memo to Council Legal Opinion Ordinance Change Request from Applicant Zoning Application			
Recommended Motion to be made by Council:	Approve applicants request			



TOWN COUNCIL AGENDA ITEM

MEETING DATE: March 11, 2025

Agenda - Title/Category:	Electric Substation Construction Bid Award			
Staff Contact/Presenter:	David Lucore			
Meets Strategic Initiative or Approved Plan:	Yes	No	If yes, list:	Reliability
	X			
Background:	Staff solicited formal bids for the site construction of the new electric substation.			
Discussion:	Three bids were received with Hux Construction having the lowest bid.			
Fiscal impact:	\$512,488.50			
Attachments:	Bid Tabulation; Contract			
Recommended Motion to be made by Council:	Approve award of contract to Hux Construction.			



February 27, 2024

Mr. David Lucore
ElectriCities of North Carolina
11316 Sam Furr Road
Huntersville, North Carolina 28078

Ref.: Site construction of Delivery No. 4 Substation
Pineville, North Carolina

Dear David:

The Town received sealed proposals on February 25, 2025, from three contractors for the site construction of Delivery No. 4 in Pineville, North Carolina. The three bids were reviewed for compliance with the specifications and relevant project experience. A bid tabulation is attached.

The low bid was submitted by Hux Contracting, LLC from Charlotte, NC in the amount of \$512,488.50. Hux Contracting has demonstrated experience with earthwork, excavation, and site preparation for similar projects in this region.

We recommend that the Town accept Hux Contracting's proposal and proceed with executing the contract documents. If ElectriCities and the Town agree with our recommendation, we can provide additional vendor information as required for purchase orders.

Please let us know if you have any questions or need any additional information.

Very Truly Yours,

SOUTHEASTERN CONSULTING ENGINEERS, INC.

By

Steve Phillips
Associate Engineer

SRP/lc

Attachment

BID TABULATION
Site Construction of Delivery No. 4 Substation

Town of Pineville
Pineville, North Carolina

Date: February 25, 2025
Time: 2:00 PM, EST

<u>Bidder</u>	<u>Draw Enterprises Charlotte, NC</u>	<u>Morgan Corp. Charlotte, NC</u>	<u>Hux Contracting Charlotte, NC</u>	<u> </u>
I. Erosion and Sedimentation Control Measures (LS)	\$ <u>91,000.00</u>	\$ <u>199,416.00</u>	\$ <u>109,103.00</u>	\$ <u> </u>
II. Site Clearing (LS)	<u>20,000.00</u>	<u>36,979.00</u>	<u>15,000.00</u>	<u> </u>
III. Site Development (LS)	<u>276,000.00</u>	<u>264,137.00</u>	<u>237,885.00</u>	<u> </u>
IV. Landscaping (LS)	<u>52,750.00</u>	<u>189,412.00</u>	<u>64,500.00</u>	<u> </u>
V. Fencing (LS)	<u>26,500.00</u>	<u>64,535.00</u>	<u>36,000.00</u>	<u> </u>
VI. Quality Control	<u>Included</u>	<u>Included</u>	<u>Included</u>	<u>Included</u>
VII. Change Order Allowance	\$ <u>50,000.00</u>	\$ <u>50,000.00</u>	\$ <u>50,000.00</u>	\$ <u>50,000.00</u>
Total, Construction	\$ <u>516,250.00</u>	\$ <u>804,479.00</u>	\$ <u>512,488.00</u>	\$ <u> </u>
5% Bid Bond	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u> </u>

Page 2

Date: February 25, 2025
Time: 2:00 PM, EST

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RESOLUTION 2025-05 CODE OF ETHICS FOR THE PUBLIC OFFICIALS OF THE TOWN OF PINEVILLE, NC

WHEREAS, the Constitution of North Carolina, Article I, Section 35, reminds us that a "frequent recurrence to fundamental principles is absolutely necessary to preserve the blessings of liberty;" and

WHEREAS, a spirit of honesty and forthrightness is reflected in North Carolina's state motto, *Esse quam videri*, "To be rather than to seem;" and

WHEREAS, Section 160A-86 of the North Carolina General Statutes requires local governing boards to adopt a code of ethics; and

WHEREAS, as public officials we are charged with upholding the trust of the citizens of Pineville, and with obeying the law;

NOW THEREFORE, in recognition of our blessings and obligations as citizens of the State of North Carolina and as public officials representing the citizens of the Town of Pineville and acting pursuant to the requirements of Section 160A-86 of the North Carolina General Statutes, we the Town of Pineville's Town Council do hereby adopt the following General Principles and Code of Ethics to guide the Public Officials of the Town of Pineville in its lawful decision-making.

GENERAL PRINCIPLES UNDERLYING THE CODE OF ETHICS

- The stability and proper operation of democratic representative government depend upon public confidence in the integrity of the government and upon responsible exercise of the trust conferred by the people upon their elected officials.
- Governmental decisions and policy must be made and implemented through proper channels and processes of the governmental structure.
- Public Officials must be able to act in a manner that maintains their integrity and independence yet is responsive to the interests and needs of those they represent.
- Public Officials must always remain aware that at various times they play different roles: as advocates, who strive to advance the legitimate needs of their citizens; as legislators, who balance the public interest and private rights in considering and enacting ordinances, orders, and resolutions; as decision-makers, who arrive at fair and impartial quasi-judicial and administrative determinations.
- Public Officials must know how to distinguish among these roles, to determine when each role is appropriate, and to act accordingly.
- Public Officials must be aware of their obligation to conform their behavior to standards of ethical conduct that warrant the trust of their constituents. Each official must find within his or her own conscience the touchstone by which to determine what conduct is appropriate.

- Public Officials of the Town of Pineville are any elected or appointed officials.

CODE OF ETHICS

The purpose of this Code of Ethics is to establish guidelines for ethical standards of conduct for the Public Officials of the Town of Pineville and to help determine what conduct is appropriate in particular cases. It should not be considered a substitute for the law or for a board member's best judgment.

Section 1. Public Officials should obey all laws applicable to their official actions as members of the board. Public Officials should be guided by the spirit as well as the letter of the law in whatever they do. At the same time, Public Officials should feel free to assert policy positions and opinions without fear of reprisal from fellow Public Officials or citizens. To declare that a board member is behaving unethically because one disagrees with that board member on a question of policy (and not because of the board member's behavior) is unfair, dishonest, irresponsible, and itself unethical.

Section 2. Public Officials should act with integrity and independence from improper influence as they exercise the duties of their offices. Characteristics and behaviors consistent with this standard include the following:

- Adhering firmly to a code of sound values.
- Behaving consistently and with respect toward everyone with whom they interact.
- Exhibiting trustworthiness.
- Living as if they are on duty as elected officials regardless of where they are or what they are doing.
- Using their best independent judgment to pursue the common good as they see it, presenting their opinions to all in a reasonable, forthright, consistent manner.
- Remaining incorruptible, self-governing, and unaffected by improper influence while at the same time being able to consider the opinions and ideas of others.
- Disclosing contacts and information about issues that they receive outside of public meetings and refraining from seeking or receiving information about quasi-judicial matters outside of the quasi-judicial proceedings themselves.
- Treating other Public Officials, the public, and Town Employees, with respect and honoring the opinions of others even when the Public Officials disagree with those opinions.
- Not reaching conclusions on issues until all sides have been heard.
- Showing respect for their offices and not behaving in ways that reflect badly on those offices.
- Recognizing that they are part of a larger group and acting accordingly.
- Recognizing that individual Public Officials are not generally allowed to act on behalf of the board but may only do so if the board specifically authorizes it, and that the board must take official action as a body.

Section 3a. Public Officials should avoid impropriety in the exercise of their official duties. Their official actions should be above reproach. Although opinions may vary about what behavior is inappropriate, this board will consider impropriety in terms of whether a reasonable person who is aware of all of the relevant facts and circumstances surrounding the board member's action would conclude that the action was inappropriate.

Section 3b. If a board member believes that his or her actions, while legal and ethical, may be misunderstood, the member should seek the advice of the board's attorney and should consider publicly disclosing the facts of the situation and the steps taken to resolve it (such as consulting with the attorney).

Section 4. Public Officials should faithfully perform the duties of their offices. They should act as the especially responsible citizens whom others can trust and respect. They should set a good example for others in the community, keeping in mind that trust and respect must continually be earned.

Public Officials should faithfully attend and prepare for meetings. They should carefully analyze all credible information properly submitted to them, mindful of the need not to engage in communications outside the meeting in quasi-judicial matters. They should demand full accountability from those over whom the board has authority.

Public Officials should be willing to bear their fair share of the board's workload. To the extent appropriate, they should be willing to put the board's interests ahead of their own.

Section 5. Public Officials should conduct the affairs of the board in an open and public manner. They should comply with all applicable laws governing open meetings and public records, recognizing that doing so is an important way to be worthy of the public's trust. They should remember when they meet that they are conducting the public's business. They should also remember that local government records belong to the public and not to Public Officials or their employees.

In order to ensure strict compliance with the laws concerning openness, Public Officials should make clear that an environment of transparency and candor is to be maintained at all times in the governmental unit. They should prohibit unjustified delay in fulfilling public records requests. They should take deliberate steps to make certain that any closed sessions held by the board are lawfully conducted and that such sessions do not stray from the purposes for which they are called.

No elected official, officer or employee of the Town of Pineville shall participate in the award of administration of any Town-funded project or purchase if that person, that person's spouse, or a member of the person's immediate family has a financial or any other interest in the company selected for award.

Should a Public Official violate any of the sections of this Code of Ethics, said Public Official may be censured and/or removed from the Town Council of Pineville, NC.

ADOPTED this _____ day of March 2025 by the Town Council for the Town of Pineville.

David Phillips, Mayor

Amelia Stinson-Wesley, Council Member

Ed Samaha, Mayor Pro Tem

Chris McDonough, Council Member

Danielle Moore, Council Member

Memorandum



To: Mayor and Town Council

From: Ryan Spitzer

Date: 3/6/2025

Re: Mayor and Council Filing Fees

Overview:

As outlined in NCGS 163-294.2(e), the filing fee for the primary or election **shall be fixed by the governing board** not later than the day before candidates are permitted to begin filing notices of candidacy. There shall be a minimum filing fee of five dollars (\$5.00). The governing board shall have the authority to set the filing fee at not less than five dollars (\$5.00) nor more than one percent (1%) of the annual salary of the office sought, unless one percent (1%) of the annual salary of the office sought is less than the five dollars (\$5.00), in which case the minimum filing fee of five dollars (\$5.00) will be charged. The fee shall be paid to the Board of Elections at the time notice of candidacy is filed.

Town Council needs to provide the Board of Elections the filing fees for Mayor and Town Council by May 1, 2025.

	Mayor	Council
Pineville	\$6	\$5
Cornelius	\$12	\$5
Huntersville	\$50	\$25
Davidson	\$10	\$5
Mint Hill	\$50	\$25
Matthews	\$25	\$10
Charlotte	\$428	\$339

**Huntersville, Charlotte, Mint Hill data is for November 7, 2024*

Recommendation:

Vote on filing fees for Mayor and Town Council.



