



## Legislation Text

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File #: 24-0373, Version: 1

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### **Title**

## **Second Amended and Restated Transit Governance Interlocal Agreement**

### **Action**

#### **ACTION:**

**Adopt a Resolution Approving the Second Amended and Restated Transit Governance Interlocal Agreement Between the City of Charlotte, County of Mecklenburg, Towns of Cornelius, Davidson, Huntersville, Matthews, Mint Hill, and Pineville, Providing for Coordinated Transit Operations on a County-Wide Basis Through the Charlotte Area Transit System (“CATS”)**

**Staff Contact:** Dena Diorio, County Manager

**Presentation:** Yes

#### **BACKGROUND/JUSTIFICATION:**

City Council for the City of Charlotte approved the original Transit Governance Interlocal Agreement (“ILA”), executed in February of 1999, between the County of Mecklenburg, Town of Cornelius, Town of Davidson, Town of Huntersville, Town of Matthews, Town of Mint Hill, Town of Pineville, and the City. The parties to the agreement have worked to develop a proposed Second Amended and Restated Transit Governance Interlocal Agreement to ensure the advancement of the Charlotte Area Transit System (“CATS”) and promote the goals of the Metropolitan Transit Commission (“MTC”).

This Second Amended and Restated Transit Governance Interlocal Agreement will provide for the continuation of coordinated transit operations on a county-wide basis through CATS.

To date, the City and County have been unable to address the issue of Orphan Roads in the unincorporated ETJ areas of the City. There is a Letter of Intent included, signed by the Charlotte City Manager and the Mecklenburg County Manager, that serves as a commitment between the City and County for the City to dedicate a portion of Charlotte’s future sales tax revenue for roads to fund a program that will address the issue and improve the roads to a standard where NCDOT can accept future maintenance of the roads. A more detailed agreement will be drafted between the City and County.

**PROCUREMENT BACKGROUND:**

N/A

**POLICY IMPACT:**

N/A

**FISCAL IMPACT:**

N/A