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## INFORMATION:

### **Response to Article Regarding the CityLYNX Gold Line Phase 2 Costs**

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The news article this week on the CityLYNX Gold Line Phase 2 focused solely on upfront costs of the project and ignored the long-term economic and community benefits that can be derived from investing in mass transportation. These benefits include managing growth, increasing economic investment and providing greater connections across the city.

Roads and mass transportation are infrastructure assets whose benefits accrue over a 50-100 year time period and are designed to provide a community with the necessary capacity to handle projected growth and maintain mobility. In a recent U.N. projection, Charlotte stands out among U.S. cities with more than 500,000 inhabitants, in the sense that the population is projected to increase 71 percent from 2010 to 2030. The Centers, Corridors and Wedges Growth Framework, embodied in the 2030 Transit Plan, focuses on development along the five major transportation corridors in order to help the Charlotte region manage growth through compact development designed to reduce sprawl and encourage revitalization and redevelopment. The CityLYNX Gold Line project is critical in addressing this growth issue for the east and west communities and to make it easier for people to move around in future congested areas.

Economic studies conducted for the Gold Line indicate that along the Phase 2 segment alone, there are an additional 1.1 million square feet (projected) of new private development in the form of residential, retail, office and hotels. These new investments are estimated to generate additional tax revenues of \$54.5 million for Phase 2 and \$193 million for the entire 10 mile Gold Line project through 2030.

The investment for Phase 1 and 2 is part of a larger project that is nearly the same length as the LYNX Blue Line (i.e. 10 miles). The difference being that the 9.3 mile LYNX Blue Line was constructed over a three-year period while the CityLYNX Gold Line is being built in multiple segments over a longer period of time, similar to how the I-485 beltway has been constructed in segments. Focusing on the individual segment costs does not take into account the cost efficiencies that can be realized when the entire Gold Line is operating and is linking many neighborhoods with the businesses in the corridor as well as the many entertainment venues, educational institutions, government facilities, and 2,000 businesses with job opportunities located along the 10 mile line.

### **Status Report on City's Broadband Technology Opportunities Program Grant**

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The cost of the in-vehicle broad band routers was inadvertently left out of the Council-Manager Memo on Friday, September 12. The cost to procure the 987 routers for Police and Fire vehicles is \$2,773,241.67. This is funded through a grant of \$8.8 million from the US Department of Commerce to improve public safety communications by enhancing technology

and infrastructure. The devices are being purchased under a citywide contract with CDW Government LLC, originally approved by City Council on March 26, 2012.

**ATTACHMENTS:**

[August 18 Governance & Accountability Committee Summary](#)