TOWN COUNCIL AGENDA ITEM

MEETING DATE: March 11, 2025

Agenda Title/Category:	Medic Funding and Response Times			
Staff Contact/Presenter:				
Meets Strategic Initiative or Approved Plan:	Yes x	No	If yes, list:	Safe and Cost-Effective Services
Background:	Medic provides a per call payment to the Fire Department for First Responder services. The last time the fee in the agreement was updated was 2017. The fees do not cover the cost of providing the service.			
Discussion:				
Fiscal impact:				
Attachments:				
Recommended Motion to be made by Council:	Approve the Town Manager to negotiate a new Contract with Medic on behalf of the Volunteer Fire Department and engage Mecklenburg County on Funding issues.			



TOWN COUNCIL AGENDA ITEM

MEETING DATE: March 11, 2025

Agenda Title/Category:	Request to Add Members to the PCS Board			
Staff Contact/Presenter:				
Meets Strategic Initiative or Approved Plan:	Yes	No	If yes, list:	
		x		
Background:	The PCS Board is currently made up of the 4 Council Members and the Mayor for a total of 5 voting Members. The PCS Director and the Town Manager have been non-voting members. There have been discussions to add up to two more voting members for a total of 9.			
Discussion:	Town Council needs to determine if they would like to add two more voting members to the PCS Board			
Fiscal impact:	\$300 per month			
Attachments:	<ol style="list-style-type: none"> 1. 1977 Minutes 2. Town Charter 3. 1997 Memo from Attorney(s) 4. 2014 Town Minutes 			
Recommended Motion to be made by Council:				



**MINUTES OF THE
TOWN COUNCIL MEETING OF THE
TOWN OF PINEVILLE, NORTH CAROLINA
TUESDAY, FEBRUARY 11, 2014**

The Town Council of the Town of Pineville met in regular session on Tuesday, February 11, 2014 at 6:30 p.m. at the Hut Meeting Facility in Pineville.

ATTENDANCE

Mayor: Jack Edwards

Mayor Pro-Tem: Melissa Davis

Town Council Members: Les Gladden, Debbie Fowler and David Phillips

Town Administrator: Haynes Brigman

Planning Director: Travis Morgan

Town Clerk: Barbara Monticello

CALL TO ORDER

Mayor Edwards called the meeting to order at 6:29 p.m. and welcomed those in attendance. Those wishing to speak on an agenda item were invited to sign the speaker list.

PLEDGE OF ALLEGIANCE TO THE FLAG

The Pledge of Allegiance was lead by Mayor Pro Tem, Melissa Davis.

MOMENT OF SILENCE

Mayor Edwards called for a moment of silence for the following: Town Employee, Joe Watson (heart by-pass surgery); Town Employee, Jennifer Honaker's grandfather (passed); Doris Bridges (passed) and Butch Dudley (passed). Mayor Edwards asked that we remember the troops overseas and their families left behind.

ORDER OF BUSINESS

Adoption of the Agenda:

Council Member Debbie Fowler motioned to adopt the agenda as is. Council Member David Phillips seconded the motion and there were ayes by all.

Approval of Minutes for the Regular Session of January 14, 2014: Mayor Edwards called for a motion on the Regular Minutes from January 14, 2014. Council Member Debbie Fowler moved to approve the minutes as is with Council Member Les Gladden seconding the motion. There were ayes by all to approve the minutes as is.

Consent Agenda: The following items were included: a) *Financial Report Ending 1/31/14 (Mickey Hicks/Richard Dixon)*; b) *Approval of Tax Refunds (Karen Bennett)*; and c) *Approve Budget Amendment for Police Department*. Council Member David Phillips motioned to approve the Consent Agenda as is. Council Member Les Gladden seconded the motion and there were ayes by all to approve the Consent Agenda as is.

OLD BUSINESS:

the same hours as the mall. Normal mall hours should be adhered to and are permitted to increase only during holiday shopping times as the mall allows. Council Member Les Gladden seconded the motion. There were two votes in favor of the text amendment: David Phillips and Les Gladden. There were two votes against the text amendment: Melissa Davis and Debbie Fowler. There being a tie, Mayor Jack Edwards voted in favor of the text amendment and the motion passed 3-2.

B. Text Amendment Recreation Center in the O-C District. (Travis Morgan) Planning Director, Travis Morgan, announced a second text amendment for a Recreation Center in the O-C District. The Public Hearing had been held last month but there was no new information to present to Council. The amendment was to add Recreation Center as a use permitted by right in the O-C district. There were no further questions but Council Member Les Gladden wanted to be sure the applicant understood the sign ordinance and that they were not entitled to extra signage or be tempted to put signage along the fence on 485. The applicant acknowledged his concern about signage. Council Member Gladden moved to approve the text amendment for a Recreation Center to be permitted by right in the O-C district. Motion was seconded by council Member Debbie Fowler and there were ayes by all to approve the amendment.

C. Text Amendment for Floodplain Ordinance Update. (Travis Morgan). The next text amendment to be heard was a simple date change on the Floodplain Ordinance. The date change was necessary to correspond with a recent change to the flood maps making them effective, 2/19/14. There were no changes to the original proposal so Council Member Debbie Fowler moved to approve the amendment with Council Member David Phillips seconding the motion. There were ayes by all and the amendment was approved.

D. Appointments – (Haynes Brigman) Three appointments were carried over from last month. Town Administrator, Haynes Brigman, stated he had made a proposal for the Telephone Board but wanted to get Council's consensus on it first before making a final decision. Mayor Pro Tem Davis suggested that they meet with the current Telephone Board Members before doing anything to give them the opportunity to know what was being proposed. Mr. Brigman agreed and recommended selecting just two Council Members to meet with the current Telephone Board Members so that a Special Meeting would not have to be called. Mayor Jack Edwards and Mayor Pro Tem Melissa Davis were selected and all agreed to table the item until the next Council Meeting.

There being no other questions or comments about the other two appointments, Council Member Les Gladden moved to approve both Jennifer Braganza for the Citizen's Transit Advisory Group and Janelle Lyons of the law firm, Cranfill, Sumner & Hartzog as the town's attorney. Council Member David Phillips seconded the motion and there were ayes by all.

E. Meeting Rules and Procedure Policy (Haynes Brigman). Mr. Brigman had presented a Meeting Rules and Procedure Policy at the last Council Meeting but was carried forward to this meeting giving Council more time to review it. There being no questions or comments on the policy, Council Member Debbie Fowler moved to approve the policy with Council Member Les Gladden seconding the motion. There were ayes by all.

NEW BUSINES:

A. Presentation by County Assessor's Office – Mr. Ken Joyner introduced himself as the new County Assessor who started with Mecklenburg County on October 1, 2013. One of the responsibilities he's charged with is to rebuild trust in that office and the process of assessing properties after the 2011 revaluation debacle. His plan was to visit all the towns in Mecklenburg County to explain the vision of his office and to try and "right the ship" to bring it back to an acceptable level. Pierson's Appraisals started work in October to review every taxing neighborhood as a result of a bill that was passed in July. After re-assessing about 2/3 of the parcels, more have gone down and some have gone up. If a refund is due a taxpayer, interest will be paid from the date the taxes were paid and the refund will be paid to the person owning the property at the time those taxes were paid. Work has been conducted from the northern part of the county to the southern with completion expected by 2015.

PCAA and Chris Deliner. Mr. Sams indicated his purpose was to keep kids playing and off the streets. Council Members had some concerns: Mayor Pro Tem Davis was very concerned about the projected cost to construct the fields, how many kids that were a part of PCAA actually lived in Pineville, and whether it would be necessary to hire another person to maintain the fields. Additionally, their reputation in the past was not always the best in the eyes of Pineville residents, nor was their accounting practices. Mr. Sams understood that there was this perception years back but stressed that things had changed and their bookkeeping had improved and was now an open book. The kids from Pineville would also receive a discounted rate for joining. Kristy Detwiler of Pineville Park and Recreation added that better marketing would be done to get more kids from town to join and that this opportunity would fit in perfectly with the Park and Recreation Master Plan.

Brooke Morris of the PCAA added that two fundraisers were held during the year; one in the spring and one in the fall. Last year they raised over \$15,000. Any money raised could be used for the construction of the fields or lighting for the fields. They could also help with running tournaments for the town. Council Member Debbie Fowler stated that she would like to see another Pineville person on the board. Mr. Brigman stated that there were still a lot of details to work out. He would work on cleaning up the construction cost figures and flushing out the details so the agreement could be brought back in March for a vote. All were in agreement.

F. Marketing Plan for Telephone Department (Haynes Brigman). Mr. Brigman explained that the company that is redoing our website, Granite Sky, also drew up a marketing plan for Pineville Telecommunications. However, the president of the company, Mia Holshauser, was unable to come to the meeting tonight due to the weather. She will be back in March to do a formal presentation. Council Member, David Phillips, wanted to be sure that we weren't going to get off schedule or move too fast too soon because the first of the two-year contracts for service are about to expire and they needed to be sure to retain those customers. Council Member Les Gladden was concerned that our branding didn't change because all the vehicles had just been branded with the new logo and he didn't want to see any of that change again. Mr. Brigman agreed and wanted to be sure all of our branding was cleaned up and consistent.

G. Staff Updates: a) Manager's Report (Haynes Brigman). Mr. Brigman informed the group that the kick-off meeting for the website had been postponed until February 18th due to the weather. He also stated that our new Finance Director, Richard Dixon, started on January 27th. Additionally, he was working on a Purchasing/Bid Policy to bring before Council and getting an Advisory Board together for the Park and Recreation Master Plan.

ADJOURNMENT

There being no additional business to discuss, Council Member Les Gladden moved to adjourn the meeting at 9:11 p.m. with Council Member David Phillips seconding the motion. There were ayes by all and the meeting adjourned.

Mayor Jack Edwards

ATTEST:

Barbara Monticello, Town Clerk

BURNS, DAY & PRESNELL, P. A.

ATTORNEYS AT LAW

2626 GLENWOOD AVENUE, SUITE 560

RALEIGH, NORTH CAROLINA 27608

DAVID W. BOONE
JAMES M. DAY
DANIEL C. HIGGINS
GREG L. HINSHAW
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SUSAN F. VICK

F. KENT BURNS
RETIRED

MAILING ADDRESS:
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RALEIGH, NORTH CAROLINA 27605

TELEPHONE (919) 782-1441
FACSIMILE (919) 782-2311

October 16, 1997

Ms. Mary Anne Creech
Town Administrator
Town of Pineville
P.O. Box 249
Pineville, N.C. 28134

Dear Mary Anne:

I'm writing to follow up on your recent request that I determine what requirements, if any, the North Carolina Utilities Commission has established with regard to the Telephone Board which apparently oversees the Town of Pineville's telephone operations. Our research has disclosed no orders or rulings by the Commission which establish any requirements or limitations concerning this board.

As you will recall, the Utilities Commission's regulation of Pineville's telephone operations was caused by a 1971 dispute between the Town and Southern Bell regarding Southern Bell's plan to serve the Raintree Development. The dispute arose when Southern Bell filed a revised Charlotte Exchange Service Area Map reflecting its plan for serving the Raintree Subdivision (NCUC Docket No. P-55, Sub 663). The Town intervened and objected to Southern Bell's filing. The Commission held a hearing in that docket and ruled that while the Town of Pineville had operated a telephone system since March of 1938, it was not a "public utility." Based on these findings the Commission ruled that Southern Bell could provide service to the area it proposed to serve.

