



Charlotte City Council
Transportation & Planning Committee
Meeting Summary for May 22, 2014

COMMITTEE AGENDA TOPICS

- I. **Subject:** Transit System Plan Update
Action: For information only
- II. **Subject:** Transit Funding Work Group Update
Action: For information only
- III. **Subject:** CRTPO: NCDOT Prioritization 3.0 Update
Action: For information only

COMMITTEE INFORMATION

Present: Vi Lyles, David Howard, Patsy Kinsey, Greg Phipps, Kenny Smith

Time: 12:05 pm – 1:16 pm

ATTACHMENTS

Handouts
Agenda package

DISCUSSION HIGHLIGHTS

Committee Chair Lyles called the meeting to order and asked everyone in the room to introduce themselves.

I. **Transit System Plan Update**

Campbell: Before I turn this item over to Carolyn, I'd like to say this is in response to a request from the Committee to have an update on both Transit agenda items.

Ms. Flowers started the presentation with slide 2 (see attached presentation, Transit Plan Update).

Lyles: What's the timeline for the Silver Line review?

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Flowers: That will probably be an 18-month study.

Howard: Will they be looking at how street cars on Monroe and Central, and bus rapid transit will all work together or just bus rapid transit?

Flowers: We'll be looking at the alternatives in the Independence and parallel corridors.

Howard: How will it all work together? Will it just be looking at bus rapid transit?

Flowers: No. It's a more holistic approach.

Howard: That's the word I was looking for. Thanks.

Ms. Flowers continued the attached presentation with slide 2 (see attached presentation, Transit Plan Update).

Phipps: With respect to the Red Line, are the share track discussions with Norfolk Southern going anywhere?

Flowers: Mr. Howard, would you like to address that issue?

Howard: The big issue for Norfolk Southern is they want to access a line that the North Carolina Railroad owns. They're maintaining this line to move goods up and down the east coast. If they would use the North Carolina line with some assurance, they wouldn't care about this line at all.

Flowers: They consider this a strategic corridor. They do not operate their rail through the Charlotte area on their own tracks. They are leasing (15-year leases) from the North Carolina Railroad, which they say does not give them certainty, so they hold onto the line as backup. They've made quite an investment in the Charlotte area with the intermodal yard on their mainline going into Atlanta.

Howard: Is it called Crescent?

Flowers: Yes.

Howard: This is the only line that connects to the east coast, so they have to come through here one way or the other. This is not the ideal route, but they are maintaining it just in case they have to have it.

Flowers: The North Carolina Railroad is a privately owned railroad. The only investor is the state of North Carolina.

Ms. Flowers continued the presentation with slide 3 (see attached presentation, Transit Plan Update).

Phipps: Has the actual civil construction stopped, not just a notice?

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Flowers: We are giving a notice to proceed. Right now we are relocating utilities out of the rights-of-way, especially in the North Tryon area to widen the street, so we'll have the median as a dedicated right of way. There are two segments for civil engineering; one in the railroad right-of-way at 7th Street through the old intermodal yard of Norfolk Southern Railroad through NoDa onto the N. Tryon Street right of way, which is the second segment. We'll be working with the North Carolina Department of Transportation and the Charlotte Department of Transportation to ensure we can widen the street and have access to build in the median. We issued the tracking systems contract, and there are long lead times in that project and a lot of issues and system integration. We have an existing line that's running, and it's like any software problem you might have; there is a version that's already operating and then you implement a new system so you have to make sure the two systems talk to each other in the end and there is seamless integration.

Phipps: I asked that question because I am canvassing selected business along the Blue Line Extension within the Fourth District, delivering letters of empathy over what is to come.

Flowers: We are going to talk about construction mitigation in this presentation. We want to be sure we protect the businesses in the construction zone.

Ms. Flowers continued the presentation with slide 5 (see attached presentation, Transit Plan Update).

Howard: Where is the North Yard located?

Flowers: In the former intermodal yard that Norfolk Southern had. We are purchasing a portion of that land to build a yard to store and do light maintenance.

Howard: You said you had savings, and TIGER was just enough to do some of the extensions to the platforms. Can we do anything more?

Flowers: We have a strategy that we're looking at. This is a contract with the Federal Transit Authority (FTA). The contract had the scope of the project defined, so you have to get the FTA to approve any changes in your scope that you received the full funding grant agreement contract under.

Howard: The way its set up now is that you'll be able to do three cars going one way, but you can't run three cars at all until you can run them across the entire line.

Flowers: We had requested that through TIGER 3, and in subsequent rounds we tried to compete to get additional stations. But, under MAP-21, the FTA added a new program called Core Capacity. Core Capacity was initially done for legacy projects to expand the capacity of the system and to look at state of good repair. We hadn't looked at ourselves as a legacy system like New York before. We're adding a third car, which is 33% more capacity. They look at systems that have been operating and at the state of good repair. We've been operating seven years now. We have indicated to the FTA administration that we're going to submit an application for a Core Capacity grant, and if we're not successful we would look at asking to amend the full

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funding grant agreement to use any surplus funds for that purpose.

Howard: Do you think you can do both, add stuff back and still have something left?

Flowers: Not at this point. We're still so early in the project they probably wouldn't let us do a major amendment like this. We still don't know what we're going to encounter even though we have sufficient contingency, and we're drawing down on the contingency for the scope of work that we were awarded the contract for. The FTA probably would not want to make the amendment at this point because they would have to go back to congress, and that's not where we want to go.

Phipps: I am interested in getting the budget for the other four categories that you are adding back in.

Flowers: We are developing those right now. We'll be coming to you on May 27 to ask for an amendment to STBs contract, because they have to the design elements for us to cost these out.

Ms. Flowers continued the presentation with slide 7 (see attached presentation, Transit Plan Update).

Howard: I'm thinking about access to that area (see slide 9 of attached presentation, Transit Plan Update). Are you closing Craighead Road?

Pleasant: Craighead Road will stay open until the Sugar Creek Road grade separation is complete and then Craighead Road will permanently close.

Howard: It's hard to get into that area anyway. Are we coordinating with NCDOT's work?

Flowers: Yes.

Pleasant: We have a group that meets weekly to make sure all the work is staged and communicated to the public.

Howard: Most of the activities are on one side of the track in NoDa. Will people on the other side of the tracks still be able to get through, including the pedestrian traffic?

Pleasant: No.

Ms. Flowers continued the presentation with slide 10 (see attached presentation, Transit Plan Update).

Lyles: I think these goals are so important (see slide 20). Will you have the study on the June agenda?

Flowers: Yes.

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Ms. Flowers continued the presentation with slide 21 (see attached presentation, Transit Plan Update).

Howard: How much TIGER VI money is available?

Flowers: \$18M federal funding and \$4M local match.

Howard: And that money was to do what with, just plan?

Flowers: The money is earmarked for a bus and a bus facility. When the overall master plan vision for this area was to have mixed use development, it was to have a multi-modal station that would incorporate buses, intercity bus, intercity rail (Amtrak and high speed) and also be a street car stop. Our funding doesn't allow us to build a major iconic station like a Union Station. The planning was to have all of this together and also be the terminus for the Red Line.

Howard: What happened to Hines? Are they still involved at all?

Flowers: The State had no authority for that P3.

Howard: What is the status of the conversations?

Campbell: We're meeting with the Manager's office next week.

Howard: We don't have a roadmap on this one and that bothers me. I know the Red Line is the most important piece.

Lyles: I wonder if the Red Line is the most important piece.

Howard: I say Red Line because that is what the developers are going to be looking for. That's going to bring the traffic into it.

Flowers: The second item on the agenda is the Transit Funding Work Group Update.

II. Transit Funding Work Group Update

Flowers: This came into being about a year and a half ago. Former Mayor Foxx brought together about thirty members in the community representing developers, former politicians and members of the community who had an interest in continuing the momentum of the Transit Plan. This group looked at different funding and financing models, and looked at ways we could look at legislative changes to advance our flexibility for funding and financing in the future. The other thing that happened during that period is that Former Mayor Foxx got us involved with the Clinton Local Initiative, where we made a commitment to try to advance the knowledge and stake holder information on P3s. We held a conference here in 2014 to talk about ways we could engage in P3s.

Ms. Flowers continued the presentation with slide 24 to its conclusion (see attached presentation,

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Transit Plan Update).

Lyles: Thanks to everyone who has been involved. Councilman Phipps will have you on speed dial. Thank you all for the work.

Campbell: We are having Blue Line meetings to update the University City area about the station area plan. We are working collaboratively. Whenever anyone attends a meeting, they have access to full service information about everything.

Flowers: Also regarding collaboration, if there is any change order there is an executive committee that reviews it including Planning, Transportation, Engineering, and Budget. No decision is being made in isolation.

Howard: Another point about the Blue Line Extension; it's important to manage overruns ahead of time.

Flowers: We have a Change Control Board to review all major changes. We're in good shape and are in a position with contingency funds to add back to the project.

Lyles: We learn the more you keep us informed, the more we understand how all this fits into the big picture. I would invite this update every six to eight weeks. We need a high level of awareness, so thanks again. I want to ask that you not present the Walkability item and add a CRTPO meeting update. Louis Mitchell from NCDOT will be coming to present to us at our June 9 meeting and we need to be prepared. Norm will give us an overview of the State Strategic Transportation Plan Formula.

Campbell: If I could just clarify something; Mr. Mitchell will be at the Dinner Briefing.

Lyles: Sorry. We'll have an opportunity to talk about this at our meeting prior to the Council meeting. Norm, you have ten minutes.

III. CRTPO: NCDOT Prioritization 3.0 Update

Steinman: There is a map that has been produced and I think it's going to be available on the on the CRTPO website that shows the projects that are likely to be funded and those that at this time are deemed to be only partially funded.

Mr. Steinman started presentation with slide 1 of the attached NCDOT Prioritization 3.0 Update.

Howard: If the State was able to combine with regional funding, it would be more of a boost, right?

Steinman: Yes. This is the part where it's important for those of us representing the MPO or local governments to make sure the division engineers have the same point of view, because they can award points to statewide projects and just about guarantee they will get regional money unless we work with them and convince them it would be better to not put more money into the

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statewide projects, but reserve it for regional or division projects. This is like playing chess.

Howard: I know that points for the regional and statewide projects have criteria already. Who sets the criteria for the local money?

Steinman: There are criteria that have been set for each of the types of funds.

Howard: The criterion is a formula basis, right?

Steinman: You get to set your criteria for the local points that are going to be allocated, not for the points that NCDOT allocates based on mathematical algorithms and formulas.

Howard: So, it's politics.

Steinman: You get to set the points based on your objectives and goals at the local level.

Mr. Steinman continued the presentation with slide 7 (see the attached NCDOT Prioritization 3.0 Update presentation).

Howard: Is there a reason why the Red Line is not on these lists?

Steinman: The Red Line was not eligible for statewide funds, and I believe that CATS did not nominate it for this category of funding.

Howard: We should at least put it on the list. This is just a list.

Steinman: It is just a list, but if you put it on the list you have to be serious about the project being feasible and implementable in the next five to ten years.

Mr. Steinman continued the presentation with slide 12 (see the attached NCDOT Prioritization 3.0 Update presentation).

Lyles: Let's make sure we allocate the appropriate amount of time on our June 9 agenda to get a thorough understanding of the recommendations of the TCC. The most important thing to me is why. It's such a mathematical formula, and we don't know what's going to happen. The TCC recommendation is really key to what goes forward.

Phipps: We won't have influence to change anything, will we?

Lyles: We actually will because it's Charlotte's vote and two other communities that have the majority CRTPO vote. This Committee's discussion is really important.

Howard: That's what I was talking about earlier when I mentioned politics. If it was just formula based, it would be what it is, and we wouldn't have the opportunity to have any input.

Steinman: The two aspects of the philosophy that defines how staff will be allocating points are first to reserve the allocation of points to statewide projects that are small enough and important

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enough to be completed in the time period. The big, expensive projects we'll leave to be finished with statewide funds. The other philosophical point is to give the points to those projects that are likely to get funded. We're not going to put points on those projects that have such a low score they won't get funded.

Howard: That's what we should be talking about. We should be talking about just that policy direction only. The only thing I would add to what you said is that when we can be strategic and get big project done because it scores all the way down, we go for those as well when we can. I didn't hear that in the philosophy you said.

Steinman: We can. But again, there is that five year cap, which means that no matter how many points you put on certain projects they are only going to get a certain amount of money during that time period.

Howard: Some strategic approach is all I want to give you input on.

Steinman: Since NCDOT is still interpreting what this law means there could be changes, so you could decide to send out a list for public review at your June 18 meeting.