The Town appealed to the North Carolina Court of Appeals. That Court reversed the Commission's ruling and sent the case back for further hearings, based on the Court's conclusion that the Utilities Commission had not allowed Pineville to present all of its evidence at the first hearing. *Utilities Commission v. Town of Pineville*. 13 N.C. App. 663, 187 S.E.2d 473 (1972). Interestingly, in that ruling the Court of Appeals noted:

[In its] brief, the Town of Pineville and Pineville Telephone Company are referred to as if they were two separate entities; however, it is not revealed in the record what kind of legal entity the Pineville Telephone Company is, if any. Upon the oral

argument before this Court, the attorney for the Town of Pineville stated that the "Pineville Telephone Company" was not a corporate entity, a partnership, or an individual, but was an 'unincorporated association of people.'

13 N.C. App. at 670.

The Commission conducted further hearings after the case was sent back by the Court of Appeals. The Commission issued a second order with the same result as the first; again ruling that Southern Bell could provide service to the Raintree Subdivision. Apparently, based on the Court of Appeals' remand on the first appeal, the Commission's second order contained the following findings of fact:

7. The Town of Pineville has owned and operated a telephone system as a municipality in the area of the [proposed Southern Bell service area] since the telephone system was purchased by the Town on March 28, 1938. The designations 'Pineville Telephone Company' or 'Pineville Telephone & Electric Company' are simply designations in the nature of trade names variously used to identify telephone operations of the Town of Pineville, a municipal corporation.
11. There is no separate legal entity under the designation 'Pineville Telephone Company' or 'Pineville Telephone & Electric Company' as a partnership, a co-operative association, business corporation, non-profit corporation, or an unincorporated association of people.

The Town appealed the second ruling as well, but the Court of Appeals affirmed the Commission's ruling. *Utilities Commission v. Town of Pineville*. 17 N.C. App. 522, 524, 195 S.E.2d 76, cert. denied 283 N.C. 394 (1973). In the second appeal, the Court of Appeals agreed that the evidence established that the Town of Pineville was not a "public utility" but was a municipality specifically exempted from the definition of "public utility" under G.S. § 62-3(23)(d).

With regard to the question as to whether the Town of Pineville, a municipal corporation, or some other legal entity was actually providing telephone service, the Court of Appeals noted:

The Appellant Town of Pineville admits that it owns the telephone system which serves its citizens

Ms. Mary Anne Creech
October 16, 1997
Page 3

and others living outside but near its municipal borders but continues to insist that the system is operated by a separate legal entity known as 'Pineville Telephone Company' or 'Pineville Telephone & Electric Company' and that this separate legal entity is a public utility within the meaning of Chapter 62 of the general statutes....The evidence, however, is to the contrary. The finding by the Commission that there is no separate legal entity under the designation 'Pineville Telephone Company' or 'Pineville Telephone Electric Company' is fully supported by competent, material and substantial evidence in view of the entire record as submitted.

17 N.C. App. at 525-26.

I find no Commission order in the Southern Bell docket which imposes any requirements on the Town or the telephone board. This is not surprising, since the Commission's decision in the Southern Bell dispute was premised on its conclusion that it had no authority to regulate Pineville because it was a municipality.

Apparently as a result of the Commission's ruling in the Southern Bell dispute, on May 8, 1973 the North Carolina General Assembly amended the Public Utilities Act to provide that the Town of Pineville's telephone system would be subject to the jurisdiction of the North Carolina Utilities Commission. That legislation also directed the Commission to grant a franchise to the Town of Pineville for the area within its then existing town limits and allow the town to further apply for a Certificate of Public Convenience and Necessity to serve an area that was then proposed to be annexed by the Town. On October 24, 1973, the Commission issued an Order granting Pineville Telephone Company a Certificate of Public Convenience and Necessity to operate in the town limits of Pineville as they existed on May 8, 1973.

The Town (not Pineville Telephone Company) filed an application for authority to serve the area planned for annexation. Hearings were subsequently held and on January 23, 1976, the Commission issued a Certificate of Public Convenience and Necessity authorizing Pineville Telephone Company to provide service in the area which the Town then proposed to annex. I find no order in the certification docket which imposes any requirements on the Town governing telephone operations.

It thus appears that the Town of Pineville's telephone operations are conducted under the name Pineville Telephone Company, although there is actually no separate incorporated entity with that name. Since there is no actual corporation named Pineville Telephone Company, there

Ms. Mary Anne Creech
October 16, 1997
Page 4

can be no "board of directors" in the same sense that a corporation has a board of directors. Instead, it appears that the Pineville telephone board is in the nature of the commissions and boards which municipalities commonly utilize to oversee particular matters.

In testimony to the Commission relating to Pineville's application for a Certificate, witnesses on behalf of the Town indicated that the Town's telephone operations would be governed by a board of directors. The Commission's January 1976 Order granting Pineville a Certificate of Public Convenience and Necessity for that area made reference to testimony by members of the "Board of Directors of the Pineville Telephone Company." However, neither that Order nor any other Commission order which I have seen contains any requirement or limitation regarding this board or the number of "directors" which may serve on the board governing the Town's telephone operation.

While you would want to check with the Town's regular municipal counsel to confirm the applicability of this statute, it appears that G.S. § 160A-146 authorizes the Pineville Town Council to "create, change, abolish . . . boards, commissions. . . and generally organize and reorganize the city government in order to promote orderly and efficient administration of city affairs...." Assuming this provision is applicable to the Town, then it appears that the Town Council can create, change or abolish the Town's telephone board.

Please call me if you have any questions regarding our conclusions.

With best regards, we remain

Sincerely yours,

BURNS, DAY & PRESNELL, P.A.

Daniel C. Higgins

Lisa Snyder

From: Janelle Lyons <mlyons@cshlaw.com>
Sent: Wednesday, February 5, 2025 3:37 PM
To: David Phillips; Amelia Stinson-Wesley; Ryan Spitzer; Ed Samaha; Chris McDonough; Danielle Moore
Cc: Christopher Tucker; tvachon@pcsfiber.net
Subject: Telephone Board - Voting

Good Afternoon,

I spoke with Ryan regarding the voting issue we discussed in the email thread Monday night. Historically, neither the Town Manager, nor Tammy, as Telecommunication Director, have voted. If Town Council desires to change that, than Town Council should hold a vote at the next meeting to determine if the appointment to the Board of the Town Manager and/or the Telecommunications Director is a voting membership, and memorialize it.

Being that Tammy has a self-interest in the decisions that are going to be made by the Board, she should not vote, in my opinion.

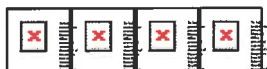
Janelle

Janelle Lyons
Attorney at Law



P +1 7049403444 | F +1 7048315538
mlyons@cshlaw.com

2907 Providence Road Suite 200, Charlotte, NC 28211
 Post Office Box 30787, Charlotte, NC 28230



WWW.CSHLAW.COM

From: Janelle Lyons
Sent: Monday, February 3, 2025 6:28 PM
To: David Phillips <dphillips@pinevillenc.gov>; Amelia Stinson-Wesley <astinsonwesley@pinevillenc.gov>; Ryan Spitzer <rspitzer@pinevillenc.gov>; Ed Samaha <ESamaha@pinevillenc.gov>; Chris McDonough <cmcdonough@pinevillenc.gov>; Danielle Moore <dmoore@pinevillenc.gov>
Cc: Christopher Tucker <ctucker@pinevillenc.gov>; tvachon@pcsfiber.net
Subject: Telephone Board - Voting

Good Evening,

Per the 10/17/1977 council minutes and Town Code § 32.30, passed in 1995, the Mayor and Council shall make up five members of the Telephone Board.

Per the 1977 minutes, the board is to be comprised of 8 members, made up of the mayor and 4 town council members, and that the three other members are to be appointed by Council. The minutes also state that the Manager or Town

Clerk shall serve as the secretary treasurer and a member of the Board. It doesn't specifically specify if any of the are voting seats.

Per Town Code § 32.30, passed in 1995, the Telephone Board can have **no more than** 9 voting members, and two non-voting members, and the two year term appointments shall be reappointed or replaced as so desired by Council.

Being that the Town Code states the Telephone Board makes recommendations to Council concerning the Pineville Telephone Company, I don't see a reason we could not have all members of the Telephone Board vote, as long as it is no more than 9 voting members. Neither the 1977 minutes nor the Code, require non-voting members, as it reads.

If historically only the Mayor and Council vote, and we want to change that, than I would just clarify in our minutes of the Telephone Board and at Council Meeting that the Telephone Board Members all are intended to have voting rights pursuant to their appointments by Council to the Telephone Board of Directors.

Janelle

From: David Phillips <dphillips@pinevillenc.gov>

Sent: Monday, February 3, 2025 6:01 PM

To: Amelia Stinson-Wesley <astinsonwesley@pinevillenc.gov>; Ryan Spitzer <rspitzer@pinevillenc.gov>; Ed Samaha <ESamaha@pinevillenc.gov>; Chris McDonough <cmcdonough@pinevillenc.gov>; Danielle Moore <dmoore@pinevillenc.gov>

Cc: Janelle Lyons <mlyons@cshlaw.com>; Christopher Tucker <ctucker@pinevillenc.gov>; tvachon@pcsfiber.net

Subject: Re: Telephone Board - Voting

You don't often get email from dphillips@pinevillenc.gov. [Learn why this is important](#)

External sender - Questions or concerns? Ctrl+Alt+F to forward as attachment to helpdesk@cshlaw.com

Ryan,

Thanks for sharing this information. If I'm understanding this correctly, the Telephone Board members, at least the voting members consist of the Council and myself, but not you or Tammy. With you two serving on the board along with us, why would you both not be allowed to vote as well. I'm not comfortable with the voting members of the Telephone Board being the same as Council. You and Tammy have been involved in each and every meeting that we have had and are very familiar with everything that has been discussed. I feel you two should be able to have a vote as well. If that is not possible, please provide me with the information that prevents that. I would hope Council would feel the same way. Just my thoughts and Ed is correct, I don't want us to delay the process and vote any longer than necessary.

David

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From: Amelia Stinson-Wesley <astinsonwesley@pinevillenc.gov>

Sent: Monday, February 3, 2025 4:49:39 PM

To: Ryan Spitzer <rspitzer@pinevillenc.gov>; David Phillips <dphillips@pinevillenc.gov>; Ed Samaha <ESamaha@pinevillenc.gov>; Chris McDonough <cmcdonough@pinevillenc.gov>; Danielle Moore <dmoore@pinevillenc.gov>

Cc: Janelle Lyons <mlyons@cshlaw.com>; Christopher Tucker <ctucker@pinevillenc.gov>; tvachon@pcsfiber.net <tvachon@pcsfiber.net>

Subject: Re: Telephone Board - Voting

Since we just appointed seven folks to the Telephone Board at the January Council meeting, do we need to revisit that action to clarify which appointments are voting members and which appointments are non-voting members? for reference, Item 3, page 10 of that

packet: Board members are listed without noting who is/isn't a voting member; all other appointments to other Boards assume appointees are voting. Might not matter at all since we can reference prior minutes of Board. Wanted to be sure.