Howard: Please write down what you just said about philosophy, Mr. Steinman.

Lyles: Is everyone good about what we're trying to do on June 9? We'll get to Walkability later.

Steinman: Again, this is new legislation, and this is the first time that everyone is trying to implement it. There are still interpretations that are going on, so we communicate with NCDOT almost daily trying to figure out what they think this is supposed to be.

Lyles: I think we've concluded our agenda. Thanks for the extra time you've taken today.

The meeting adjourned at 1:16.

CATS
CHARLOTTE AREA TRANSIT SYSTEM

Transit Plan Update



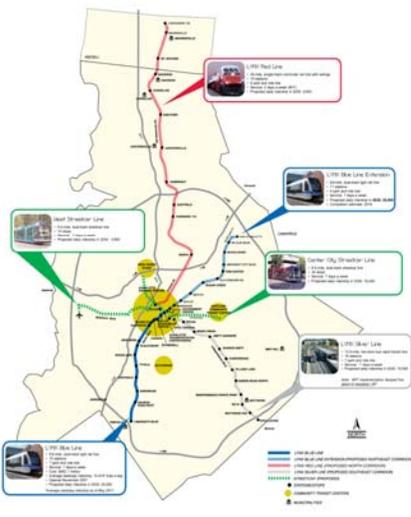
**Carolyn Flowers, CEO CATS
Transportation Committee
May 22, 2014**

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CATS **2030 Transit Plan (Current Status)**
CHARLOTTE AREA TRANSIT SYSTEM

2030 Transit System Plan

- **LYNX Blue Line (LRT)**
 - Nationally successful
 - Need capacity for 3-car trains
- **Blue Line Extension (LRT)**
 - FFGA signed in October 2012
 - Construction underway
- **Red Line (Commuter Rail)**
 - Red Line Task Force
 - Funding & technical Issues to be resolved
- **CityLYNX Gold Line (Modern Streetcar)**
 - City of Charlotte funding local share
 - Phase 1 – 1.5 mi. under construction
 - Phase 2 – approved for Project Development
- **Silver Line**
 - Study team formed and consultant selected
 - Evaluate rail alternatives
- **West Corridor**
 - Enhanced Bus Service started in 2009
 - Convert to Streetcar in future



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Blue Line Extension

Project Overview

- 9.3 miles, 11 stations
- 4 park and ride facilities
- Approximately 3,100 parking spaces
- Accommodates 3-car trains
- 25,000+ daily riders
- Improvements to North Tryon St.
- Connects UNC Charlotte campuses
- 22 minute commute from Uptown to UNC Charlotte
- Initial peak period service 7.5 minute frequency
- Connecting bus services
- Revenue service in 2017

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Blue Line Extension Milestones

Milestone	Date
State Funding Agreement Signed	March 2012
FTA Approval to Enter Final Design	May 2012
Federal Funding Agreement Signed	October 2012
Advanced Utility Relocation Begins	June 2013
Start Major Civil Construction	March 2014
Right-of-Way Acquisitions Complete	March 2014*
Begin Testing and Integration	December 2016
Initiate Revenue Service	2017

*Some remaining parcels will not be acquired until needed

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 BLE - Major Contracts Awarded			
Description	Contractor	Contract Amount	DBE participation Goal
Construction Management	HNTB North Carolina, PC	\$38,200,000	9%
Advanced Utility Relocation – Segment C (FY2013)	Blythe Development	\$8,684,548	3%
Advanced Utility Relocation – Segment A (FY2013)	Sealand Contractors	\$1,291,318	3%
Advanced Utility Relocation – Segment B (FY2013)	Blythe Development	\$4,979,780	9.42%
Civil Construction – Segment A (1/27/2014)	Balfour Beatty Infrastructure – Blythe Development (Joint Venture)	\$107,967,958	17.5%
Civil Construction – Segments B and C (4/14/14)	Lane Construction Corporation	\$119,051,742	20%
Track and Systems – Blue Line Extension and Blue Line Capacity Expansion	Balfour Beatty Infrastructure	\$ 114,349,761 \$ 16,455,684	10%


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 BLE – Savings & Additions	
<p>Potential Project Elements to be added back</p> <p><u>Blue Line Extension –</u></p> <ul style="list-style-type: none"> • Build Sugar Creek garage instead of parking lots • Add 5th level to JW Clay parking garage • Purchase 8 additional TVMs (36th St., Sugar Creek & 7th St. stations) • Adding pedestrian lights along North Tryon Street in station areas • Expand the maintenance capacity at the North Yard 	


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BLE - Future Contracts

Description	Estimated Contract Amount	Estimated Award Date
UCB Blvd and JW Clay Parking Garages	\$ 51,800,000	23-June-14
System Fare Collection (TVMS)	\$ 5,882,000	25-Aug-14
Station Finishes	\$ 16,730,000	12-Jan-15
Landscape – North Yard	\$ 3,370,000	12-Jan-15
SBLRF Upfit & Yard Track (VMF)	\$ 2,770,000	26-Jan-15
North Yard Operations Building	\$ 3,370,000	9-March-15
Misc. Civil Services	TBD	23-Nov-15
Old Concord Rd. Park & Ride Lot	\$ 7,550,000	10-Aug-15
Sugar Creek Rd. Parking Garage	TBD	TBD
Landscape (Segments A, B, C)	\$ 2,110,000	9-June-16

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BLE – Construction

Advanced Utility Relocation
Nearing Completion:
July 2014




Civil Construction
Started:
March 2014



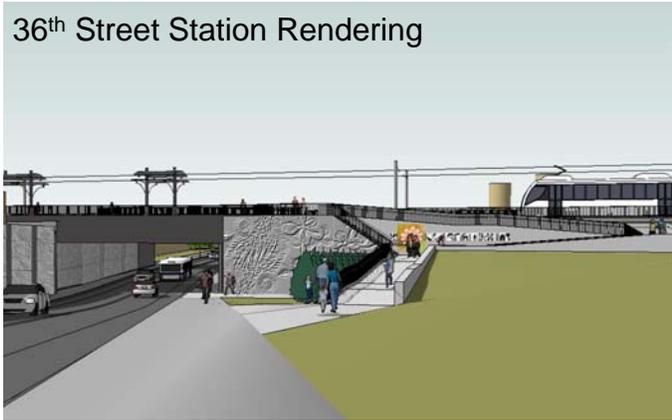

Track and Systems Construction
Expected to Start:
June 2014




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CATS **BLE – Construction**
CHARLOTTE AREA TRANSIT SYSTEM

36th Street Station Rendering

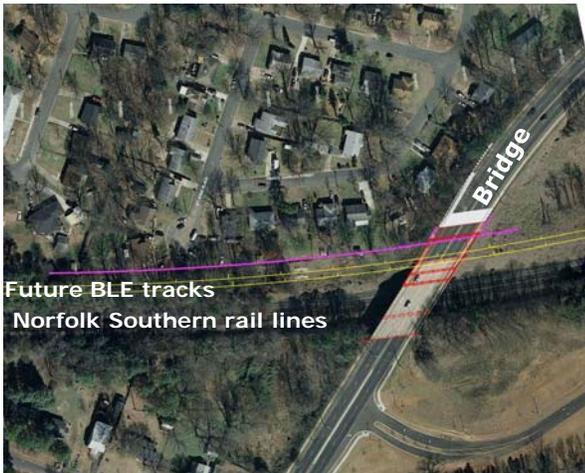


- Signed detour to 30th Street (Matheson Avenue)
- Sugar Creek Road available for detour until Eastway Drive reopens
- Closure approximately 2 years

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CATS **BLE – Construction**
CHARLOTTE AREA TRANSIT SYSTEM

Lengthening of the Eastway Drive Bridge



- Allows room for the BLE tracks next to NS tracks
- No vehicular or pedestrian access over the bridge
- Curtiswood Drive and Howie Circle will remain open
- Closure is anticipated to last until December 2014/January 2015

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CATS **BLE – Construction Impacts**
CHARLOTTE AREA TRANSIT SYSTEM

BLE Construction Impacts

North Tryon Street construction starts this summer

- Maintenance of traffic during construction will be an area of focus for CATS, NCDOT and CDOT.
- Traffic shifts will occur for construction; the traveling public should allow extra travel time.
- BLE Communications Team has a robust communication plan to announce changes to traffic patterns.
- Businesses will retain access during construction.
- Pedestrian access will be maintained during construction.
- Areas of particular concern:
 - NCDOT Mallard Creek bridge replacement
 - Eastway Bridge lengthening
 - 36th Street grade separation
 - Sugar Creek grade separation

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CATS **BLE – Communications**
CHARLOTTE AREA TRANSIT SYSTEM

Partnerships are Key!

Supporting Businesses, Residents, Community

Strong communication at all levels will ensure the BLE's successful completion



- Points of contact
 - Business Liaison
 - Community Specialist
- Multi-departmental agency coordination
- Collaboration
 - Joint BLE Communications Team
 - Residents and Business Owners
 - Non-profits
 - Media
 - First Responders




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LYNX Blue Line Capacity Expansion

Project Overview

- Expand two platforms to accommodate 3-car trains
- Add 4 traction power substations (TPSS)
- Funded by Federal Transportation Investment Generating Economic Recovery (TIGER III)



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Blue Line Capacity Expansion

Project Status

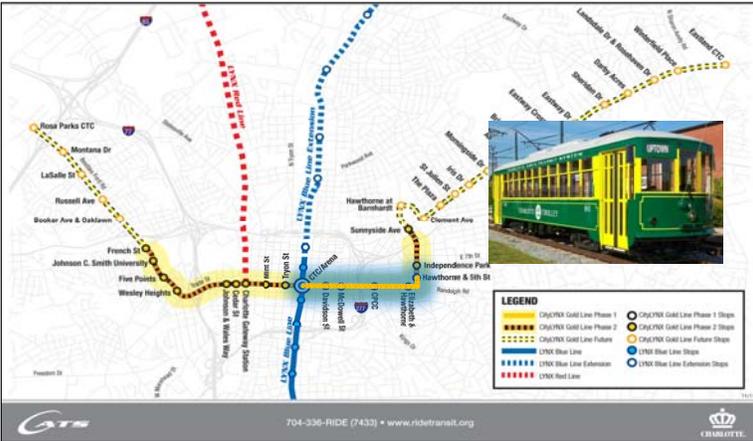
- \$18M grant received from the FTA to expand the existing Blue Line to support 3-car trains.
- Grant will cover:
 - Adding some new substations along the line to handle added number of trains
 - Expanding the I-485/South Blvd and Stonewall stations to support 3-car trains
 - Infrastructure to support expansion
- This will allow express service for key large events (Panther, Hornets, Checker and Knights games, TW Arena events, large festivals – Speed Street)
- Expand 7th Street Station Platform
- Expand Woodlawn Station Platform

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CityLYNX Gold Line: PHASE 1

Completion Scheduled for Spring 2015





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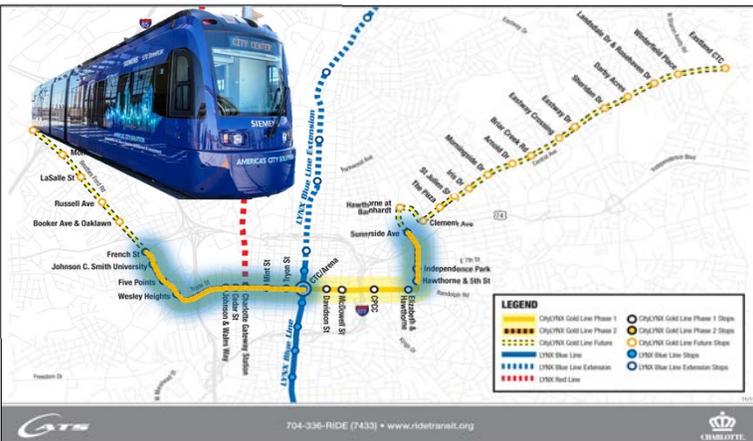


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CityLYNX Gold Line: PHASE 2





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CityLYNX Gold Line: Milestones

Milestone	
Request Entry to Project Development	November 26, 2013
Authorized Manager to award Design Contracts	January 27, 2014
FTA Approval to Enter Project Development	February 19, 2014
Gold Line Committee activated	April 2014
Public Meetings	May 27 / May 29
Submit Small Starts Application	September 2014
FTA Rating & Approval	January 2015
Inclusion in President's FY 2016 Budget	Jan-Feb, 2015
Final Design	March to Dec 2015
Construction	2016-2019

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CATS CHARLOTTE AREA TRANSIT SYSTEM

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Facebook:

- CATSBLEupdates
- CityLYNXGoldLineConstructionUpdates

- CATS Customer Service: 704-336-RIDE (7433)
- Future public involvement opportunities



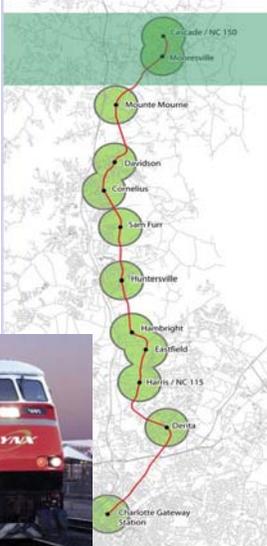
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Red Line (Commuter Rail)

- Commuter rail from downtown Charlotte to Town of Davidson (or Iredell County)
- NCDOT participation necessary
 - Financial partners
 - Leadership with private railroads
- Working with Norfolk Southern to understand impacts of their updated passenger Rail Policies
- Candidate for P3 design-build

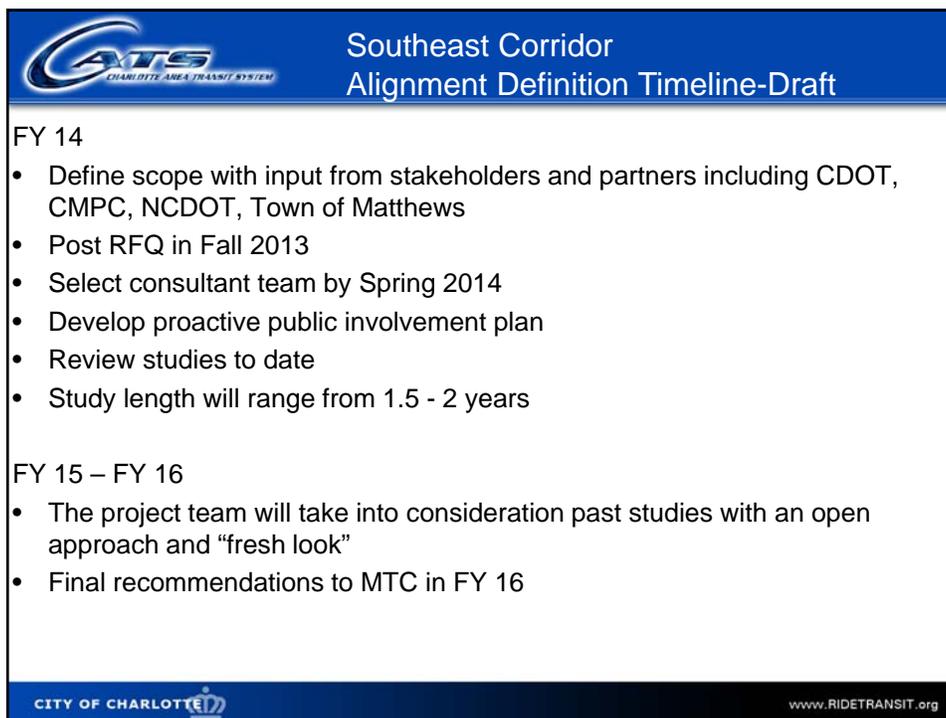
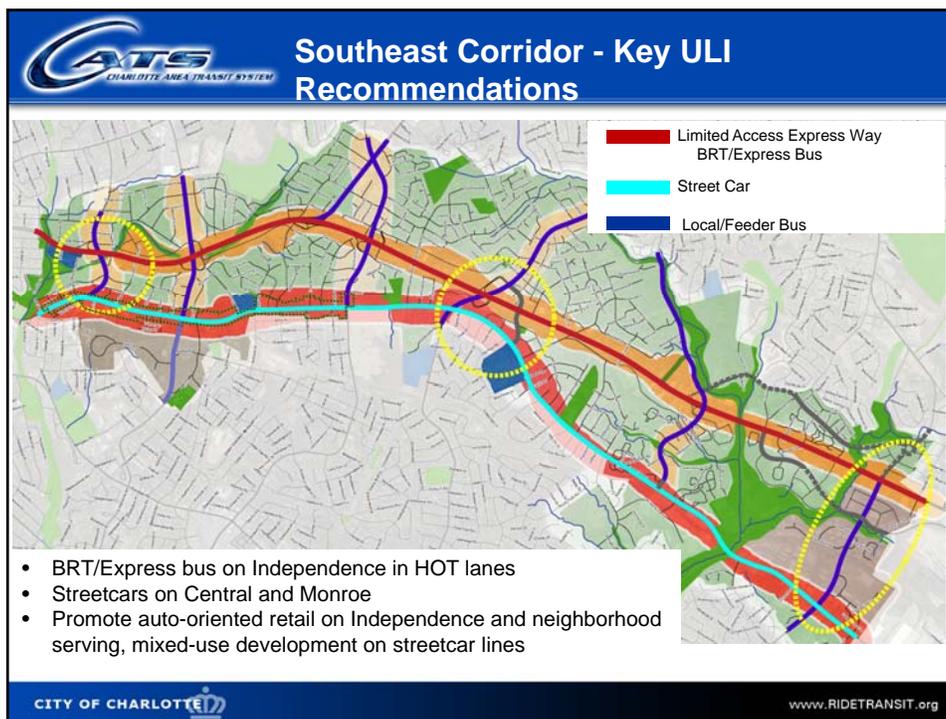
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Southeast Corridor Alignment Definition Goals

- Define a fixed guideway alignment that serves future transportation needs and promotes the land use plans and polices of the Southeast Corridor.
- Provide interim transit strategy that utilizes the future HOT lane proposed on Independence Blvd.
- Coordinate with land development strategies to protect and preserve the fixed guideway alignment.

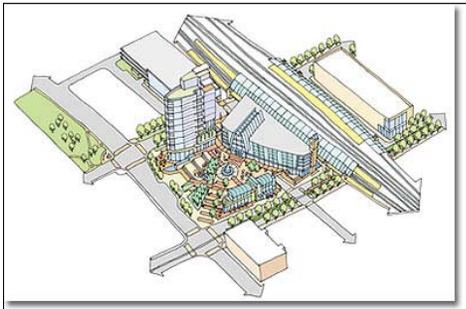
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Gateway Station

- NCDOT working with railroads on modeling track alignment and capacity
- NCDOT, City and CATS reviewing phases of project and which organization best suited to lead each phase.
 - Land-Use Development
 - Master Developer
 - Facility design and construction
 - Track alignment, railroad negotiations, capacity, etc.