Item 15.



Rev. Amelia Stinson-Wesley
Pineville Town Council
astinsonwesley@pinevillenc.gov
www.pinevillenc.gov
C: 828-403-0516

From: Ryan Spitzer <rspitzer@pinevillenc.gov>
Sent: Monday, February 3, 2025 2:25 PM
To: David Phillips <dphillips@pinevillenc.gov>; Ed Samaha <ESamaha@pinevillenc.gov>; Amelia Stinson-Wesley <astinsonwesley@pinevillenc.gov>; Chris McDonough <cmcdonough@pinevillenc.gov>; Danielle Moore <dmoore@pinevillenc.gov>
Cc: Janelle Lyons <mlyons@cshlaw.com>; Christopher Tucker <ctucker@pinevillenc.gov>; tvachon@pcsfiber.net <tvachon@pcsfiber.net>
Subject: Telephone Board - Voting

Mayor and Council:

I spoke with Janelle this afternoon. From previous minutes and the Town Charter we determined that the Telephone Board is made up of up to 8 members with 5 of those members being the Mayor and Town Council. The other 3 would be appointed at the direction of the Mayor and Town Council. Since there has not been a vote to add any additional members the current board the 5 current members would vote to make a recommendation to the Town Council (like the Planning Board does). The Town Manager is a non-voting member of the board, and the PCS Director is not a member of the board.

What needs to happen is:

1. The Telephone Board holds a meeting and takes a vote to make a recommendation to the Town Council
2. Town Council holds a Public Hearing to take direction on the recommendation. If the majority of Town Council votes to solicit for potential buyers, staff would do this. Once those solicitations are received there would be a determination and vote on whether to proceed with the sale. Janelle is currently checking with the North Carolina Utilities Commission (NCUC) to determine if there needs to be a notification period (usually 45 days) prior to the sale. If this does need to happen it would take place after the vote to accept one of the bids and prior to the sale.

Thank you,
Ryan

Ryan Spitzer, ICMA-CM
Town Manager
Pineville, NC 28134
Ph: 704-889-2291

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Lisa Snyder

From: Janelle Lyons <mlyons@cshlaw.com>
Sent: Monday, March 3, 2025 2:05 PM
To: Ryan Spitzer
Cc: Leah Strickland; Kadeelyn McGinnis
Subject: Telephone Board - Voting

Good Afternoon,

The Commission has no requirements for the Board and the entity is not separate from the Town, so it more like an oversight/advisory board verses a traditional "board of directors" for a corporate organization. So the

Town Council's ability to organize government pursuant to NCGS § 160A-146 is what would give Council the authority to appoint the "telephone board". See below. Per the 1977 minutes, the board is to be comprised of 8 members,

made up of the mayor and 4 town council members, and that the three other members are to be appointed by Council. Per Town Code § 32.30, passed in 1995, the Telephone Board can have no more than 9 voting members, and two non-voting members, and the two year term appointments shall be reappointed or replaced as so desired by Council.

So in my opinion, the 1977 council likely intended for the board to consist of mayor, 4 council members, and three other folks appointed by Council. Then the clarification in 1995, determined that there can be no more than 9 members.

There is no legal requirement that we have 8 members, and at this time we have 7, with Tammy and you being non-voting members. As to the ethical and appropriate question, having the only voting members of the board be the council and the mayor does appear to be "rubber-stamping" as it is the same people. However, that is how it has been. If they want the decision of the telephone board to be seen as independent, it would look more "ethical and appropriate" if the board had voting members that were not council and the mayor.

I will ask the School of Government contact for their opinion, as well. You may also have Tammy reach out to her contact that provided the opinion on the Commission approval.+

Janelle

§ 160A-146. Council to organize city government.

The council may create, change, abolish, and consolidate offices, positions, departments, boards, commissions, and agencies of the city government and generally organize and reorganize the city government in order to promote orderly and efficient administration of city affairs, subject to the following limitations:

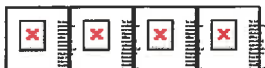
- (1) The council may not abolish any office, position, department, board, commission, or agency established and required by law;
- (2) The council may not combine offices or confer certain duties on the same officer when such action is specifically forbidden by law;
- (3) The council may not discontinue or assign elsewhere any functions or duties assigned by law to a particular office, position, department, or agency. (1971, c. 698, s. 1.)

Janelle Lyons
Attorney at Law



P +1 7049403444 | F +1 7048315538
mlyons@cshlaw.com

2907 Providence Road Suite 200, Charlotte, NC 28211
Post Office Box 30787, Charlotte, NC 28230



WWW.CSHLAW.COM

From: Ryan Spitzer <rspitzer@pinevillenc.gov>
Sent: Monday, March 3, 2025 9:51 AM
To: Janelle Lyons <mlyons@cshlaw.com>
Subject: RE: Telephone Board - Voting

External sender - Questions or concerns? Ctrl+Alt+F to forward as attachment to helpdesk@cshlaw.com

Janelle:

The Mayor has asked me to get your legal opinion on if Town Council acting as the Telephone Board, without other members, is appropriate, legal, and/or ethical. I am attaching a legal opinion by another attorney written in 1997. The Mayor would also like the opinion of the School of Government.

I know the Mayor is having discussions with other Council members and would like an answer this week, prior to the next Town Council Meeting.

Thank you,
Ryan

Ryan Spitzer, ICMA-CM
Town Manager
Pineville, NC 28134
Ph: 704-889-2291

From: Janelle Lyons <mlyons@cshlaw.com>
Sent: Wednesday, February 5, 2025 3:37 PM
To: David Phillips <dphillips@pinevillenc.gov>; Amelia Stinson-Wesley <astinsonwesley@pinevillenc.gov>; Ryan Spitzer <rspitzer@pinevillenc.gov>; Ed Samaha <ESamaha@pinevillenc.gov>; Chris McDonough <cmcdonough@pinevillenc.gov>; Danielle Moore <dmoore@pinevillenc.gov>
Cc: Christopher Tucker <ctucker@pinevillenc.gov>; tvachon@pcsfiber.net
Subject: Telephone Board - Voting

Good Afternoon,

I spoke with Ryan regarding the voting issue we discussed in the email thread Monday night. Historically neither the Town Manager, nor Tammy, as Telecommunication Director, have voted. If Town Council desires to change that, than Town Council should hold a vote at the next meeting to determine if the appointment to the Board of the Town Manager and/or the Telecommunications Director is a voting membership, and memorialize it.

Item 15.

Being that Tammy has a self-interest in the decisions that are going to be made by the Board, she should not vote, in my opinion.

Janelle

Janelle Lyons
Attorney at Law



P +1 7049403444 | F +1 7048315538
ml Lyons@cshlaw.com

2907 Providence Road Suite 200, Charlotte, NC 28211
Post Office Box 30787, Charlotte, NC 28230



WWW.CSHLAW.COM

From: Janelle Lyons
Sent: Monday, February 3, 2025 6:28 PM
To: David Phillips <dphillips@pinevillenc.gov>; Amelia Stinson-Wesley <astinsonwesley@pinevillenc.gov>; Ryan Spitzer <rspitzer@pinevillenc.gov>; Ed Samaha <ESamaha@pinevillenc.gov>; Chris McDonough <cmcdonough@pinevillenc.gov>; Danielle Moore <dmoore@pinevillenc.gov>
Cc: Christopher Tucker <ctucker@pinevillenc.gov>; tvachon@pcsfiber.net
Subject: Telephone Board - Voting

Good Evening,

Per the 10/17/1977 council minutes and Town Code § 32.30, passed in 1995, the Mayor and Council shall make up five members of the Telephone Board.

Per the 1977 minutes, the board is to be comprised of 8 members, made up of the mayor and 4 town council members, and that the three other members are to be appointed by Council. The minutes also state that the Manager or Town Clerk shall serve as the secretary treasurer and a member of the Board. It doesn't specifically specify if any of the seats are voting seats.

Per Town Code § 32.30, passed in 1995, the Telephone Board can have **no more than** 9 voting members, and two non-voting members, and the two year term appointments shall be reappointed or replaced as so desired by Council.

Being that the Town Code states the Telephone Board makes recommendations to Council concerning the Pineville Telephone Company, I don't see a reason we could not have all members of the Telephone Board vote, as long as it is no more than 9 voting members. Neither the 1977 minutes nor the Code, require non-voting members, as it reads.

If historically only the Mayor and Council vote, and we want to change that, than I would just clarify in our minutes of the Telephone Board and at Council Meeting that the Telephone Board Members all are intended to have voting rights pursuant to their appointments by Council to the Telephone Board of Directors.

Janelle

From: David Phillips <dphillips@pinevillenc.gov>

Sent: Monday, February 3, 2025 6:01 PM

To: Amelia Stinson-Wesley <astinsonwesley@pinevillenc.gov>; Ryan Spitzer <rspitzer@pinevillenc.gov>; Ed Samaha <ESamaha@pinevillenc.gov>; Chris McDonough <cmcdonough@pinevillenc.gov>; Danielle Moore <dmoore@pinevillenc.gov>

Cc: Janelle Lyons <mlyons@cshlaw.com>; Christopher Tucker <ctucker@pinevillenc.gov>; tvachon@pcsfiber.net

Subject: Re: Telephone Board - Voting

You don't often get email from dphillips@pinevillenc.gov. [Learn why this is important](#)

External sender - Questions or concerns? Ctrl+Alt+F to forward as attachment to helpdesk@cshlaw.com

Ryan,

Thanks for sharing this information. If I'm understanding this correctly, the Telephone Board members, at least the voting members consist of the Council and myself, but not you or Tammy. With you two serving on the board along with us, why would you both not be allowed to vote as well. I'm not comfortable with the voting members of the Telephone Board being the same as Council. You and Tammy have been involved in each and every meeting that we have had and are very familiar with everything that has been discussed. I feel you two should be able to have a vote as well. If that is not possible, please provide me with the information that prevents that. I would hope Council would feel the same way. Just my thoughts and Ed is correct, I don't want us to delay the process and vote any longer than necessary.

David

Get [Outlook for Android](#)

From: Amelia Stinson-Wesley <astinsonwesley@pinevillenc.gov>

Sent: Monday, February 3, 2025 4:49:39 PM

To: Ryan Spitzer <rspitzer@pinevillenc.gov>; David Phillips <dphillips@pinevillenc.gov>; Ed Samaha <ESamaha@pinevillenc.gov>; Chris McDonough <cmcdonough@pinevillenc.gov>; Danielle Moore

<dmoore@pinevillenc.gov>

Cc: Janelle Lyons <mlyons@cshlaw.com>; Christopher Tucker <ctucker@pinevillenc.gov>;
tvachon@pcsfiber.net <tvachon@pcsfiber.net>

Subject: Re: Telephone Board - Voting

Since we just appointed seven folks to the Telephone Board at the January Council meeting, do we need to revisit that action to clarify which appointments are voting members and which appointments are non-voting members? for reference, Item 3, page 10 of that packet: Board members are listed without noting who is/isn't a voting member; all other appointments to other Boards assume appointees are voting. Might not matter at all since we can reference prior minutes of Board. Wanted to be sure.



Rev. Amelia Stinson-Wesley

Pineville Town Council

astinsonwesley@pinevillenc.gov

www.pinevillenc.gov

C: 828-403-0516

From: Ryan Spitzer <rspitzer@pinevillenc.gov>

Sent: Monday, February 3, 2025 2:25 PM

To: David Phillips <dphillips@pinevillenc.gov>; Ed Samaha <ESamaha@pinevillenc.gov>; Amelia Stinson-Wesley <astinsonwesley@pinevillenc.gov>; Chris McDonough <cmcdonough@pinevillenc.gov>; Danielle Moore <dmoore@pinevillenc.gov>

Cc: Janelle Lyons <mlyons@cshlaw.com>; Christopher Tucker <ctucker@pinevillenc.gov>;
tvachon@pcsfiber.net <tvachon@pcsfiber.net>

Subject: Telephone Board - Voting

Mayor and Council:

I spoke with Janelle this afternoon. From previous minutes and the Town Charter we determined that the Telephone Board is made up of up to 8 members with 5 of those members being the Mayor and Town Council. The other 3 would be appointed at the direction of the Mayor and Town Council. Since there has not been a vote to add any additional members the current board the 5 current members would vote to make a recommendation to the Town Council (like the Planning Board does). The Town Manager is a non-voting member of the board, and the PCS Director is not a member of the board.

What needs to happen is:

1. The Telephone Board holds a meeting and takes a vote to make a recommendation to the Town Council
2. Town Council holds a Public Hearing to take direction on the recommendation. If the majority of Town Council votes to solicit for potential buyers, staff would do this. Once those solicitations are received there would be a determination and vote on whether to proceed with the sale. Janelle is currently checking with the North Carolina Utilities Commission (NCUC) to determine if there needs to be a notification period (usually 45 days) prior to the sale. If this does need to happen it would take place after the vote to accept one of the bids and prior to the sale.

Thank you,
Ryan

Ryan Spitzer, ICMA-CM
Town Manager
Pineville, NC 28134
Ph: 704-889-2291

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The Telephone Company shall be known as the Pineville Telephone Co. The governing body of the Pineville Telephone Company shall be composed of the Board of Directors consisting of not more than eight (8) members--The Mayor and members of the Town Council shall make up five (5) members of the Board. The other three (3) members are to be appointed by the governing body of the Town of Pineville. These three (3) members shall serve for a term of two (2) years and may be re-appointed or replaced as so desired by the governing body of the Town of Pineville.

The Board of Directors of the Pineville Telephone Co., shall elect one of its members to serve as Chairman. The Chairman shall be an elected official. The Chairman shall serve for two (2) year term and may be re-elected. These appointments shall take place January 1, after a new Mayor and Town Council take office the first Monday in December, after the municipal election.

The Board of Directors shall make all business decisions that may concern the Pineville Telephone Company.

The Mayor and Town Council shall determine the compensation that the members of the Board of Directors receive.

The Town Manager or Town Clerk shall serve as the Secretary-Treasurer of the Pineville Telephone Company and a member of the Board of Directors.

W. F. Blankenship, Jr.

John D. Brumby

§ 32.30 COMPOSITION; APPOINTMENT.

(A) The telephone company shall be known as the Pineville Telephone Company. The governing body of the Pineville Telephone Company shall be composed of the Board of Directors consisting of not more than nine voting and two non-voting members. The Mayor and members of the Town Council shall make up five members of the Board. The other members shall be appointed by the governing body of the town and shall serve for a term of two years and may be reappointed or replaced as so desired by the governing body of the town.

(B) The Board of Directors of the Pineville Telephone Company shall elect one of its members to serve as Chairperson. The Chairperson shall be an elected official of the town. The Chairperson shall serve for a two-year term and may be reelected. Appointments shall take place January 1, after a new Mayor and Town Council take office the first Tuesday in December, after the municipal election.

(C) The Board of Directors shall make recommendations that may concern the Pineville Telephone Company to the Town Council.

(D) The Mayor and Town Council shall determine the compensation that the Secretary and members of the Board of Directors receive.

(E) The Telephone Secretary of the town shall serve as the Secretary of the Pineville Telephone Company.

(1995 Code, § 2-141) (Ord. 3, passed 12-5-1995)



Department Update

PUBLIC WORKS

To: Town Council

From: Chip Hill

Date: March 1, 2025

Re: Public Works Updates

Johnston Drive Alignment: The contractor has primarily been working on completion of the stormwater system and the 6" water main for the new Johnston Drive alignment. Currently the stormwater system has 6 structures remaining to complete. The existing gas main running down Johnston Drive is in conflict with a structure which will necessitate the relocation of the gas main. Piedmont Natural Gas has met with the contractor and the inspector on site this week and is working on the logistics towards resolving the conflict in the coming weeks. The water main work has been substantially completed at this point. The remaining work is primarily prepping service lines for the individual residents, testing the new line, and then completing the tie-ins for the existing systems, expected to be completed in March.

Sidewalks on S Polk: The contractor has set the 3 drainage structures on the project this month and has tied them into the existing storm system. Remaining with the storm system is primarily the installation of the cast iron storm grates and manholes. The contractor is working towards completing more of the sidewalk throughout the project and has poured the sidewalk flume on the south end of the project. Curb and curb ramps are not completed at the southern entrance of Sable Point Drive, as well as the grading and sidewalk on the northern side of the project.

Main Street Crosswalks: The engineer is working on construction plans. Engineer has requested the fee proposal from SUE subconsultants for the underground vertical utility locations to be presented for consideration to the Town.

Huntley Glen: The interior work was done. Only the Dorman Road sidewalk remains.

Hunley Glen Townhouses: Video is complete. Waiting on the associated report summary and certification.

Parkway Crossing: Phase one of the pipe repairs has been completed. As-builts are ready for submittal and waiting for the approval of the town engineers.

Preston Park: Video requirements have been worked out and the video has been sent to the engineers. Phase 1 as-builts are complete. The Prefinal will be scheduled once the video is complete.

McCullough: Initial stormwater video and as-builts have been sent over to Mecklenburg County for review and approval.

Miller Farms: Proof rolls are ongoing for the roads. Storm drain is going in per the PLDS specs.

Chadwick Park: No repair work has been started. All ramps with the exception of Childers and Johnston will need to be in per current standards. The developer has been made aware of this.

Coventry: Roadway certification was sent this week. Proof rolls have started back following the PLDS process.

Carolina Logistics Park: As-builts have been approved. Once the video is approved the Prefinal will be done. The section of sidewalk along Downs Road is not completed.

*see attached spreadsheet for pending/issued permits FY 25

PERMITS ISSUED/PENDING**COMPANY****Fiscal Year 2025****LOCATION****STATUS****PERMIT NO**

Ashley Northup/AT&T	625 Eagleton Downs	Issued	PW20240812EAGLETONDOWNS625
Zach Pellicone/Charlotte Water	10112 Industrial Drive	Issued	PW20240807INDUSTRIAL10112
Paul Tatsis/PNG	307 College Street	Issued	PW20240729COLLEGE307
Ashley Northup/AT&T	10810 Park Crossing Dr	Issued	PW20240806PARKCROSSING10810
O'brien Walls/Charlotte Water	109 N Polk Street	Issued	PW20240731NPOLK109
AT&T/SourceOne/Rosita Villavicencio	12026 Carolina Logistics Drive	Issued	PW20241011CAROLINALOGISTICS12026
AT&T/Ashley Northup	10901 Downs Rd	Canceled	
Charlotte Water/Samuel Yuhas	10496 Park Road	Issued	PW20241008PARKROAD10496
Charlotte Water/Samuel Yuhas	12031 Lancaster Hwy/Carolina Place	Issued	PW20241010LANCASTERHWY12031
AT&T/SourceOne/Rosita Villavicencio	12020 Carolina Logistics Drive	Issued	PW20241017CAROLINALOGISTICS12020
Spectrum/STS Cable Services/Tracey Kendall	11925 Carolina Logistics Drive	Issued	PW20241024CAROLINALOGISTICS11925
AT&T/SourceOne/Rosita Villavicencio	10230 Pineville Distribution/Industrial Dr	Issued	PW20250130PINEVILLEDISTRIBUTIONST10230
Spectrum/ACP Fiber Services/Ryan McCumber	Miller Road	Issued	PW20250115MILLER
Charlotte Water/Cirilo Saba	265 Eden Circle/Cone Avenue	Issued	PW20250211EDENCIRCLE265
Comporium/Utility Design/Ross Bradley	12720 & 11724 Downs Road	Pending	



Human Resources

Linda Gaddy, PHR SHRM-CP MSHR
lgaddy@pinevillenc.gov
(704) 889-2362

To: Ryan Spitzer, Town Manager
Members of the Town Council

From: Linda Gaddy

Date: 3/4/2025

Re: Human Resources Monthly Report

Ryan,

Enclosed is the Human Resources Department Monthly Report for the month of February 2025.

New Hires:

none

Resignation/Termination:

Matthews McClure, 911 Telecommunicator

Ben Clark, part time Park Aide

Katherine Rimer, Crime Analyst (late April)

Retirements:

none

Transfers:

none

Promotions:

Logan Hulst, Probationary to sworn Police Officer

Current Openings:

Police Officer: 2 openings for lateral hires

B.L.E.T. trainees, 2 sponsored currently, next class session 8/2025

911 Telecommunicator, 2 openings, accepting applications, reviewing

Crime Analyst, receiving applications

Departmental Update:

Employee Appreciation and events:

Employee Appreciation Day is planned for 3/7 with Dunkin Donuts and Coffee delivered to all departments. We continue recognizing employees through “Caught in the Act” awards and the

employee newsletter. The Employee Spring Picnic date has been set for Thursday May 8th at the Hut.

Safety:

Three minor incidents to report this month due to non-preventable normal police officer operations, most resulted in just minor property damage.

Annual online safety training courses have been completed by all staff, along with annual anti-harassment prevention training.

Annual First Aid/CPR/AED class is scheduled for Thursday 3/6 for 20 participants (police dept. conducts theirs separately). Live trainings on safe equipment operation are coming up in April.

The NC Health and Safety Council and the NC Department of Labor announced this year's NC Safety Awards. A banquet will be held in April to recognize award winners. The following Departments received a Gold Award: Administration, Public Works, Parks & Recreation, and PCS, based on days of work missed and their incident reports and DART rate in 2024 compared to others in the same category throughout the State. For these departments, this represents multiple consecutive years that they received a GOLD award. For some this will be the 11th consecutive year.

Recruiting:

We are still seeking experienced Police Officers, B.L.E.T. police trainees, and two 911 Telecommunicators now that we have a trainers available again. And a law enforcement Crime Analyst.

Police Promotions:

The promotional process for Police Corporal was completed. Three candidates applied for two open positions (one expected later in the year). Assessment center exercises were completed in January. Chief's interviews were completed in early February. Based on Assessment Center scores, Chief's interviews, current supervisor recommendations, and consensus from Command Staff, Officer Lee Stanley was promoted on 2/18/2025. All candidates scored acceptable and are ready for promotion at any time in the next year should an additional position for a Corporal come open.