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Transit Funding Working Group



- Hosted conference in March 2014
- Over 220 attendees
- Good exchange of ideas, lessons learned
- Committee created a Next Steps for advancing additional P3 capabilities in North Carolina
 - Capitalize on momentum
 - Continue outreach to stakeholders, elected officials and business leaders
 - Seek administrative approval at state for TIFIA loans



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Transit Funding Working Group

- Continuing to advance recommendations from May 2013
- Four sub-committees created to advance recommendations
 - P3 Conference (work completed)
 - Funding and Financing
 - Advocacy (Legislative)
 - Communications
- Funding & Financing:
 - Released white paper outlining alternative revenues & financing
 - Staff submitting TIFIA loan for BLE (\$140M - \$150M)
- Advocacy:
 - Develop coordinated tactics and messages with other transit systems
 - Triangle Transit, PART and other transit systems
 - Developing legislator advocacy strategy
- Communications:
 - Completed Phase 1 of plan this month
 - Finalizing Phase 2 of strategy for executing in FY2015

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Thank You



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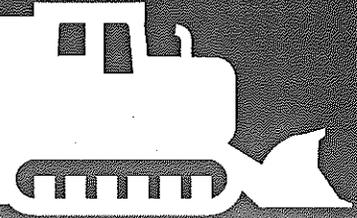
LYNX Blue Line Extension

FY2014 - Public & Community Engagement Summary



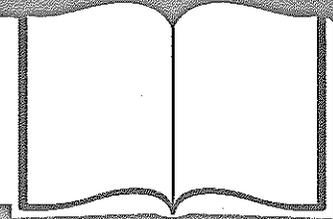
LYNX Blue Line Extension
Monthly Construction Updates - FY 2014

35,751 Construction Updates
Eblasts



LYNX Blue Line Extension
Quarterly Newsletter - FY 2014

11,166 Newsletters Sent



LYNX Blue Line Extension
Community Meetings & Outreach - FY 2014*

1,704 Meeting Attendees **21,555** Evites **41,441** Postcards

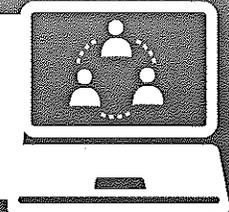


*Includes May 2013



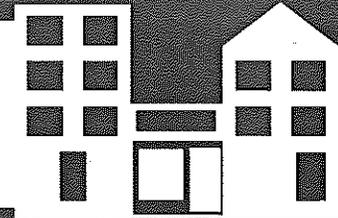
LYNX Blue Line Extension
Social Media Updates - FY 2014

546 Facebook Likes **339** Twitter Followers

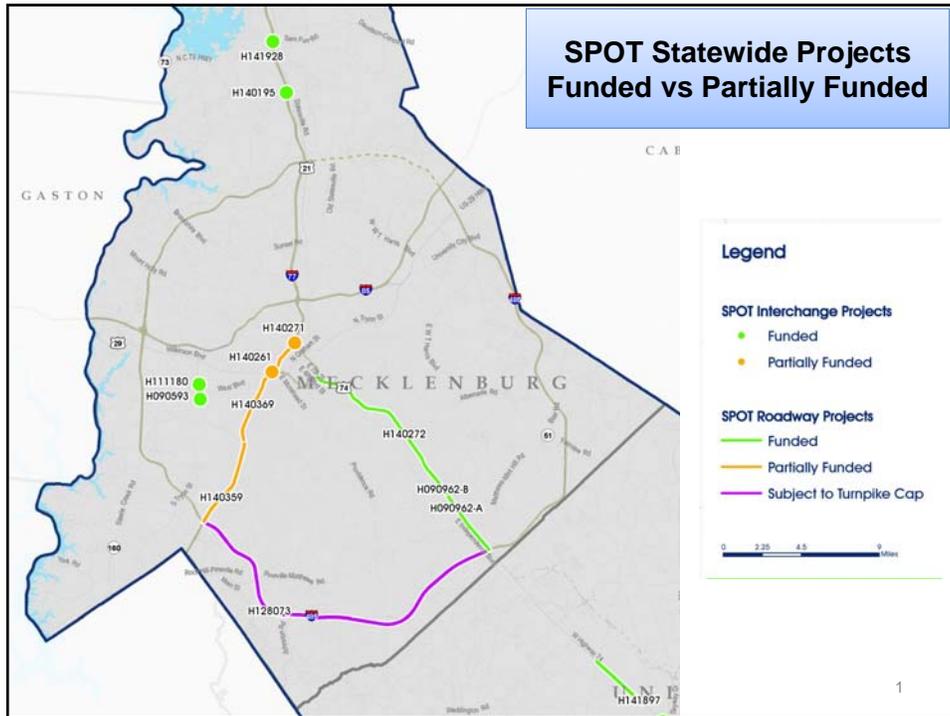


LYNX Blue Line Extension
Business Outreach Updates - FY 2014*

97 Businesses Visited To Date



*Several have received more than one visit.



NCDOT Prioritization 3.0 Update

May 21 MPO Meeting



Overview

1. NCDOT released scores for all projects and all modes on May 14, 2014
2. Provide an overview of NCDOT's project scores for each mode and STI Tier
3. Discuss the proposed timeline and CRTPO's involvement over the next several months.



A couple of disclaimers...

- Scores should be considered incomplete until NCDOT calculates the final scores including the local input points.
- Project score is relative to the funding available for the respective tier.
- Projects will be evaluated based on "reasonable chance for funding"
- Funding is not guaranteed to any project.