Compensation Study:

Baker Tilly consultants completed a compensation study for the entire Town. The recommended and approved plans moved to the execution stage. Policies and procedures surrounding the changes to compensation plans have been implemented and shared with staff. All staff received individual letters listing their new pay rate. Final classification and pay plans have been published on shared drives. Internal staff have been trained in maintenance of the pay structures. New pay plans became effective March 5, 2025.

Performance Management:

Supervisors conducted mid-year performance check-ins with their staff in January/February reviewing progress toward goals and performance for the first half of the year.

Employee Handbook updates

The two updates to the employee handbook policies were presented to managers and staff and all staff have signed off on the updates. The section on Electronic Communications and Technology Use was updated to include the new State Statute on pornography on government networks and devices. The Compensation section was revised to delete references to 6-month introductory period pay increases.

The presentation of these policies to staff also presented an opportunity to educate staff by reviewing a few of the many benefits the Town provides. A review of the three primary benefits managed by our third-party administrator were the focus of the presentation.

Parks and Recreation Department Update

February 2025

We were excited to host our 48th annual Seniors Valentines Banquet. Seniors enjoyed an evening of fellowship, laughs, jokes, magic and good food. Thank you to council, the mayor, volunteers and Parks and Recreation staff for helping serve and participate in the event. We wrapped up our youth basketball season in February. It was exciting watching the kids skills grow throughout the season. Playoffs were tense and wonderful to watch. Our Field Trip in February took 13 seniors to Mooresville for some antique shopping and downtown sightseeing. Our fields at Jack Hughes are in great shape, and ready for soccer, baseball and softball. Soccer registration ended with 358 participants. Drafts were held in late February, with practices and games starting in March.



Parks and Recreation Department Update

February 2025



Parks and Recreation Department Update

February 2025



General Programming – Belle Johnston

Pickleball: Open Pickleball times are Mondays and Friday from 9am-12pm and Wednesdays from 1:30pm-4:30pm. 38 participants

Asap Pickleball – Mondays at 1pm – 20 participants

Karate: They hold classes on Wednesdays. 25 participants

Pre School Open Gym – Wednesday morning from 9a – 12p – 59 participants

Cookie Decorating - February 11 - 9 participants

National Cheddar Day – February 13 - 51 participants

Paint Class – February 10 - 11 participants

Sound Bath Meditation Class –6 participants

Field Trip – Mooresville Antique Mall — 12 participants

Pottery Workshop – 20 participants

Parks and Recreation Department Update

February 2025

Valentine Grab and Go – February 14 – 72 participants

Senior Game Day – February 21 – 17 participants

Senior Valentine Banquet – February 7 - 142 participants

Lake Park

Bootcamp with Lia – Bootcamp meets 5:45am – 6:45am M/W/F in Lake Park. 60 participated

Tai Chi – Saturday morning – 11 participants

The Hut

Senior Fit – Senior Fit takes place at the Hut M – Thursdays. 206 participants

Yoga – 79 participants

Cardio Funk: Lem holds class on Tuesdays at 6:30pm. 5 participants

Facility Rentals

Facility Rentals

The Hut: 2 Rentals

The BJCC Dining Room: 3 Rentals

The BJCC Gym: 0 rental

Large Shelter: 2 Rentals

Medium Shelter: 1 Rentals

Tot Lot at Lake Park: 0 Rentals

Shelter 1 at JH: 0 Rentals

Shelter 2 at JH: 0 Rentals

Shelter 3 at JH: 0 Rental

Parks and Recreation Department Update

February 2025

Youth Athletics

Youth Basketball practices and games continued in February. The last games were on February 25th. All teams were given medals for their players.

Adult Athletics

No adult athletics in February.

Jack Hughes Tournaments/Special Events

No tournaments or events in February

Baseball Field Usage

Charlotte Catholic started their baseball and softball seasons in February. Baseball had one double header in February. Softball had one game in February.

Multipurpose Field Usage

Pineville youth soccer drafts were held February 24th.

Hope Soccer started their spring season in late February.

Social Media

Facebook

Post Reach: 5,470

New Page Likes: +18

Post Engagements: 168

Total Page Likes: 5,016

Total Page Followers: 6,201

Instagram

New Followers: +36

Total Followers: 3,056

Park Maintenance Update

Lake Park

Daily Park Check

Assembled volleyball net

Blow as needed

Monthly building inspections

Added trash can at fitness court

Parks and Recreation Department Update

February 2025

Repaired playground step
Repaired water fountain leak

Hut

Daily check and trash removal
Monthly building inspections
Cut and blow as needed
Preemergent fertilizer grass

Jack Hughes

Cut as needed
Daily field prep
Layout and line soccer fields
Repair equipment as needed
Repaired fencing at backstops
Bush hog under power lines
Removed large rocks for overflow parking
Preemergent fertilizer all common areas
Restock field materials
Monthly Building/vehicle inspections
Used roller for infield lips
Got fields ready for season opening

Cemetery

Resolved property owner complaint about drainage and leaves
Blow leaves as needed
Picked up limbs as needed

Town hall/Pd

Daily check
Remove trash as needed
Clean fountain filters

Dog Park

Daily check
Remove limbs as needed



PINEVILLE POLICE DEPARTMENT

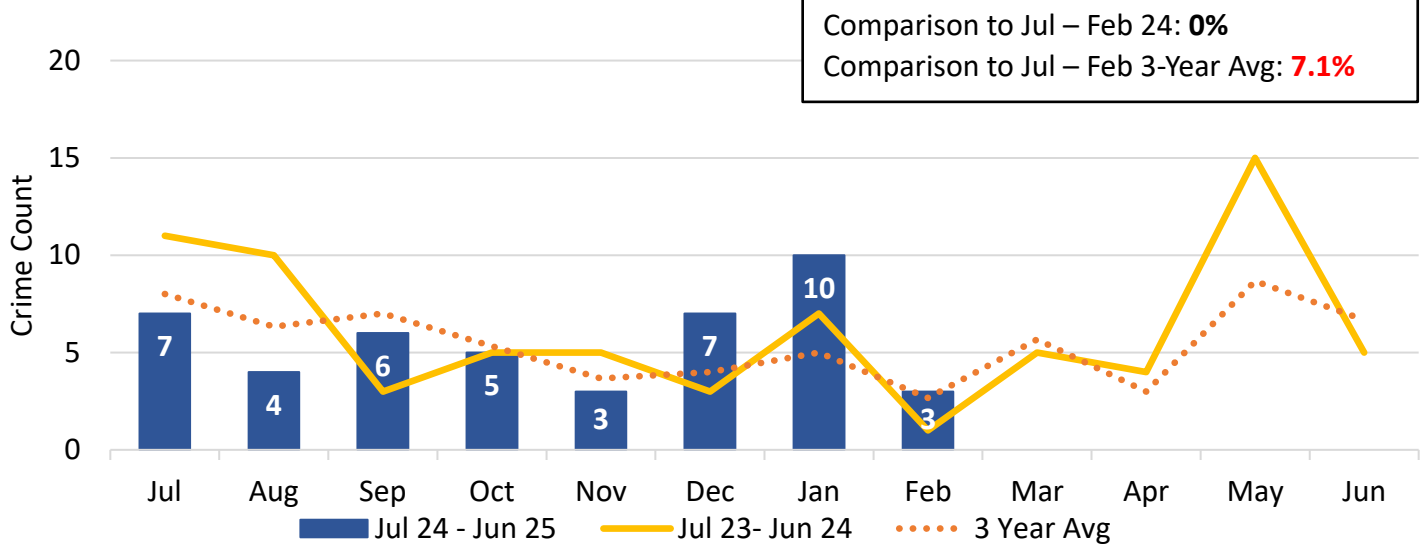
MONTHLY REPORT

February 2025

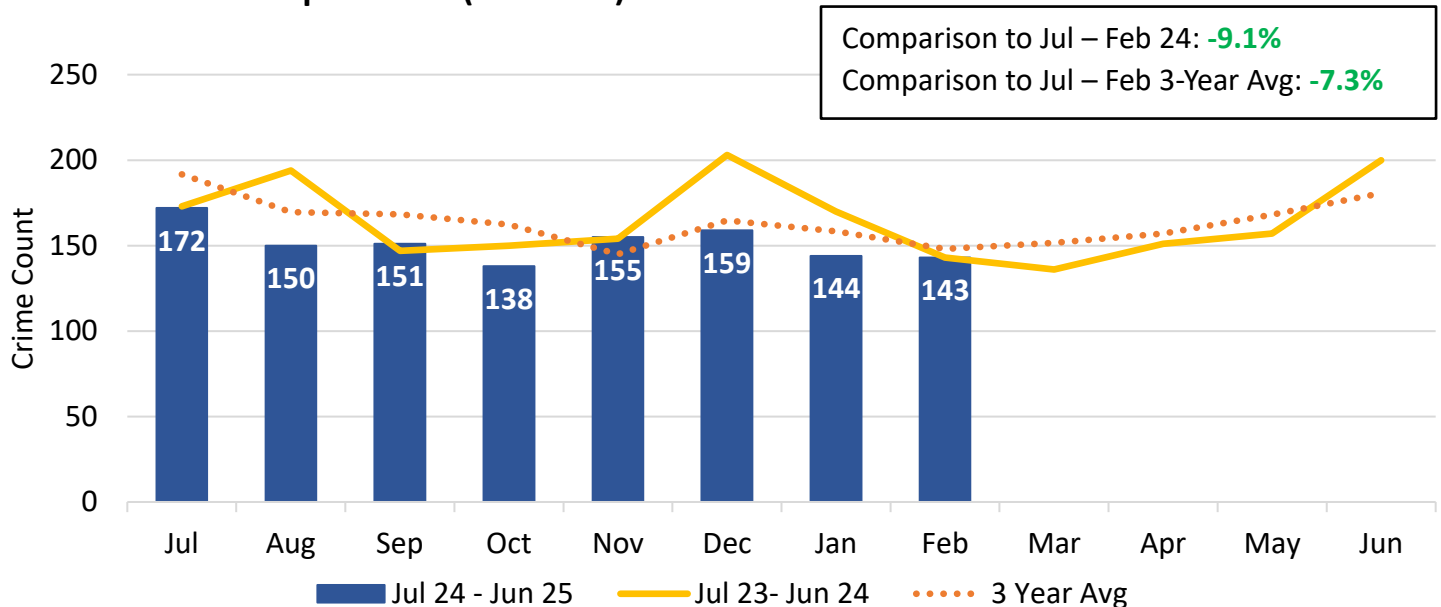
Crime Goals

Below is the evaluation of the police department's crime goals. Goals are measured for 12 months based on the fiscal year. For the year of July 2024 – June 2025, the goal is to reduce violent crime and reduce all crime by 5%.

Goal #1: Violent Crime



Goal #2: Group A Crime (All Crime)



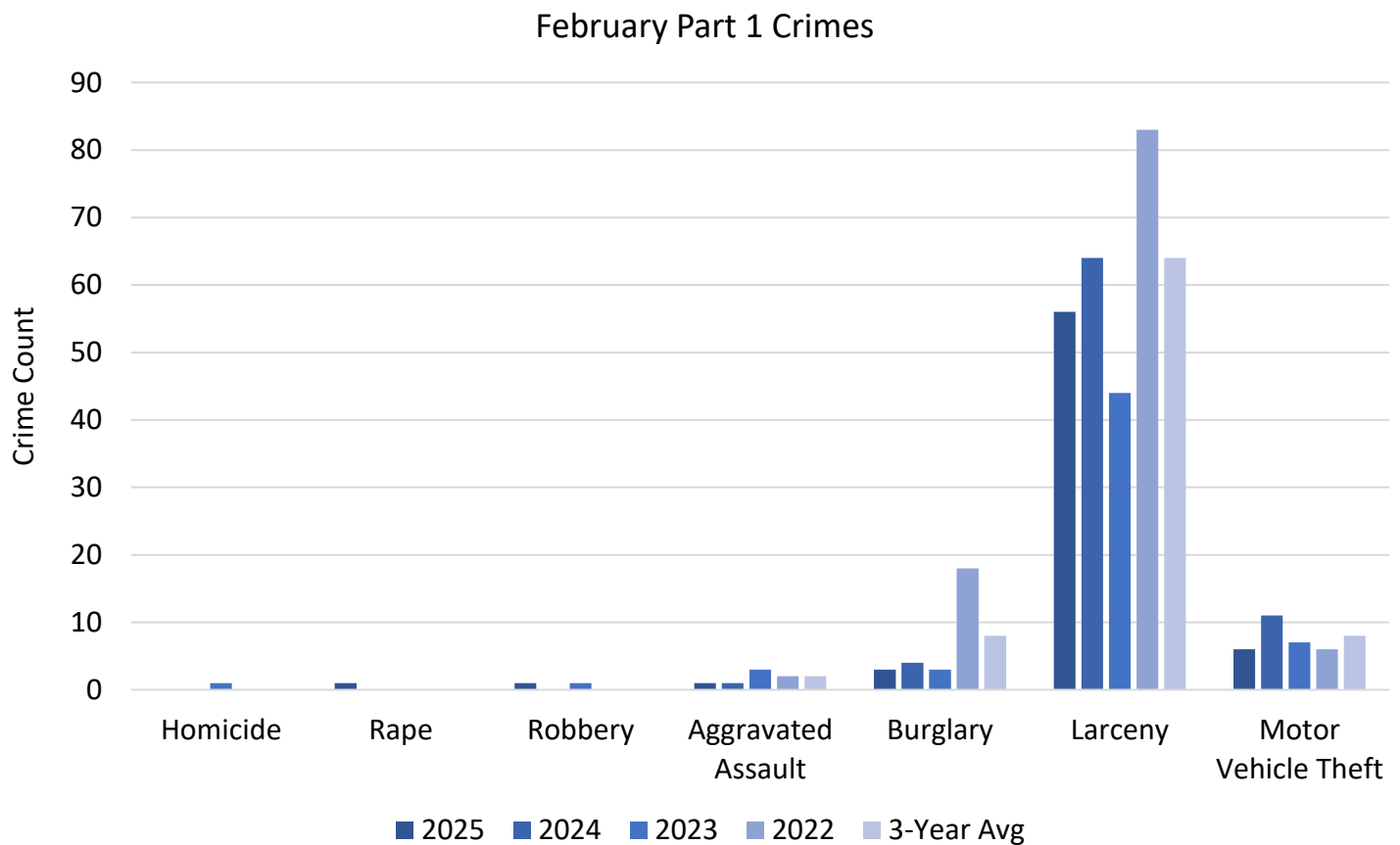
* data is subject to change; unfounded removed

Monthly Crime Statistics

Below is a table and bar graph of the counts for Part 1 Crimes in February. For comparison, the same is shown for the past 3 years. The average of the 3 years was calculated.

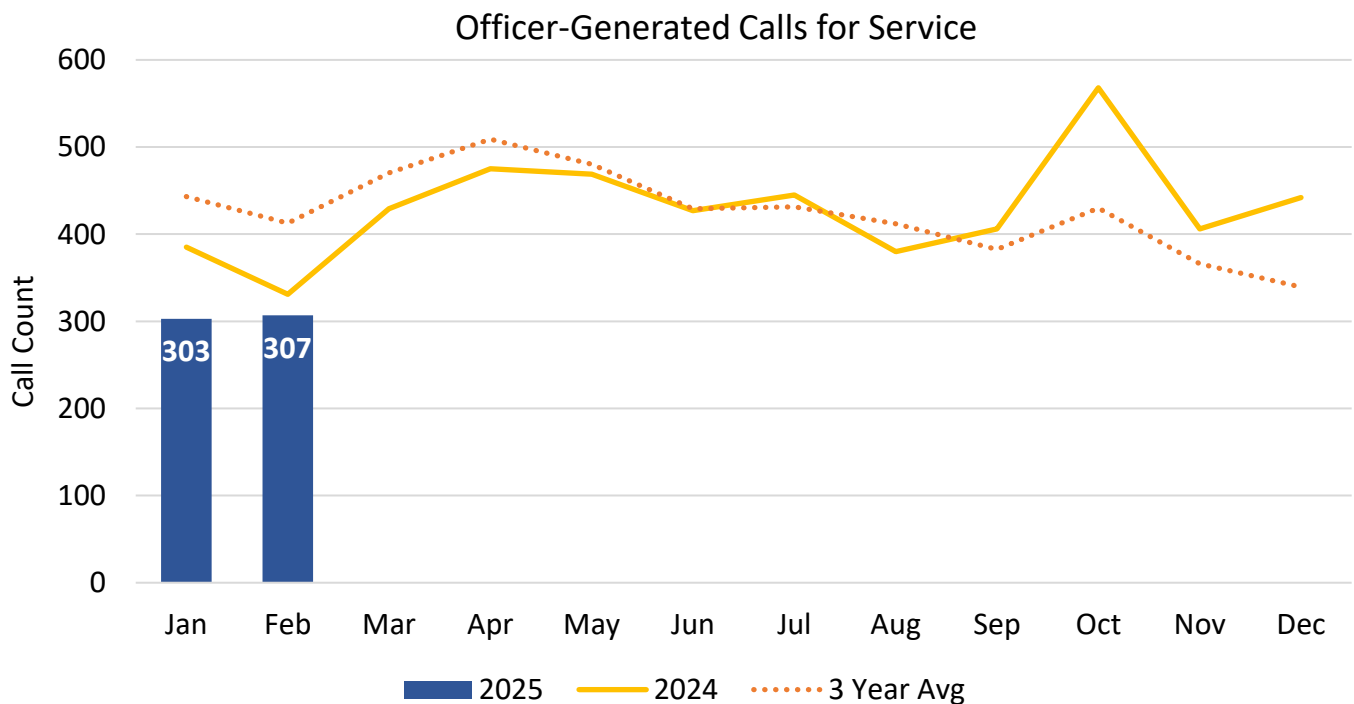
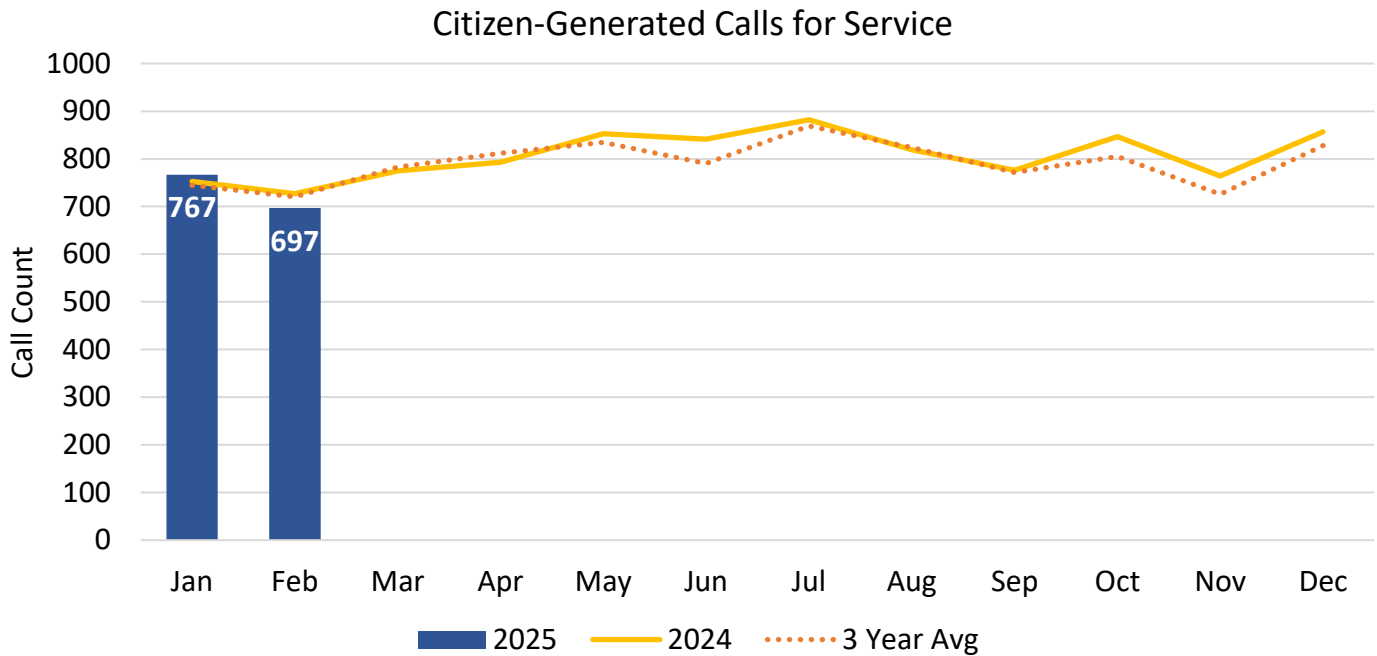
February Crime Statistics Part 1 Offenses						
	2025	2024	2023	2022	3-Year Average (2022-2024)	ETJ
Homicide	0	0	1	0	0	0
Rape	1	0	0	0	0	0
Robbery	1	0	1	0	0	0
Aggravated Assault	1	1	3	2	2	0
Burglary	3	4	3	18	8	0
Larceny	56	64	44	83	64	0
Motor Vehicle Theft	6	11	7	6	8	0