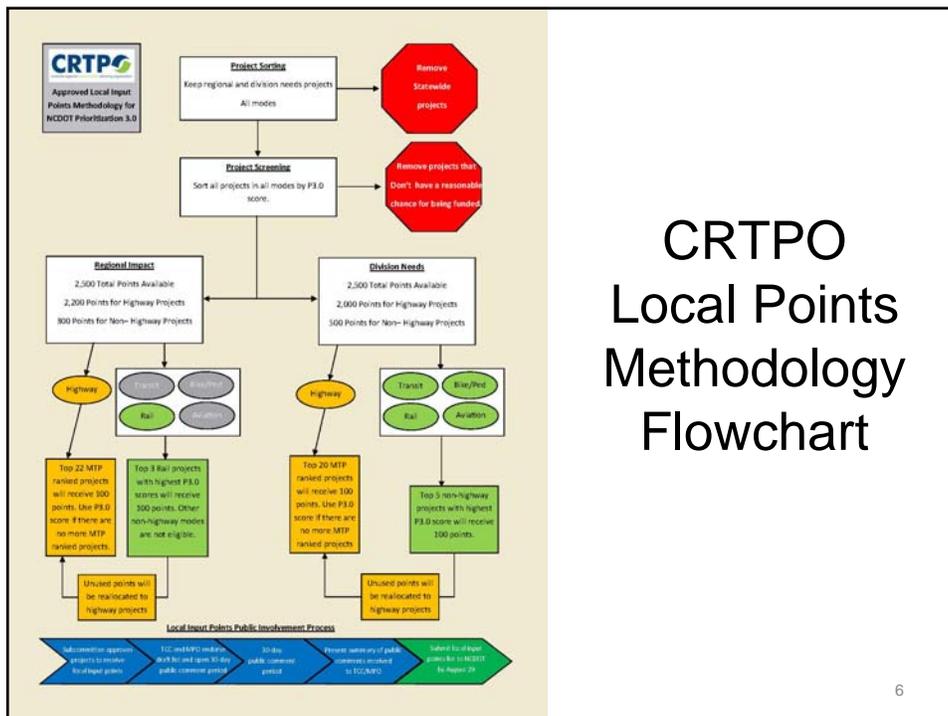


Upcoming Local Points Allocation

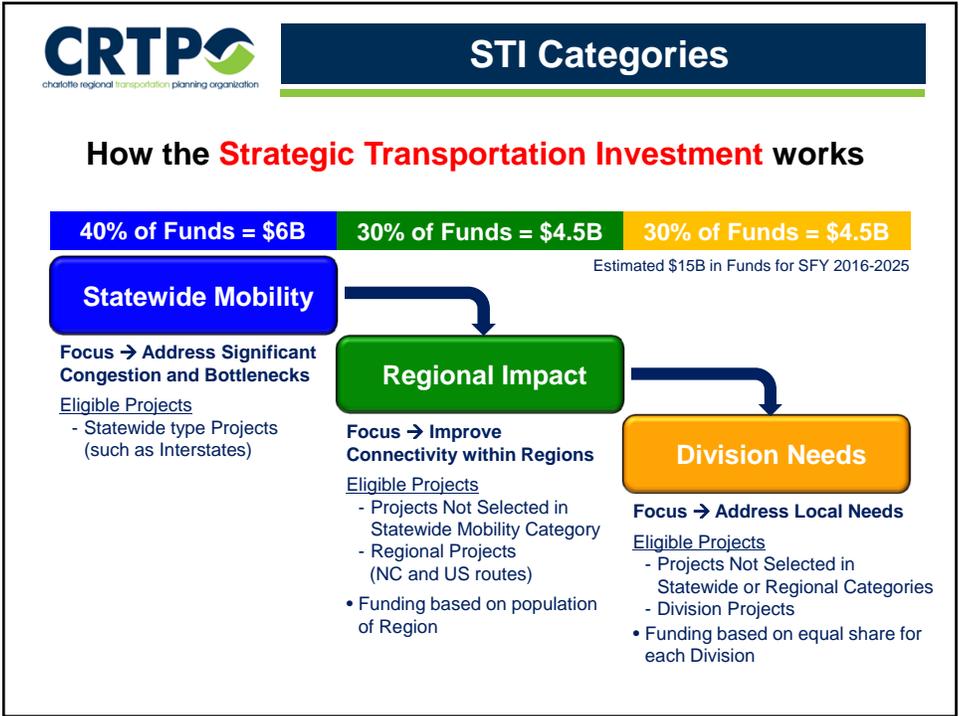
**NCDOT Local Input Point submittal window:
June 2 – August 29**

CRTPO (and local points subcommittee) must:

1. Develop a DRAFT project list of projects that will receive points
2. Coordinate local points assignment with NCDOT Divisions 10 and 12
3. Present DRAFT allocation of local points to TCC/MPO & Open a 30-day public comment period (June Mtgs)
4. Review public comments received
5. Evaluate project list based upon public comments received and recommend that the MPO adopt the final list.



CRTPO Local Points Methodology Flowchart



CRTPO **STI Highway Criteria & Weights**
charlotte regional transportation planning organization

Funding Category	QUANTITATIVE	LOCAL INPUT	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% Multimodal [& Freight + Military] = 20% Total = 100%	--	--
Regional Impact	[Travel Time] Benefit/Cost = 25% Congestion = 25% Safety = 10% Accessibility/Connectivity = 10% Total = 70%	15%	15%
Division Needs	Benefit/Cost = 20% Congestion = 20% Safety = 10% Total = 50%	25%	25%

 CRTPO Fully Funded Statewide Projects			
Proposed Project	Primary Jurisdiction(s)	Preliminary R.O.W. Date	Preliminary CON Date
I-77& Gilead Rd Int. Imps. (Exit 23)	Huntersville	N/A	FY 2019
I-77& NC 73 Int. Imps. (Exit 25)	Huntersville	FY 2019	FY 2021
US 74 HOT Conversion (NC 27-I-277)	Charlotte	N/A	FY 2017
I-77 & NC 150 DDI Conversion (Exit 36)	Mooresville	FY 2019	FY 2021
US 74 & Rocky River Rd Superstreet	Monroe	FY 2019	FY 2021
US 74 & US 601 Int. Imps.	Monroe	FY 2020	FY 2022
US 74 Widening (Sardis Rd N.-I-485)	Matthews	FY 2019	FY 2021
US 74 Widening (Sardis-Conference)	Charlotte	FY 2019	FY 2021
I-485 HOT Widening (I-77-US 74)	Mat., Pine.	FY 2017	FY 2018
Billy Graham/West Bl. Interchange	Charlotte	FY 2020	FY 2022
Billy Graham/Morris Field Gr. Separation	Charlotte	FY 2020	FY 2022

 CRTPO Partially Funded Statewide Projects			
Proposed Project	Primary Jurisdiction(s)	Preliminary R.O.W. Date	Preliminary CON Date
I-77 Widening (I-485-Woodlawn Rd)	Charlotte	FY 2024	Beyond 2025
I-77 Widening (Woodlawn Rd – Belk Frwy)	Charlotte	FY 2024	Beyond 2025
I-77 Widening (Belk-Brookshire Frwys)	Charlotte	FY 2024	Beyond 2025
I-77& Belk Frwy Interchange	Charlotte	FY 2024	Beyond 2025
I-77 & Brookshire Frwy Interchange	Charlotte	FY 2024	Beyond 2025

Note: Schedule for I-77 projects was affected by corridor cap considerations.