* ETJ statistics included in total number of offenses

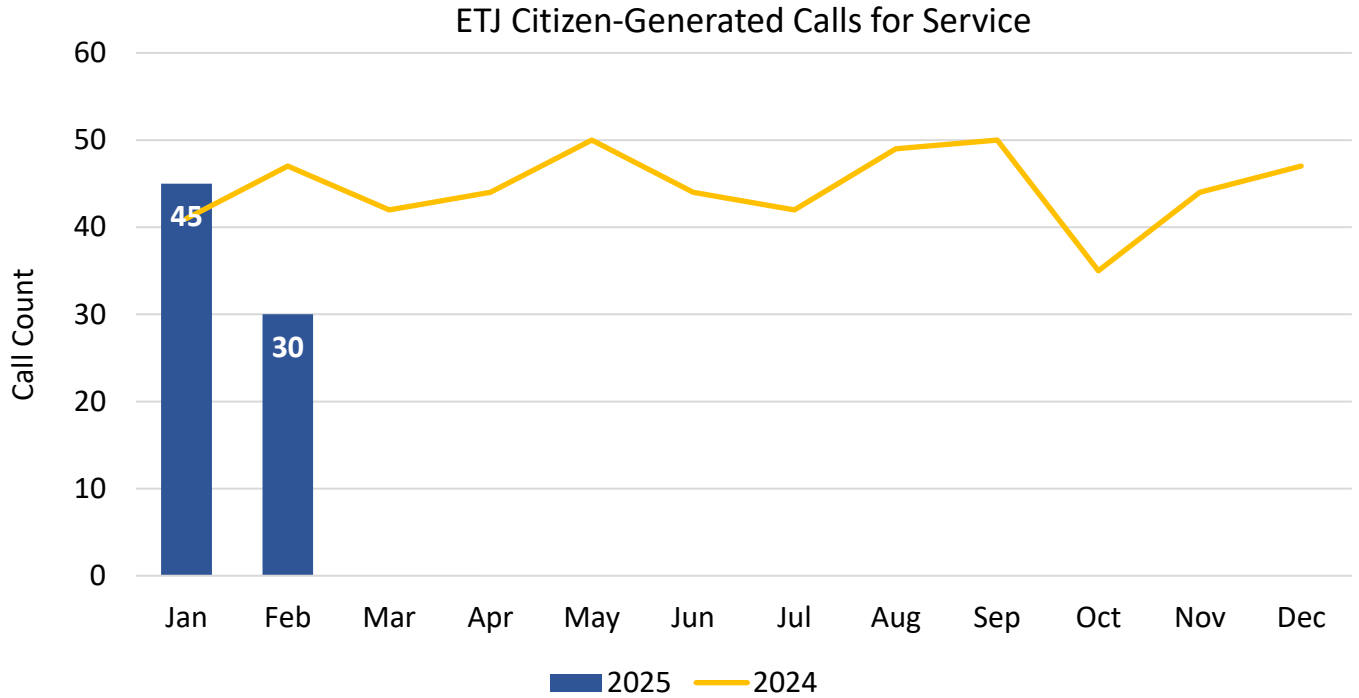


Calls for Service

The graphs below display the number of calls for service in comparison to previous months, year, and 3-year average. The first graph is citizen-generated calls. The second graph is officer-generated calls. The third graph is the ETJ.



*zone checks and foot patrols removed



February Traffic Enforcement

Traffic Enforcement Type and Dispositions

Enforcement	Count
Traffic Stop	177
Citation Issued	22
Warning	95
Report Taken	4

*Officer-generated traffic stops; unfounded removed

Locations of Traffic Enforcement

Street Name	Count
PINEVILLE-MATTHEWS RD	51
MAIN ST	25
PARK RD	14
CAROLINA PLACE PKY	11
LANCASTER HWY	7
POLK ST	7
LEE ST	5
CRANFORD DR	4
TOWNE CENTRE BLVD	4
MCMULLEN CREEK PKY	3

JOHNSTON DR	3
CENTRUM PKY	2
DOWNS CIR	2
CONE AVE	2
WILLOW RIDGE RD	2
I-485 OUTER HWY	2
CADILLAC ST	2
RODNEY ST	2
DOVER ST	2
LEITNER DR	2
SAM MEEKS RD	2
JOHNSTON RD	2
JUANITA DR	2
FRANKLIN ST	1
ROCK HILL-PINEVILLE RD	1
BISHOPS GATE BLVD	1
CARDINAL WOODS DR	1
SABAL PARK DR	1
LOWRY ST	1
PINEVILLE RD	1
BLUE HERON	1
COLLEGE ST	1
DORMAN RD	1
LAKEVIEW DR	1
MILLER RD	1
FELDFARM LN	1
PARK AVE	1
SHORT LN	1
UNKNOWN	1
KETTERING DR	1
BALLANTYNE COMMONS	1
KINNERTON PL	1
Grand Total	177

*based on location of stop in CAD

February Community Engagement

- Special Olympics Conference
- Yoga event
- Meeting with Countryside Shopping Center (Crime prevention, Homelessness)
- Meeting for Touch a Truck event in October
- Cub scouts tour at PD
- Walkabout at Glenfinnan
- Meeting with CMPD about co-responder unit
- Grant workshop webinar
- Walkabout at Mccullough
- Backpack event Harrison United Methodist
- Walkabout with all ETJ neighborhoods at Bridlestone
- Police Memorial meeting with CMPD
- Meeting with QCD for bike event
- CEPTED for Krispy Kreme
- Homeless outreach under bridge by Greenway, and scouting for other homeless camps
- Two car seat checks this month
- Bi-weekly meetings with apartment complexes
- Monthly Chamber of Commerce meeting
- Monthly town safety meeting
- Working on co-responder grant
- Managing Social Media Outlets

Department Update

Pineville PLANNING & ZONING

To: Town Council

From: Travis Morgan

Date: 3/11/2025

Re: Town Planning Updates

PLANNING:

Subdivisions: Works progresses on prior subdivision developments and platting.

CODE ENFORCEMENT:

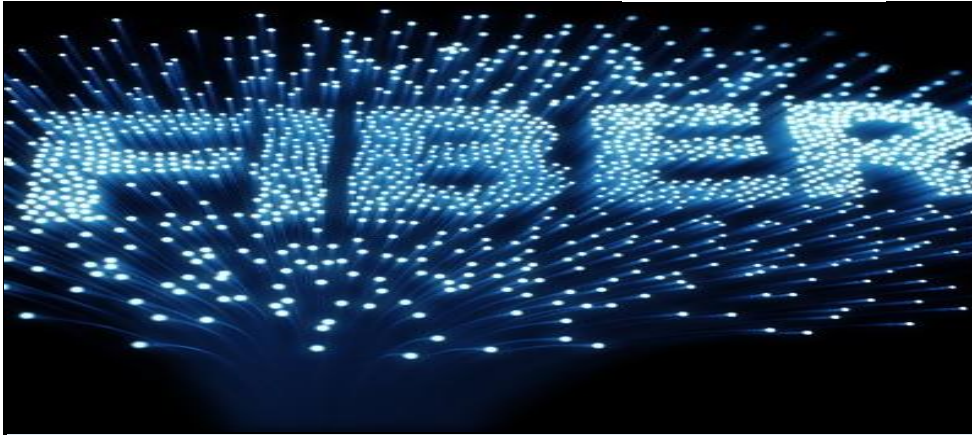
<p>Prohibited Parking: 11715 Carolina place 401 towne centre Sam Meeks(12028 Stratfield) 11016 copperfield</p> <p>ADU/Accessory Structures: 1005 cone</p> <p>Community Appearance/Junk Vehicle: 408 fisher st 252 Eden 236 Eden 9925 leitner 11531 wilson mill 11715 carolina place 11621 red knoll 14513 greenbirch 415 mallard 414 amon 12800 lancaster 315 College</p>	<p>Trash Can: 11957 Stratfield 11837 Stratfield 11825 Stratfield 400 Mallard 2524 atwell glenn 2644 atwell glen 4188 huntley glen 2216 atwell glen 12322 stratfield 11837 stratfield 12507 stratfield 12103 stratfield 12316 stratfield 12333 stratfield 10302 killogrin</p> <p>Unsecured Building: 403 Dover St</p> <p>Minimum Housing: 423 Cone 1108 Cone</p> <p>POD: 10120 johnston rd</p> <p>Sanitation/Environment: 121 Olive 11815 carolina blossom 520 amon</p>	<p>Parking on the lawn: 301 park lake ct 130 Olive 918 Lakeview 229 Eden Cir 9904 kilternan</p> <p>10413 Osprey</p> <p>Zoning Violation: 10724 Pineville Rd</p> <p>Signs: 332 Cranford 8500 P-M 10222 Johnston Rd 9540 Rodney 618 N Polk 12740 lancaster 12744 lancaster 801 johnston dr 9924 oakbrook 9628 Industrial 8700 P-M 680 308 amon</p> <p>Dumpster: 323 Main St 8706 Pineville- Matthews</p>
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PINEVILLE COMMUNICATION SYSTEMS

INTERNET RESULTS FOR MONTH ENDING 01-31-2025

REVENUE AREA	MONTH ENDING 12-31-2024	INSTALLS SOLD AND COMPLETED IN JAN.	DISCONNECTS TAKEN AND EXECUTED IN JAN.	MONTH ENDING 01-31-2025	INSTALLS SOLD AND COMPLETED IN FEB.	DISCONNECTS TAKEN AND EXECUTED IN FEB.	MONTH ENDING 2-28-2025	SOLD IN FEB ON SCHEDULE FOR INSTALLATION AFTER BILLING OR IN MAR	TOTAL INTERNET FOR MONTH ENDING 2-28-2025	TOTAL AS OF 2-28-2025
ILEC	592	7	-11	588	12	-4	596	0	596	596
CLEC	637	10	-7	639	4	-7	636	0	636	636
TOTAL	1229	17	-18	1227	16	-11	1232	0	1232	1232



100M to 1 GIG SPEED OFFERING TAKE RATE TO DATE

INTERNET RESULTS FOR MONTH ENDING 2-28- 2025	Jan-25	Feb-25	SERVICE AREA	RES OR BUS	SPEED	NET GROWTH/LOSS FROM PREVIOUS MONTH	
	214	211	CLEC	RES	300M		
	88	88	CLEC	RES	600M		
	200	200	CLEC	RES	1 GIG		
	7	6	CLEC	BUS	100M	-1	
	8	8	CLEC	BUS	1 GIG		
	3	3	CLEC	BUS	200M	0	
	4	3	CLEC	BUS	400M		
	32	33	ILEC	BUS	100M	1	
	5	5	ILEC	BUS	200M	0	
	7	8	ILEC	BUS	400M	1	
	26	26	ILEC	BUS	1 GIG	0	
	136	138	ILEC	RES	1 GIG	2	
	233	235	ILEC	RES	300M	2	
	52	55	ILEC	RES	600M	3	
TOTAL	1015	1019				8	
1232							
82% of our Internet subscribers now subscriber to 100M or higher							



LINE COUNT AS OF 2-28-2025

	LINE COUNT MONTH ENDING 01-31-2025	LINE COUNT MONTH ENDING 2-28-2025	
BUS	36	36	0
RES	83	83	0
CLEC SUBTOTAL	119	119	0
ILEC LINE COUNT	LINE COUNT MONTH ENDING 12-31-2024	LINE COUNT MONTH ENDING 01-25-2025	
BUS	283	282	-1
RES	99	97	-2
	382	379	-3
COMBINED LINE COUNT	501	498	-3

April

2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7 Budget Meeting 6:00 pm	8 Town Council 6:30 pm	9	10	11	12
13	14	15	16	17 Budget Meeting 6:00 pm	18 Good Friday	19
20	21	22	23	24 Budget Meeting 6:00 pm	25	26
27	28 Work Session/Budget 6:00 pm	29	30			