		Top 10 CRTPO Region "E" P3.0 Scores	
Region "E" Sorted Score Order	Proposed Project	Municipality	Draft Score (70)
4	NC 160 & Hamilton Rd Intersection Imps.*	Charlotte	42.43
5	NC 73 Widening (Beatties Ford-Catawba)	Huntersville	37.90
6	NC 51 Widening (Sardis-Monroe Rds)	Matthews	33.62
7	NC 73 Widening (NC 115 – Davidson-Concord)	Huntersville	31.72
9	NC 73 Widening (Catawba-Northcross)	Huntersville	30.24
10	NC 16 Access Management (Idaho Dr-I-85)	Charlotte	29.67
11	NC 160 Widening (S.Tryon St to Shopton Road W)	Charlotte	29.60
12	US 21 Widening (Northcross Ctr Ct-W'moreland)	Huntersville	29.31
13	NC 16 Widening (Rea Rd Ext-Cuthbertson)	Weddington	28.28
18	NC 51 Widening (Lawyers-Mtws Twship Pkwy)	Matthews	26.38

**Project Submitted by NCDOT-Division 10*

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		Top 10 CRTPO Division 10 P3.0 Scores	
Division 10 Sorted Score Order	Proposed Project	Municipality	Draft Score (50)
1	University Research Park I-85 Overpass	Charlotte	46.11
2	Eastway Drive & Shamrock Drive Int. Imp.*	Charlotte	44.00
3	S. Trade St Widening (Fullwood-Weddington)	Matthews	42.00
4	Monroe Rd & Rama/Idlewild Rds Int. Imp.	Charlotte	35.83
6	Gilead Rd (US 21 – NC 115)	Huntersville	26.75
7	Chestnut Lane Connector (Matthews-IT – Gribble)	Indian Trail	25.95
8	Charlotte Ave (CSX RR – Concord Av)	Monroe	25.19
9	W. Catawba Av Widening (NC 73 – Jetton Rd)	Cornelius	24.94
10	Monroe Northern Loop (US 74-Walkup Ave)	Monroe	24.20
11	John Street Widening (Trade- I-485)	Matthews	23.80

**Project Submitted by NCDOT-Division 10*

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CRTPO Regional Non-Highway Projects

Project	Municipality	Cost to NCDOT	Statewide Money	Regional Impact Score
10,000' rail siding extension on CSX line	Indian Trail	\$5.3 M	[REDACTED]	16.32
CSX-NS Grade Separation	Charlotte	\$128.5 M	[REDACTED]	13.68

- Two statewide rail projects will be eligible for CRTPO's Regional Impact non-highway local points because they are not funded at the statewide level
 - Projects will be subject to the "reasonable chance for funding" criteria within CRTPO's local points methodology.
 - Unused Non-highway points would be re-allocated to eligible Regional Impact Highway projects.

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CRTPO Division Non-Highway Projects

Project	Mode	Municipality/Facility	Cost to NCDOT	Division Needs Score (50)
Matheson Ave Bike Lane Conversion	Bike/Ped	Charlotte	\$230,000	36.05
CSX Phase 3 Intermodal Facility Expansion	Rail	Charlotte	\$24.5 M	32.83
Land Acq. For future aviation use.	Aviation	Charlotte-Monroe Executive	\$738,000	17.73

- 46 non-highway projects eligible for non-highway local input points.
- Highest scoring project for each non-highway mode is shown above.
- 500 total points available for Division needs non-highway projects.

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P3.0 Schedule for May-June

- **May 14** – NCDOT released final scores for all modes
- **May 22** – First local points Subcommittee meeting
- **May 27** – Second local points subcommittee meeting
- **June 5 TCC Meeting** – present DRAFT list of projects with locally assigned points and recommend 30-day public comment period.
- **June 18 MPO Meeting** – present DRAFT list of projects and approve 30-day public comment period.



P3.0 Schedule for July-August

- **July 16 MPO Meeting** – allow for public comment on draft list of local input projects.
- **July 21** – End of public comment period
- **August 7 TCC meeting:** Present all public comments received and recommend the MPO approve the list of local points projects.
- **August 20 MPO meeting:** Present all public comments received and recommend approval of the list of local points projects.
- **August 29** – Final day to submit local input points



NCDOT Prioritization 3.0 Update

May 21 MPO Meeting

Transportation & Planning Committee
Thursday, May 22, 2014
12:00 – 1:00 p.m.
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: Vi Lyles, Chair
David Howard, Vice Chair
Patsy Kinsey
Greg Phipps
Kenny Smith

Staff Resource: Debra Campbell, Planning Director and City Manager's Office

AGENDA

I. Transit System Plan Update –15 minutes

Staff Resource: John Muth, CATS

CATS is advancing several corridor projects in FY14 and FY15. Staff will provide the following updates:

- *BLE construction, current and future contract opportunities, additions to project and community engagement efforts*
- *Phase 2 CityLYNX Gold Line application status and committee and community involvement*
- *Red Line and Gateway projects current activities with NCDOT and Norfolk Southern*
- *Silver Line (Independence corridor) study initiation of mode and corridor routes alternatives*
- *Blue Line Capacity Expansion project (retro fitting Blue Line for 3 car trains)*

Action: For information only

II. Transit Funding Work Group Update –20 minutes

Staff Resource: John Muth, CATS

The TFWG sub-committees have been very active over the past months advancing the May 2013 recommendations issued by the TFWG. Staff will provide the following updates:

- *P3 conference post event recap, lessons learned and next steps*
- *Finance/Funding sub-committee recent strategy document based on recommendations from TFWG's 2013 report*
- *State Treasury meetings regarding TIFIA application*
- *Phase 1 Communication status and work on Phase 2*

Action: For information only

III. Walkability –25 minutes

Staff Resources: Tracy Newsome, Transportation
Katrina Young, Planning

Staff will present information about the relationship between “walkability” and the WalkScore measure. This is a follow-up to the Walkability Scan overview that staff provided at the May 12 Committee meeting.

Action: For information only

Next Scheduled Meeting: June 9, 2014 at 3:30 p.m.